

LILAC HILLS RANCH SPECIFIC PLAN

GPA 12-001, SP 12-001

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PREFACE

The Lilac Hills Ranch Specific Plan includes a proposal to amend the County of San Diego's General Plan. The amendments include; a change on the Regional Land Use map from the Semi-Rural to the Village Category and the amendment of the Valley Center and Bonsall Community Plan maps and texts. The General Plan Amendment Report (Appendix VI.C) attached to ~~this report~~ [the Specific Plan](#) describes the proposed General Plan changes in detail, and provides a detailed analysis of how the project measures against the applicable goals and policies of the adopted planning documents. ~~The Lilac Hills Ranch Specific Plan was prepared with input from the following qualified experts:~~

Also attached as Appendix J is a Matrix that details the following: recommendations that were made by the Planning Commission and/or County staff during the Project-related hearing on September 11, 2015; the additions or changes to the Lilac Hills Ranch Project that were made as a result of those recommendations; if applicable, the revisions that were made to the Project's Environmental Impact Report (EIR) that were triggered by such recommendations; and, if applicable, where prior disclosure or analysis of impacts associated with such recommendations can be found within the existing EIR. The Appendix J Matrix is provided for reference and informational purposes only.

The Lilac Hills Ranch Specific Plan was prepared with input from the following qualified experts:

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List of Acronyms

<i>AD</i>	<i>Assessment District</i>
<i>AF</i>	<i>acre feet</i>
<i>AFY</i>	<i>acre feet per year</i>
<i>ANSI</i>	<i>American National Standards Institute</i>
<i>APN</i>	<i>Assessor's Parcel Number</i>
<i>Bio OS</i>	<i>Biological Open Space</i>
<i>BMP</i>	<i>Best Management Practice</i>
<i>BCPA</i>	<i>Bonsall Community Planning Area</i>
<i>CALFIRE</i>	<i>California Department of Forestry</i>
<i>CCR</i>	<i>Conditions, Covenants, And Restrictions</i>
<i>CFD</i>	<i>Community Facilities District</i>
<i>CPA</i>	<i>Community Planning Area</i>
<i>CPF</i>	<i>Community Purpose Facilities</i>
<i>CRV</i>	<i>California Redemption Value</i>
<i>DG</i>	<i>Decomposed Granite</i>
<i>DPR</i>	<i>Department of Parks and Recreation</i>
<i>PDS</i>	<i>Planning and Development Services</i>
<i>DSFPD</i>	<i>Deer Springs Fire Protection District</i>
<i>EIR</i>	<i>Environmental Impact Report</i>
<i>EPA</i>	<i>Environmental Protection Agency</i>
<i>EV</i>	<i>Electric Vehicle</i>
<i>FMZ</i>	<i>Fuel Management Zone</i>
<i>FPP</i>	<i>Fire Protection Plan</i>
<i>GBCI</i>	<i>Green Building Certification Institute</i>
<i>GHG</i>	<i>Greenhouse Gas</i>
<i>GPA</i>	<i>General Plan Amendment</i>
<i>HCD</i>	<i>Housing and Community Development</i>
<i>HMD</i>	<i>Habitat Maintenance District</i>
<i>HOA</i>	<i>Homeowner's Association</i>
<i>IFD</i>	<i>Infrastructure Financing District</i>
<i>LARA</i>	<i>Local Agricultural Resources Assessment</i>
<i>LEED-ND</i>	<i>Leadership in Energy and Environmental Design for Neighborhood Development</i>
<i>LMD</i>	<i>Landscape Maintenance District</i>
<i>LU</i>	<i>Land Use</i>

<i>MSCP</i>	<i>Multiple Species Conservation Program</i>
<i>MSL</i>	<i>Mean Sea Level</i>
<i>MUP</i>	<i>Major Use Permit</i>
<i>NCMSCP</i>	<i>North County Multiple Species Conservation Plan</i>
<i>NCN</i>	<i>No common name (for plant species with only a botanical name)</i>
<i>NCTD</i>	<i>North County Transit District</i>
<i>NCTDB</i>	<i>North County Transit District Board</i>
<i>NGBS</i>	<i>National Green Building Standard</i>
<i>NPDES</i>	<i>National Pollution Discharge Elimination System</i>
<i>PAA</i>	<i>Plan Amendment Authorization</i>
<i>PAMA</i>	<i>Pre-approved Mitigation Area</i>
<i>PFFP</i>	<i>Public Facilities Finance Plan</i>
<i>PLDO</i>	<i>Park Lands Dedication Ordinance</i>
<i>PR</i>	<i>Private Recreation</i>
<i>R.O.W.</i>	<i>Right-Of-Way</i>
<i>RF</i>	<i>Recycling Facility</i>
<i>RL</i>	<i>Rural Lands</i>
<i>RMP</i>	<i>Resource Management Plan</i>
<i>RPO</i>	<i>Resource Protection Ordinance</i>
<i>RS</i>	<i>Single Family</i>
<i>RWQCB</i>	<i>Regional Water Quality Control Board</i>
<i>SANDAG</i>	<i>San Diego Association of Governments</i>
<i>SCIC</i>	<i>South Coastal Information Center</i>
<i>SF</i>	<i>Single Family</i>
<i>SLL</i>	<i>Smart Location And Linkage</i>
<i>SMA</i>	<i>Subdivision Map Act</i>
<i>SP</i>	<i>Specific Plan</i>
<i>SWQMP</i>	<i>Storm Water Quality Management Plan</i>
<i>TDM</i>	<i>Transportation Demand Management</i>
<i>USGS</i>	<i>United States Geographical Service</i>
<i>VCCPA</i>	<i>Valley Center Community Plan Area</i>
<i>VCMWD</i>	<i>Valley Center Municipal Water District</i>
<i>VR</i>	<i>Village Residential</i>
<i>WRF</i>	<i>Water Reclamation Facility</i>

Lilac Hills Ranch

SPECIFIC PLAN

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Lilac Hills Ranch

SPECIFIC PLAN

FPO

I.INTRODUCTION

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I. INTRODUCTION

B. PURPOSE OF THE SPECIFIC PLAN

California Government Code (S.65450) authorizes the County of San Diego to adopt Specific Plans. This Specific Plan provides the guidelines for preparation of the subdivision and improvement plans and determines permitted land uses, densities, maximum residential units, required public facilities, and compliance with applicable County policies. It is anticipated that refinements such as final road and trail alignments, minor changes in Planning Area configuration will occur during the development of the implementing subdivisions. Such refinements, with approval of the Director of Planning and Development Services (PDS), will not require amendments to this Specific Plan provided the number of residential dwelling units is not exceeded and the overall character of the Community is maintained (for further detail see Section IV-C Amending the Specific Plan).

C. PROJECT DESCRIPTION

The Lilac Hills Ranch community (also referred herein as “Community”) proposes the development of a 608-acre mixed-use pedestrian oriented sustainable community within the unincorporated area of San Diego County designed in accordance with the Community Development Model and designed to meet the requirements of Regional Land Use Policy LU-1.2 as discussed in further detail in Section V-B and in the EIR Appendix W (“General Plan Amendment Matrix”). A portion of the land is within the Bonsall Community Planning Area and a portion is within the Valley Center Community Planning Area as shown in **Figure 1 - Regional Location Map**. The proposed Specific Plan includes a residential component consisting of 1,746 dwelling units which equates to an overall density of not more than 2.9 dwelling units per acre (du/ac) over the entire 608-acres. The planning areas with higher densities are located in the Town Center and in the two Neighborhood Centers. The Town Center and two smaller Neighborhood Centers also permit 90,000 square feet of specialty retail commercial-mixed-uses, and Phases 4 and 5 include a 173.9-acre Senior Citizen Neighborhood component which includes: market rate, age restricted residential housing (a total of 468 dwelling units included in the 1,746 dwelling units above), and a 200 room Group Care living facility. The Community will retain and promote ~~some~~ existing agricultural uses in specific areas within the project’s open space system. Existing agricultural uses in the biological open space will be allowed to continue, and some existing and new agricultural uses will also be permitted in certain other development areas. The Community also includes an active park system with one 13.5-acre public park and a number of private parks, public trails, and a school site. Also, proposed within the Community are a 50-room Country Inn, Private HOA Community Center, Private Recreation Center, Senior Center, Recycling Facility; a Water Reclamation Facility; [a potential Fire Station](#); and other supporting infrastructure.

Discretionary approvals submitted concurrently with the Specific Plan include a General Plan Amendment (GPA), Rezone, two Tentative Maps (which include the Vacation of two Open Space easements), a Site Plan for parks and a Major Use Permit for the Water Reclamation Facility.

Residential Component: This Specific Plan proposes a residential community with a maximum of 1,746 homes. All ~~of~~ the areas designated VR 2.9 and Zoned RS (Single Family) on the two Community Plan Maps are included on 580.2 acres as shown in **Figure 10 - Proposed Community**

Plan Land Use Designations. Of the 1,746 homes, 468 are included in the Senior Citizen neighborhood.

The actual density permitted by the Specific Plan in the areas designated “residential” (VR 2.9) is obtained by dividing the 1,371 single family lots by 580.2 acres which equals an actual density of 2.36 dwelling units per acre. There are single family detached residential areas in each of the five project phases. The single family residential areas in Phases 4 and 5 are age restricted.

An additional 375 residential units are located within the “commercial areas” designated (~~C5~~C-5) and located partially within the Town Center and two smaller Neighborhood Centers as shown on **Figure 12 - Proposed Zoning**. ~~The C5 land use~~The C-5 land use designation equals 27.8 acres. The project contains three Single Family Attached planning areas (SFA 1-3) that provide 164 dwelling units and one mixed-use residential area containing 211 units. The overall gross density of the ~~C5 land use~~C-5 land use area is 13.5 dwelling units per acre.

1. **Commercial and Mixed-Use:** The Community contains three distinct areas that provide 90,000 square feet of specialty commercial and office usable area in addition to the residential and other civic uses. This combined 27.8-acre area will have a Community Plan Land Use Designation of C-5 (Village Core/Mixed-Use) and C34 zoning (General Commercial-Residential). These activity nodes are distributed in the northern, central, and southern portions of the Community. They have been specifically located to meet the standard for “walkable communities” by locating essential neighborhood commercial services within one-half-mile of all of the residential uses. As can be seen on **Figure 13 - Multi-Modal Concept Plan**, all of the residential areas are within one-half mile of at least one of three areas with commercial services.
2. **School Site:** A 12-acre K-8 school site is proposed within the Specific Plan project area.
3. **Recycling Facility (RF):** A Recycling Facility will be provided on-site per Section 6970-b of the Zoning Ordinance. The purpose of this facility is to provide waste recycling for project residents. Per the County Zoning Ordinance (2341), a Site Plan is required for this use.
4. **On-site Water Reclamation Facility (WRF):** A Major Use Permit has been processed concurrently with the Specific Plan to provide treatment of effluent generated within the Community area. Implementation of the Major Use Permit or alternative treatment options will be determined by the Valley Center Municipal Water District.
5. **Other Facilities and Uses:** Additional elements of the proposed Community include a 13.5-acre public community park; private neighborhood and pocket parks most of which are available for use by the general public; multi-use trails; bike paths and bike lanes; active orchards and other agricultural uses; associated community facilities such as a private recreation facility, community/civic center, information center, Country inn, potential Fire Station, and supporting infrastructure; as well as permanent preservation of biological open space. These other facilities will be located in the RS or C34 zone. Also included is a complete senior neighborhood with an Assisted Living component including a Group Care facility, and a Senior Center constructed on one of the private parks. Also included within the senior neighborhood is a 10-acre Institutional site which may be developed for uses such a church or other civic use.

The Community is located in an area of agricultural uses together with existing residential and commercial uses. The Community will be designed in accordance with the guidelines, set forth in this Specific Plan. Community design features include landscaping throughout the Community, screening of the WRF and RF, and lighting restrictions.

The proposed Community includes utilization of existing water wells pursuant to guidelines set forth by the Valley Center Municipal Water District (VCMWD). The Community will construct on-site drainage facilities, including water quality treatment and hydro-modification basins, to protect against sedimentation resulting from storm water runoff. The system includes Site Design, Source Control and Treatment, Best Management Practices, rain water harvesting for each single-family home lot, as well as the possibility for other Low Impact Development measures such as grey water utilization for each single-family home. The Community will be developed to meet [and exceed](#) all applicable County Code requirements in regard to the provision of solar facilities and electric car charging opportunities.

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

Primary access to the Community will be provided via West Lilac Road, which connects to Old Highway 395 to the west of the Community. The proposed circulation plan for the Community includes both on-site and off-site road improvements. Additional access will be provided via Covey Lane, Rodriguez Road (fire apparatus access road), and Mountain Ridge Road (gated) as described in Section III.

The Community is completely within the VCMWD. Groundwater may be used as an additional source of irrigation for orchards, common areas, and landscaping within the Community pursuant to guidelines set forth by the VCMWD.

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D. DISTRIBUTION OF LAND USES

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

Table 1 - Land Use Summary

Land Use	Planning Areas	Net Acreage	Dwelling Units/Square Feet (SF)	Zoning
Single-Family Detached	SFD 1-8	156.9	903	RS
Single-Family Detached - Senior Citizen Community (Age-Restricted Units)	SFS 1-6	76.9	468	RS
Single-Family Attached	SFA 1-3	7.9	164	C34
Group Care (200 beds)	GC	6.5	N/A	RS
Commercial and Mixed-Use	C1-5 6	17.3	211/ (90,000 sq. ft.)	C34
K-8 School Site	S	12.0	N/A	RS
Institutional Use	I	10	N/A	RS
Public Park	P7	13.5	N/A	RS
Private Parks	P 1-6 and within the Senior Citizen Neighborhood P-8– 11	10.1	N/A	RS
Community Purpose Facility	CPF	2.0	N/A	C34
Biological Open Space	OS	104.1	N/A	RS
Common Areas and Agricultural Open Space	--	20.3	N/A	RS
Manufactured Slopes	--	68.2	N/A	RS
Roads	--	83.3	N/A	RS
Water Reclamation Facility	WR	2.4	N/A	RS
Recycling Facility/Trail Head/Staging Area	RF	0.6	N/A	C34
Detention Basins	DB	7.9	N/A	RS
Wet weather storage	WWS	8.1	N/A	RS
TOTALS		608	1,746	

E. LOCATION AND REGIONAL SETTING

The Lilac Hills Ranch community is approximately 608 acres, and is located less than a half-mile from the Interstate 15 corridor in the unincorporated area of San Diego County with freeway access off the Interstate 15 at both the Old Highway 395 ~~Interchange~~ and Gopher Canyon Road Interchanges as shown in **Figure 6 – Aerial Photograph & 1-Mile Vicinity**. The Community is located to the south and west of West Lilac Road with State Route 76 to the north, Bonsall 6-miles to the west, downtown Valley Center 10-miles to the east, downtown Escondido 16-miles to the south, ~~and~~ Interstate 15, and Old Highway 395 ~~and Bonsall~~ a half mile to the west.

The Lilac Hills Ranch Community is located within the westernmost portion of the Valley Center Community Plan Area (VCCPA) ~~although a small~~ and the eastern most portion ~~is within~~ of the Bonsall Community Plan Area (see **Figure 2 – Valley Center Context Map**). From the northwest Community corner, West Lilac Road serves as the northern Community boundary, while Circle R Drive is less than 1/2 mile south of the southern Community boundary. From the southwest Community corner, the western boundary of the Community runs along Shirey Road and extends to Standel Lane, which serves as the northwestern Community boundary. The Community is within Township 10 South, Range 3 West, Section 24, and Township 10 South, Range 2 West, Sections 19 and 30, on the USGS 7.5' Pala and Bonsall quadrangles.

The topography of the area consists of a series of rolling hills dissected by drainage courses and a valley bottom that drain primarily to the south and southwest. Elevations across the Community range from 960 feet MSL at the highest to 590 feet MSL at the lowest. The drainage courses on the Community convey storm water and urban/agricultural runoff. Both intermittent and ephemeral drainages occur in the Community. ~~Wells occur~~ Nine active wells are used across the site ~~and are used~~ to provide water to the existing groves, orchards, ~~vineyards~~, and other agricultural areas. Several man-made agricultural ponds and reservoirs that store water for irrigation purposes occur within the Community area.

The surrounding area is characterized by its historical agricultural activities, and residential development on parcels of varying sizes, as shown on **Figure 3 - Vicinity Map and Surrounding Land Uses**. The residential developments near the site are located off West Lilac Road, Covey Lane, Rocking Horse Road, Old Highway 395, Mountain Ridge Road, Circle R Drive, and State Route 76 (SR-76). Typical architectural styles are Mission or Ranch style homes of one and two stories. Also close to the Community are small commercial and office buildings, an industrial rock manufacturing and concrete batch plant, and several RV Parks (All Seasons RV Park and Champagne Lakes).

F. ENVIRONMENTAL RESOURCES

1. CULTURAL RECORDS

According to the records on file at the SCIC, there have been 18 sites and three isolates recorded within a one-mile radius of the Community. Five extant sites and 2 isolates have been found since 2007 during onsite surveys.

Of the 18 archaeological sites recorded off-site within a one-mile radius of the Community, 2 are historic and 16 are pre-contact Native American sites. Three-fourths of the pre-

contact sites (12) included bedrock milling features, five of which had only bedrock milling features with no other cultural characteristics noted. Three of the sites included milling features and lithic artifacts. At one site, bedrock milling features were found with a stacked stone feature which was apparently a rock room. Stacked stone granaries were recorded at another site with milling features, lithic artifacts, and ceramics. One site record noted bedrock milling features and habitation debris and another site recorded milling features, lithics, ceramics, faunal material, a rock overhang, and a subsurface deposit. Of the pre-contact sites that lacked milling features, two were scatters of lithic artifacts, one included lithics and ceramics, and one was a rock shelter with no artifacts observed. There were two historic sites recorded. One consisted of a historic trash scatter and another consisted of a historic foundation with a trash scatter and non-native trees.

In general, the sites are recorded along drainages. Seven of the sites are recorded in Keys Canyon and several others are along an unnamed drainage that runs through the Community and eventually into Moosa Creek.

An additional 15 sites have been recorded within one-half mile of the areas where offsite improvements could be constructed. These sites consisted of several bedrock milling stations, a rock enclosure that was determined to be historic or recent, scatters of lithic materials and shell, and a complex of habitation sites. Of these, only one was recorded within the Area of Potential Effects from offsite roadway improvements (none within offsite sewer improvements). That site is an important habitation area in Moosa Canyon.

2. WATER RESOURCES

The Community is within the County Water Authority and is served by the Valley Center Municipal Water District. There is significant existing water infrastructure on and to the site. There are transmission lines to the site, numerous meters, and two water tanks on the 608-acre site. In addition, the existing property contains 10 working groundwater wells that are used to irrigate orchards and landscaping throughout the year. The Water Supply Assessment approved by the VCMWD confirmed that the Community's imported water use will use be equal to or less than the imported water use after project implementation than was used by the 608-acres of property at the time of this application.

3. CLIMATE

San Diego County is divided into a series of "plant climates" which are defined as areas "in which specific plants, groups or associations are evident and will grow satisfactorily, assuming water and soil are favorable." (Gilbert 1970). Plant climates in San Diego County occur as a series of five trending linear zones, including the Maritime, Coastal, Transitional, Interior and Desert zones. These areas are influenced by factors including topography and proximity to the ocean and are generally gradational inland, with the Community located in the Transitional Zone (County 2004).

The Community is located within Sunset Zone 23, which has a rating of "high" and is one of the most favorable for growing subtropical plants and most favorable for growing avocados (County of San Diego, 2010). Climate conditions for the Community area are typical of a

Mediterranean climate regime, with a wet winter rainy season followed by a hot, dry summer. Spring and fall months tend to be mild in temperature and variable in rainfall amounts. The average January low temperature for the area is approximately 40 F, and the average July high temperature is between 85 and 90. Average annual rainfall is 15 inches (Griner and Pryde; 1976).

4. BIOLOGICAL RESOURCES

The Community is located within the draft proposed North County Multiple Species Conservation Plan (NCMSCP). The entire Community is outside of the proposed Pre-Approved Mitigation Area (PAMA) that is used to guide the processing and design of the NCMSCP. The proposed PAMA is located to the north, northeast and to the west of the Community but does not encumber the Community boundary at any point.

The Community was surveyed by Recon. All surveys were negative. There are no Threatened or Endangered species located on the property. Most native habitat occurs primarily along the drainage courses and on some of the steeper terrain on the western and southwestern portions of the Community. Vegetation communities and habitat types that are found in the Community area occur as a mosaic of native habitat patches and agricultural uses. A small amount of coastal sage scrub vegetation also occurs on site, in various sized disconnected patches. The largest patches of relatively undisturbed coastal sage scrub occur in the north and central part of the Community area with more disturbed patches located in the west-central and western parcel of the Community. A total of sixteen primary habitat types and vegetation communities were identified by the Community biological resources technical report. The largest areas of native habitat is southern mixed chaparral, with southern coast live oak riparian woodland, southern willow riparian woodland, and southern willow scrub occurring within the drainages. The developed areas consist primarily of scattered rural residences with ornamental landscaping. Roughly 75% of the property is mapped as agriculture, developed, or disturbed.

5. GEOLOGY

Lilac Hills Ranch is located in the lower Peninsular Range Region of San Diego County, a subset of the greater Peninsular Ranges Geomorphic Province of California. This portion of the Peninsular Ranges is underlain by the intrusive southern California Batholith. This portion of San Diego County is made up of foothills that span elevations from 600 to 2000 feet above mean sea level (MSL).

Steep slopes are limited within the Community as shown on **Figure 64 - Existing Topography and RPO Steep Slopes**. Specifically, 99.7 percent of all proposed grading will not impact RPO Steep Slope land. The rolling hills are predominately composed of Tonalite of the Couser Canyon geologic formation with a minor amount of the Granodiorite of Indian Mountain exposed at the northern boundary of the project. The geologic units underlying the project are characterized by weathered and decomposed granitic rocks with a very minor amount of exposed outcrops of hard granitic boulder core stones. A relatively thin veneer of surficial units including artificial fill, topsoil, alluvium, and older alluvium cap the granitic rocks. Topsoil on the property is generally medium brown to reddish brown clayey to silty sands

that are dry to slightly moist and loose to moderately dense. The site is suitable for development as proposed. No geologic hazards or other adverse conditions have been located on the site to date.

G. COUNTY LAND USE REGULATIONS

1. EXISTING LAND USE ELEMENT REGIONAL CATEGORY:

The Community lies within the Bonsall and Valley Center Community Plan Areas as designated in the San Diego County General Plan and as shown on **Figure 6 - Existing Regional Land Use Categories**. The General Plan Land Use Element Regional Category for the Community in both plan areas is Semi-Rural. The Community includes 530 acres in the Valley Center Community Plan Area and 78 acres in the Bonsall Community Plan Area.

~~1. The Project proposes to amend the Regional Land Use Element Map to change the Regional Category Designation from Semi-Rural to Village (see - Proposed Regional Land Use Categories). Land Use Element Regional Category: The General Plan Amendment.~~

2. EXISTING COMMUNITY PLAN LAND USE DESIGNATIONS:

The 530 acres within the Valley Center Community Plan currently include two land use designations; Semi-Rural 10 (131 acres) and Semi-Rural 4 (399 acres). The 78 acres within the Bonsall Community Plan are entirely designated with the Semi-Rural 10 land use designation as shown on Figure 9 - **Existing Community Plan Land Use Designations**.

~~2. Proposed Community Plan Land Use Designations: The Lilac Hills Ranch General Plan Amendment proposes to amend the Valley Center Community Plan map to change approximately 530 acres in the Semi-Rural SR-10 (1 unit per 10, or 20 gross acres, depending on slope) and Semi-Rural SR-4 (1 unit per 4, 8, or 16 gross acres, depending on slope) to Village Residential (2.9) and Village Core (C-5) (Proposed Community Plan Land Use Designations) and add appropriate language into the Valley Center Community Plan text describing the project.~~

~~The General Plan Amendment will also amend the Bonsall Community Plan map by changing approximately 78 acres from Semi-Rural SR-10 to Village Residential (2.9) — Proposed Community Plan Land Use Designations) and add appropriate language into the Bonsall Community Plan text describing the project.~~

~~The majority of the Community (580.2 acres) will be designated with the VR 2.9 designation which allows a theoretical maximum of 2.9 dwelling units per acre over the 580.2 acres with this designation. The proposed Specific Plan includes a Town Center in the north central portion of the project. The Town Center consists of 16.4 acres that will be designated with the Village Core/Mixed-Use (C-5) designation which, as the name suggests, allows a mix of commercial, residential, and mixed-use development within the Town Center. Two smaller Neighborhood Centers south of the Town Center will also be designated with the C-5 designation. The Specific Plan will allow a maximum of 1,746 total dwelling units.~~

3. EXISTING ZONING:

The 530 acres within the Valley Center Community Plan are zoned with the A70 “Limited Agriculture” Use Regulation. The 78 acres within the Bonsall Community Plan are zoned with the “Rural Residential” Use Regulation as shown on Figure 11 - Existing Zoning.

~~3. Proposed Zoning: To implement the proposed changes resulting from the proposed General Plan Amendments, the zoning replaces both the existing A70 Use Regulation and the RR Use Regulation with two new Use Regulations. Outside of the Town Center and two Neighborhood Centers all of the land is zoned with the Single Family Use Regulation (RS). The Town Center is proposed for the General Commercial-Residential Use Regulation (C34) as are the two Neighborhood Centers south of the Town Center (Proposed Zoning).~~

H. RESIDENTIAL YIELD ANALYSIS (EXISTING LAND USE REGULATIONS)

1. LAND USE DESIGNATIONS:

The General Plan Update adopted by the Board of Supervisors in August 2011 includes a Land Use element in which there are standards for calculating the gross density allowed on all property with Slope Dependent land use designations. Yield on Semi-Rural land is calculated per Table LU-2 in the Land Use element. In this case, approximately 208.6 acres of the property is designated as Semi-Rural 10, which allows 1 du/10 gross acres on land with slopes under 25%, and 1 du/20 gross acres on land with slopes over 25%. Approximately 398.3 acres of the property is designated as Semi-Rural 4, which allows 1 du/4 gross acres on land with slopes of 0-25%, 1 du/8 gross acres on land with slopes of 25-50%, and 1 du/16 acres on land with slopes over 50%. The existing Land Use designations are shown on Figure 9 - **Existing Community Plan Land Use Designations**. Estimated yield of the existing General Plan is shown in Table 2.

Table 2 - Residential Yield Analysis

Land Use	Acres	# of Units
SR-4		
0-25% slope	357.7	89
25-50%	37.0	4
50%+	3.6	0
SR-10		
0-25%	151.2	15
25%+	58.4	2
Total	607.9 acres	110 units

~~4. Existing Zoning: The 530 acres within the Valley Center Community Plan is zoned with the A-70 "Limited Agriculture" Use Regulation with a minimum lot size of two acres. The 78 acres within the Bonsall Community Plan is zoned with the "Rural Residential" Use Regulation also with a minimum lot size of two acres as shown on Existing Zoning. Maximum yield under zoning based on the minimum lots size is 266 two-acre lots in Valley Center and 38 two-acre lots in Bonsall (a maximum of 304 two-acre lots total).~~

2. RESOURCE PROTECTION ORDINANCE:

The Resource Protection Ordinance protects sensitive resources such as sensitive biological resource, sensitive cultural resources, flood plains, and steep slopes. Last amended in 2011 it now requires yield to be calculated as provided for in the Land Use Element. In this instance, yield would be as allowed in the table above.

I. PARCEL SIZE DISTRIBUTION IN THE VICINITY OF LILAC HILLS RANCH

Lilac Hills Ranch is located on the northwest margins of the Valley Center planning area (**Figure 2 – Community Plan Area Map**), and the northeastern margin of the Bonsall planning area. The Valley Center planning area has a number of existing specific plans, as shown in **Figure 4 - Valley Center Generalized Specific Plans**, containing large scale urban development. However, Lilac Hills Ranch is unlike most of the other specific plans in Valley Center and Bonsall in that the Community is located less than a half-mile from the I-15 freeway in an area with existing parcels ranging from half acre to 20-acre parcels. Lilac Hills Ranch has more in common with the land development trends along the I-15 corridor, such as Circle R, than with the land patterns of central Valley Center.

One Mile Radius: An analysis by Chicago Title, using Metro Scan software, shows the following distribution of lot sizes for the areas immediately adjacent to the 608-acre site as shown in **Figure 6 – Aerial Photograph & 1-Mile Vicinity**.

1. Nine percent (9%) of all lots within a 1-mile radius are less than 1-acre;

2. Eighteen percent (18%) of all lots within a 1-mile radius are less than 2-acres;
3. Fifty-four percent (54%) of all the lots within a 1-mile radius are less than 4-acres.
4. The area in Bonsall on the west side of I-15 was planned for 4 and 8-acre development under the former General Plan, and the areas east of I-15 were planned for 2 and 4-acre development for most of the past 33 years. With the General Plan Update the areas in Bonsall are now planned for 10 and 20-acre development and the areas east of I-15 in Valley Center are planned for 4, 8, and 16-acre development. Parcel size is a factor in describing existing 'community or neighborhood character'. The above documents that 81 percent of the existing lots within the one mile radius are well over the intensity of development anticipated by the plan designations.

Five Mile Radius: An analysis by Chicago Title and Corelogic, using Metro Scan software, shows the following distribution of lot sizes as shown in **Figure 5 – Aerial Photograph & 5-Mile Vicinity**.

1. Thirty-two percent (32%) of all residential development within a 5-mile radius of the Community are classified as Multi-family, timeshares or mobile home developments which can all classified as small scaled, urban, sewer served developments, and;
2. Fifty-nine percent (59%) of all single-family development in this area is on lots smaller than the current minimum two-acre lot size identified in the General Plan, which means that only;
3. Forty-one percent (41%) of all residential lots in this 5-mile area are 2 acres or greater.
4. Parcel size is a factor in describing existing 'community character'. The above documents a robust diversity of parcel sizes for an area that has, for the most part, had a 2 and 4-acre minimum parcel size for the past 33 years.

J. PLANNING HISTORY

~~Accretive Investments, Inc. submitted an application for a Plan Amendment Authorization (PAA) request on November 2, 2009 under the Board Policy I-63 in existence at that time. On December 17, 2010, by a vote of 4-2-1,~~ the San Diego County Planning Commission initiated the [PAA Plan Amendment \(PAA\) Application](#) to proceed ~~on December 17, 2010 and which~~ authorized the processing of the General Plan Amendment ~~by a vote of 4-2-1.~~

K. RELATIONSHIP TO GENERAL PLAN

The San Diego County General Plan, the Valley Center Community Plan, and the Bonsall Community Plan provide the overall planning policy framework for the Lilac Hills Ranch Specific Plan. Section V of this Specific Plan text and Appendix W of the FEIR provides detailed analysis regarding how and why this Specific Plan is consistent with the goals and policies of the County General Plan. The Lilac Hills Ranch Specific Plan is intended to further implement the policies of these documents as set forth in the standards and guidelines provided herein.

L. DEVELOPMENT APPROVALS NEEDED

The development application consists of the following land use applications;

1. General Plan Amendment to the Land Use Element for changes to: Regional Land Use Map, Valley Center and Bonsall Community Plans (texts and maps), ~~and the Mobility Element road classification of West Lilac Road which forms the Community's northern boundary;~~ [;](#)

2. General Plan Amendment to the Mobility Element Table M4, by adding the segment of West Lilac Road (between Old Hwy 395 and Main Street);
- ~~2.3.~~ Specific Plan;
- ~~3.4.~~ Rezone;
- ~~4.5.~~ Two Tentative Maps;
- ~~5.6.~~ A Major Use Permit for the Water Reclamation Facility;
- ~~6.7.~~ A Site Plan for private parks;
- ~~7.8.~~ Encroachment permit.

The GPA proposes to amend the ~~Regional Land Use Map by replacing the Semi-Rural Category with the Village Category.~~ following land use categories and designations:

a) Land Use Element Regional Category:

The ~~GPA also~~ Project proposes to amend the Regional Land Use Element Map to change the Regional Category Designation from Semi-Rural to Village (see Figure 8 ~~Valley Center Community Plan Map by replacing the existing Semi-Rural (SR-4) and (SR-10) designation with the Village Core/Mixed Use (C-5) designation, and the balance with the -~~ Proposed Regional Land Use Categories). The Project also proposes an amendment to change the General Plan land use designations for the project site from Semi-Rural SR-10 and Semi-Rural SR-4 to Village Residential (VR 2.9) ~~designation, and Village Core (C-5).~~

b) Proposed Community Plan Land Use Designations:

The Lilac Hills Ranch General Plan Amendment proposes to amend the Valley Center Community Plan map to change approximately 530 acres in the Semi-Rural SR-10 (1 unit per 10, or 20 gross acres, depending on slope) and Semi-Rural SR-4 (1 unit per 4, 8, or 16 gross acres, depending on slope) to Village Residential (2.9) and Village Core Mixed Use (C-5) (Figure 10 ~~Figure 10 also proposes to amend Proposed Community Plan Land Use Designations) and add appropriate language into the Valley Center Community Plan text to incorporate this~~ describing the project.

~~Approximately 78 acres in the northwest corner of the proposed specific plan is within the Bonsall Community Plan area. The GPA proposes to~~ The General Plan Amendment will also amend the Bonsall Community Plan map by replacing the existing ~~changing approximately 78 acres from Semi-Rural (SR-10) designation with the to~~ Village Residential (VR-2.9) (Figure 10 ~~Designation. The Specific - Proposed Community Plan also proposes to amend Land Use Designations) and add appropriate language into the Bonsall Community Plan text to incorporate this~~ describing the project.

The majority of the Community (580.2 acres) will be designated with the VR 2.9 designation which allows a theoretical maximum of 2.9 dwelling units per acre over the 580.2 acres with this designation. The proposed Specific Plan includes a Town Center in the north central portion of the project. The Town Center consists of 16.4-acres that will be designated with the Village Core Mixed-Use (C-5) designation which, as the name suggests, allows a mix of commercial, residential, and mixed-use development within the Town Center. Two smaller

Neighborhood Centers south of the Town Center will also be designated with the C-5 designation. The Specific Plan will allow a maximum of 1,746 total dwelling units.

c) Proposed Zoning:

To implement the proposed changes resulting from the proposed General Plan Amendments, the zoning replaces both the existing A70 Use Regulation and the RR Use Regulation with two new Use Regulations. Outside of the Town Center and two Neighborhood Centers all of the land is zoned with the Single-Family Use Regulation (RS). The Town Center is proposed for the General Commercial–Residential Use Regulation (C34) as are the two Neighborhood Centers south of the Town Center (Figure 12 - **Proposed Zoning**).

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

The Rezone implements the uses authorized by the new General Plan designations, and also provides the additional detail necessary to implement the specific uses detailed in the Specific Plan text.

A Master Tentative Map (TM5571) would subdivide the entire Community creating 25 lots within the 608-acre project site and identify locations of a roadway system and utility improvements to service the proposed lots. The Master Tentative Map includes a master grading plan, which identifies rough grading quantities and drainage facilities that would serve the entire Community.

The Implementing Tentative Map for Phase 1 subdivides the northwestern 121.5 acres of the Community into 352 single-family residential lots, inclusive of one remainder lot, which will require a Certificate of Compliance prior to sale, along with common area lots for HOA open space, parks, and biological open space lots. The grading plans for the Implementing Tentative Map depict the preliminary grading for Phase 1.

The Major Use Permit (MUP12-005) is for the onsite Water Reclamation Facility (WRF). The total area of the proposed WRF would be approximately 2.4 acres which is located in the southwest section of the developed area of the Community. The Major Use Permit includes detailed exterior building elevations and landscape plans to demonstrate that the facility will meet the design standards of the Valley Center Design Review Guidelines. The WRF would include four separate structures: a treatment process area, effluent storage, chlorine contact facility, and a control and equipment building. The structures would be a maximum of 35 feet in height. The recycled water infrastructure would consist of a conveyance pump station, a transmission pipeline, a possible recycled water storage tank, and recycled water distribution pipelines. Screening trees and shrubs are proposed around the perimeter of both facilities.

I. INTRODUCTION

Two existing Biological Open Space Easements on the property totaling 3.64 acres are shown on the Master Tentative Map and will be vacated with the recordation of the Phase 2 and 3 Final Maps.

Figure 1 - Regional Location Map

Figure 2 - Community Plan Area Map

Figure 3 - Vicinity Map and Surrounding Land Uses

Figure 4 - Valley Center Generalized Specific Plans

Figure 5 - Aerial Photograph & 5-Mile Vicinity

Figure 6 - Aerial Photograph & 1-Mile Vicinity

Figure 7 - Existing Regional Land Use Categories

Figure 8 - Proposed Regional Land Use Categories

Figure 9 - Existing Community Plan Land Use Designations

Figure 10 - Proposed Community Plan Land Use Designations

Figure 11 - Existing Zoning

Figure 12 - Proposed Zoning

Lilac Hills Ranch

SPECIFIC PLAN



~~II. SPECIFIC PLAN SUMMARY - FPO~~

- ~~A. Specific Plan Goals and Policies~~
- ~~B. Land Use Plan~~
- ~~C. Open Space and Recreation Plan~~
- ~~D. Circulation Plan~~
- ~~E. Fire Protection Plan~~
- ~~F. Infrastructure/Public Facilities and Services Plan~~
- ~~G. Sustainable Community Design~~

II. SPECIFIC PLAN

SUMMARY

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II. SPECIFIC PLAN SUMMARY

Lilac Hills Ranch is a mixed-use pedestrian oriented sustainable [CommunityVillage](#) which includes extensive areas for parks, trails, agriculture, and open space and is designed to meet the County Community Development Model which is discussed later in this chapter in Section G. Sustainable Community Design. The overall objective is to provide an environmentally sensitive, new village compatible with the character of the surrounding area while preserving significant portions of the existing on-site biological resources, including 95% percent of the RPO wetlands in open space easements.

The Specific Plan provides for community-serving land uses in both the RS and C-34 zones that include a K-8 school site, several neighborhood private parks available for use by the general public and some private parks in the senior gated neighborhood, a private recreational center, and other recreational amenities, a 50-Room Country Inn, an Information Center, a Community Center and 90,000 square feet of commercial, office and retail space.

The Community's residential component includes 1,371 traditional single-family detached homes of which 468 are located within the age-restricted Senior Citizen Neighborhood with the necessary facilities and amenities to serve the senior population (including a Senior Community Center, a Group Care facility expected to include a dementia care unit). To provide a range of housing types the Community will also include 164 Single Family Attached as well as the 211 residential units included with the commercial mixed-use area.

All of the residential lots are within one-half mile of either the Town Center or one of the two smaller Neighborhood Centers as illustrated on the Village Concept Plan provided as **Figure 13 - Multi-Modal Concept Plan**. This compact form of development will locate housing close to retail, services, schools, and jobs, allowing for the preservation of an increased amount of open space, natural habitat, and agriculture that will contribute to the retention of the rural setting and lifestyle of the adjacent community.

The circulation system provides a variety of routes through the Community including meandering sidewalks often separated from roadways by landscaped parkways containing trees, pedestrian-scaled lighting, and other pedestrian amenities. Borrowing from the *Regional Complete Streets Policy*, Dated December 19, 2014 by SANDAG, the circulation system has been specifically designed to maximize the use of pedestrian and bicycle transportation within the Community. The pedestrian circulation system includes both standard sidewalks and an extensive soft surface trail system for public use that connects to the County's Public Regional Trail System at the north and south ends of the property and provides links throughout the Community. All neighborhoods are interconnected through a Community trail system which will provide residents with a walkable alternative within a convenient distance from every home.

Also planned within the Community are: a recycling facility, a Water Reclamation Facility, [a potential Fire Station](#), and other supporting infrastructure. There will be 104.1 acres of sensitive biological/wetland habitat preserved onsite. An additional amount of agriculture, outside of the biological open space, will also be conserved throughout the community. Additional off-site open

space and agriculture will be required to mitigate impacts on site. There are 1,746 dwelling units authorized by the specific plan which averages to an overall gross density of 2.9 dwelling units per acre (du/ac) over the Community.

M. SPECIFIC PLAN GOALS AND POLICIES

1. COMMUNITY DESIGN AND OPERATION GOAL

Ensure the orderly and sensitive development of land uses within Lilac Hills Ranch Specific Plan to safeguard and enhance the appearance, quality, and value of development in the Valley Center and Bonsall Community Planning Areas.

2. COMMUNITY DESIGN AND OPERATION POLICIES

- a) Limit development to those uses permitted by and in accordance with development standards contained in the County of San Diego Zoning Ordinance, the County General Plan, the Lilac Hills Ranch Specific Plan and future detailed approvals and permits for the property. The Lilac Hills Ranch Specific Plan is intended to further implement the policies and development standards set forth in the County General Plan, and the Valley Center and Bonsall Community Plans provided however, in cases where there are discrepancies or conflicts between the Lilac Hills Ranch Specific Plan and the County's development regulations or zoning standards, the provisions of the Lilac Hills Ranch Specific Plan shall prevail.
- b) Require Site Plan approval for civic, mixed-use and commercial structures in the Town Center and Neighborhood Centers (pursuant to the "B" and "D" Special Area Designator) as required to ensure that development will conform to the appropriate design guidelines and standards for such development in accordance with Section III of this Specific Plan entitled "Development Standards and Regulations."
- c) Require Site Plan approval for single family attached residential structures in the Town Center and Neighborhood Centers (pursuant to the "V" setback regulator and the "D" Special Area Designator) as required to ensure that development will conform to the appropriate design guidelines and standards for such development in accordance with Section III of this Specific Plan entitled "Development Standards and Regulations."
- d) Require Site Plan approval for single family detached development within the Specific Plan (pursuant to the "D", Special Area Designator) to ensure that development will conform to the appropriate design guidelines and standards for such development in accordance with Section III of this Specific Plan entitled "Development Standards and Regulations."
- e) Design and develop parks and common areas to establish a Community theme providing consistency among various residential and non-residential neighborhoods or planning areas.
- f) Design and develop an architectural palate to establish a Community theme and character reminiscent of the diverse architecture present in many early California villages and towns.

- g) Maintain Community elements such as Community entries, parks, and parkway landscaping as set forth in this Specific Plan.

3. SPECIFIC PLAN GOALS

- a) Create a mixed-use pedestrian oriented sustainable Community for an area on the outer boundaries of the Bonsall and Valley Center community planning areas along the I-15 corridor. This new Village will augment the several other large-scale projects adjacent to this section of I-15 between Escondido and Fallbrook by introducing new mixed-use pedestrian oriented land uses with a variety of housing types and create employment, retail and service opportunities that are not currently present. This will result in reducing vehicle miles traveled by existing as well as future residents and their service providers. Overall, the specific plan seeks to balance population and housing needs with open space, agricultural land use, and the development of infrastructure for the Community.

4. SPECIFIC PLAN POLICIES

- a) Provide an appropriately scaled Village where one does not currently exist to provide social, public service and commercial opportunities to both new and existing residents.
- b) Provide a range of housing and lifestyle opportunities in a compact, efficient manner that encourages non-automotive mobility, and that provides public services and facilities in close proximity to such housing.
- c) Provide a variety of recreational opportunities including active and passive parks with trails that connect the residential neighborhoods to the Town Center and regional trails.
- d) Integrate, maintain, and preserve the major physical features into the Community design, including major drainages, woodlands as described in this Specific Plan.
- e) Preserve sensitive natural resources on-site and enhance connectivity to designated preserve areas.
- f) Provide for a compact pattern of development that meets the demand for housing in the region, consistent with the general character of the adjacent I-15 corridor.
- g) Provide life-cycle housing within the Community through the inclusion of a variety of housing types for all age groups.
- h) Provide an expanded opportunity for home ownership by increasing the housing supply across a range of household budgets and incomes.
- i) Incorporate and encourage low-impact development and sustainable practices throughout the entire Specific Plan area, including future commercial development, residential common areas, and individual homes.
- j) Provide a location for recycling and green waste collection in order to facilitate and encourage recycling and the possible use of compost materials within common and agricultural areas.

- k) Provide educational, recreational and neighborhood retail opportunities in close proximity to residential uses, accessible by roads, bike lanes, and trails.
- l) Coordinate the provision of utilities, facilities, and infrastructure and ensure availability concurrent with need.
- m) Create neighborhoods and a broad range of commercial and civic uses that are supported by a network of local roads, bicycle lanes or paths, and walkways linking these neighborhoods with parks, schools, and public areas.
- n) All discretionary permits implementing this Specific Plan are required to comply the applicable sections of the Resource Protection Ordinance, including the standards relating to steep slopes.
- o) During grading activities, Tier III, or higher, construction equipment will be used, with the exception of concrete/industrial saws, generator sets, welders, air compressors, or for construction equipment where Tier III, or higher, is not available.

5. SUSTAINABLE COMMUNITY GOALS

".. sustainability is a key theme of this General Plan and is inextricably related to a number of General Plan elements, as well as land use topics." Per County of San Diego Land Use Element page 3-24

Ensure the development of the Community is based on sustainable development principles, including the sustainability Goals and Policies of the County General Plan, thereby resulting in a compact, vibrant, walkable, mixed-use community where residents are encouraged to walk to amenities and services. The sustainable building design concepts, which are a featured component of this Specific Plan ~~ensures~~, ensure that less energy and imported water is consumed within the Community, further ~~reduces~~ reduce impacts on the environment and ~~provides~~ provide better indoor air quality when compared to traditional development. Additionally, with implementation of the Community's design features and mitigation measures recommended in the EIR, the Community will achieve no net increase in greenhouse gas (GHG) emissions, as described further below. When integrated, these objectives create a neighborhood with a high quality of life and healthy inhabitants.

6. SUSTAINABLE COMMUNITY POLICIES

- a) Promote the best management practices for water conservation as approved by the Valley Center Municipal Water District, to minimize the use of imported water. Low flow water fixtures, dual flush toilets, grey water systems and other efficient plumbing systems will be encouraged.
- b) The best management practices for waste management strategies shall be applied. An on-site Recycling Facility (RF) site will be provided and implemented based upon the feasibility. The RF will allow the collection and recycling of trash with the potential of green waste to be reused throughout proposed common areas and by homeowners as well as the purchase of recyclables back from residents. This will reduce materials that would otherwise be deposited into area landfills. It will provide mulch for gardens

and landscaping that will help conserve water and improve water quality by limiting the need for fertilizers.

- c) Develop an extensive trail system available for use by the general public connecting all of the neighborhoods and ensuring a walkable Community to help minimize vehicular use and encourage interaction with the natural environment.
- d) Compact development reduces the energy needed for transportation and building use. The project will implement the use of existing Green Building standards adopted by the County. Builders will be required to ~~offer Homeowners the option to use~~provide energy efficiency lighting fixtures that consume fewer natural resources, and Energy Star and water efficient appliances.
- e) Encourage the use of feasible best management practices to maintain the current level of water runoff (discharge) leaving the site close to pre-development levels. This may include the use of inlet filters, rain barrels for single family homes, and appropriately sized detention basins such that there is no effect on downstream drainage facilities, both natural and made, and green streets to include bio filtration and permeable pavers.
- f) Design all residences to achieve the California Energy Commission's Zero Net Energy standards, as defined in that agency's 2015 Integrated Energy Policy Report.
- g) Provide on-site, solar photovoltaic systems on a minimum of 45% of non-residential building roof space and on all covered parking areas.
- h) Exclusively utilize high-efficiency (LED or equivalent) indoor and outdoor lighting in all non-residential buildings.
- i) Implement the Transportation Demand Management (TDM) Program contained in Appendix I of this Specific Plan, which contains specific strategies to reduce the amount of vehicle miles traveled by residents (including K-12 students), hotel guests and commercial employees.
- j) Install Level 2 electric vehicle (EV) charging stations as follows: one (1) single-port EV charging station for each of the residential units and at least 22 dual-port EV charging stations (serving a total of 44 parking spaces) in parking areas for the non-residential uses, including the recreation center, park, school, senior center and commercial uses located within the Community.
- k) Through a combination of land use design, transportation planning and sustainable building, and environmental mitigation measures identified in the EIR, the Community will achieve no net increase in GHG emissions, and thereby avoid adversely contributing to global climate change.

7. OPEN SPACE/CONSERVATION GOAL

- a) Conserve significant biological, cultural, paleontological, flood plain, and visual resources as shown in this Specific Plan.

8. OPEN SPACE/CONSERVATION POLICIES

- a) Conserve environmentally sensitive areas within the Lilac Hills Ranch planning area requiring protection and/or management as shown in this Specific Plan. The Community Home Owners Association will be responsible for the necessary maintenance of open space areas.
- b) Conserve the identified environmentally sensitive areas in on-site open space lots and with easements to ensure their permanent conservation. Construction and grading shall not be allowed to occur in dedicated open space areas. Fuel modification and drainage for pads, slopes, and roads (as shown on an approved tentative map) shall be restricted as provided in the easement dedication or conservation agreement.
- c) Limit disturbance and development to only those areas shown on this Specific Plan or areas off-site needed for grading, roads, utilities or infrastructure.
- d) Precisely mark open space and other sensitive areas using GIS coordinates with at least 6 inches of accuracy to assure that grading does not result in any un-permitted impacts to the dedicated open space and open space buffer areas.
- e) Limit adverse edge effects to dedicated biological open space by providing buffers, as shown in this Specific Plan.
- f) Establish connections for on-site resources to integrate into a larger regional system as provided in this Specific Plan.
- g) Maintain and/or convey urban runoff to avoid adverse impacts to open space areas.

9. CIRCULATION GOALS

- a) Provide a safe and efficient circulation system that supports the planned development, links to regional transportation elements when appropriate, and minimizes impacts to residential neighborhoods and environmentally sensitive areas.

10. CIRCULATION POLICIES

- a) Provide multi-modal roads that are narrower, with slower speeds to increase pedestrian safety within the Community in order to promote:
 - i. the pedestrian-oriented development patterns and;
 - ii. enhance pedestrian safety and walkability; and
 - iii. other non-motorized modes of travel.
- b) Provide an interconnected and appropriately scaled local private road network within the Community that reinforces the compact development patterns promoted by the Land Use Element, the Valley Center and Bonsall community plans and this Specific plan.
- c) Organize land uses to provide convenient and safe vehicular and pedestrian circulation throughout the Specific Plan area.
- d) Create an integrated circulation system that serves the Community residents and provides access between Community features and facilities while adhering to the overall pedestrian oriented Community character.
- e) Construct private on-site roads that adhere to the Community character while improving the existing roadway network by providing access points (that may be

controlled limited access points) that will increase alternative routes to the existing roadway network during emergencies.

- f) Design, finance, and construct circulation improvements to support planned development of the Community concurrent with need.
- g) Complete traffic signal warrants and contribute a fair share of the cost for off-site intersection improvements, or construct street improvements, based on the Community's contribution of traffic.
- h) Include alternative modes of circulation, such as transit, bikeways and pedestrian paths and trails, in the Lilac Hills Ranch Specific Plan.
- i) Connect a trail network to existing and proposed regionally designated trails in the surrounding area.
- j) Align trails on existing paths, trails, roads, utility easements and other disturbed habitat areas to the extent feasible to minimize environmental impacts.

11. SERVICES AND FACILITIES GOAL

- a) Provide services and facilities in the Lilac Hills Ranch in a timely and efficient manner, concurrent with need.

12. SERVICES AND FACILITIES POLICIES

- a) Permit patterns of development that will allow growth to proceed in rational increments.
- b) Phase construction with the provision of necessary water and sewer improvements.
- c) Equitably finance necessary services and facilities.

N. LAND USE PLAN

The Lilac Hills Ranch Specific Plan is guided by respect for natural landforms and preservation of natural resources. Lilac Hills Ranch is designed so that 99.7% of all grading will occur outside of the RPO steep slope areas, which allows most of the development to be concentrated around the Town Center and two Neighborhood Centers, in areas substantially free of sensitive biological resources. Less than 1.6 acres of RPO defined steep slopes are disturbed. This contributes to a walkable pattern of development and preserves sensitive biological resources. The major drainage (wetlands) features of the site will be placed into open space easements with each phase of development and every effort has been made to avoid, or minimize impacts to them. The land use plan has been designed so that in all but one case the major drainages have no more than one crossing.

This land use plan focuses development on gently sloping areas that were mostly disturbed by prior agricultural activities or development. Significant landforms and the most sensitive biological resources are preserved. This land use plan is discussed in the following sections.

1. LAND USE DISTRIBUTION

a. Phasing

The Lilac Hills Ranch Specific Plan Map (**Figure 14 -Specific Plan Map**) shows the Community divided into multiple Planning Areas (excluding areas designated for open

space, roads, common areas, slopes, etc.) with 19 types of land uses ranging from Single Family Detached to Manufactured Slopes. The Phasing Map (**Figure 15(a) - Phasing Plan**) shows how the Community has been divided into five phases with Phase 1 at the north and Phase 5 in the southeast corner of the Community. **Table 3 - Land Use Summary by Phase** provides a detailed breakdown by Phase, for each of the land use types, including acreage numbers and, where appropriate, number of dwelling units. (Non-sequential phasing is permitted as described in Section IV.)

Phase 1 is a residential phase consisting of 121.5 acres located immediately south of West Lilac Road. This Phase provides a maximum of 352 single family detached homes, five parks (4.5 acres) and will include frontage improvements to West Lilac Road, a Mobility Element public road (**Figure 16 - Proposed Mobility Element Plan**). Per an agreement with County Parks (see Section III.M.(14) for details) an IOD for an Interim Passive Park (3.2-acres) may be required with the recordation of the first Final Map in Phase 1. This interim park will be located in Phase 3, adjacent to Phase 1 at the northeast corner of the Community.

Phase 2 includes both a single family detached residential area (VR 2.9) and the Town Center area ~~(Village Core)~~ C5 Mixed Use (C-5) of the Community and is a total of 89.6 acres including streets, parks and open space areas. The single family detached area consists of 18.3 acres and includes 196 single family detached homes. The commercial Town Center area is approximately 21.4 acres in size and includes 59 single family attached units on 3.6-acres, mixed-use residential development (211 units), the Village Green along with a maximum of 80,000 square feet of usable Commercial/Mixed-Use building areas. Additional uses include: the Community Recycling Facility which is co-located with the Community Trailhead site, one park, three areas of biological open space, and the middle segment of Main Street. Under certain specific circumstances development of Phase 2 may also trigger the requirement for an additional IOD (additional 8-acres) of the interim Passive Park in Phase 3 (see Section III.M.(14) for details). The Specific Plan has been conditioned to require that the applicant construct the Town Center after 1,000 homes are built.

Phase 3 includes the central single family detached residential areas located on 223.0 acres and includes 460 single family detached homes and a Neighborhood Center that includes a single family attached area located on 4.3 acres with 105 units. The Commercial/Mixed-Use area is located on approximately one-half acre and will provide 7,500 square feet of usable commercial building area. In both cases, the residential structures will be allowed to be developed as either Mixed-Use or as single family attached per the standards included in Section III-Development Standards. These types of residential development are typically two stories with densities of approximately 20 du/acre or more. A 2.0-acre Community Purpose Facility (CPF) Site is located adjacent to the Commercial parcel, which provides for either a Community Recreation Center, or a Fire Station, if agreed to by the local Fire District. This Phase also includes ~~a number of other~~ Community Facilities including: the Community's main public park (13.5 acres) located adjacent to ~~the~~ a K-8 school site (12 acres). Immediately to the west of the school and park is a large stormwater detention basin (5.1 acres). Finally, this phase

includes the site for the on-site Water Reclamation Facility (2.4 acres), biological open space (49.0 acres), and a private road system designed to meet the traffic needs of the project. Together Phases 4 and 5 comprise the Community's Senior Citizen Neighborhood which will include 468 age restricted single family detached homes.

Phase 4 includes a primary gated entry on the south side of the intersection of Lilac Hills Ranch Road and Covey Lane. This phase includes 171 single family detached homes on 29.9 acres, three parks including P-8 that includes a Senior Center on a 3.3-acre lot, and a Group Care Facility on 6.5 acres. In addition, this phase includes a 0.4-acre park, a small detention basin (1.0 acres) and biological open space areas (9.6 acres).

Phase 5 also includes a gated entry at the southern end of Lilac Hills Ranch Road as it exits the Community and becomes Mountain Ridge Road. This phase includes 297 single family detached lots on 47.0 acres, an Institutional area (10 acres) that could be used for a religious and/or other similar type of facility, one small park (1 acre), a small detention basin (1.8 acres) and two biological open space areas (17.3 acres). The Institutional Site provides an opportunity for a facility or facilities of the size and scale shown in **Figure 126 – Institutional Site Concept Plan & Elevation**, located in Section III.

2. TOWN CENTER

The 21.4-acre Town Center (see **Figure 72 – Town Center Concept Plan**) is located in the southern portion of Phase 2, is designated as Village Core / Mixed-Use C-5 on the Valley Center Community Plan and zoned with the C34 General Commercial/Residential Use Regulation. It is served by Main Street that has the potential to be split into a couplet (two parallel one way, one-lane streets that will be named Main Street North and Main Street South) that allow through traffic to pass through the site on the way to and from the I-15 freeway; and also encourages local residents to drive at slower speeds and take advantage of the services available in the Town Center.

II. SPECIFIC PLAN SUMMARY

Table 3 - Land Use Summary by Phase

PHASE 1			
AREA	LAND USE	ACRES	DU'S
SFD1	SINGLE FAMILY DETACHED	31.2	175
SFD2	SINGLE FAMILY DETACHED	14.4	89
SFD3	SINGLE FAMILY DETACHED	15.1	88
P1	PARK - HOA	1.6	N/A
P2	PARK - HOA	0.5	N/A
P3	PARK - HOA	0.3	N/A
P4	PARK - HOA	1.9	N/A
P5	PARK - HOA	0.2	N/A
OS1	BIOLOGICAL OPEN SPACE	1.4	N/A
OS2	BIOLOGICAL OPEN SPACE	3.2	N/A
OS3	BIOLOGICAL OPEN SPACE	1.3	N/A
OS4	BIOLOGICAL OPEN SPACE	0.7	N/A
OS5	BIOLOGICAL OPEN SPACE	0.1	N/A
OS6	BIOLOGICAL OPEN SPACE	8.9	N/A
	NON-CIRCULATING ROAD	13.7	N/A
	CIRCULATING ROAD	7.7	N/A
	COMMON AREAS/AG	6.2	N/A
	MANUFACTURED SLOPES	13.1	N/A
SUBTOTAL		121.5	352

PHASE 2			
AREA	LAND USE	ACRES	DU'S
SFD4	SINGLE FAMILY DETACHED	18.3	196
SFA1	SINGLE FAMILY ATTACHED	3.0	47
SFA2	SINGLE FAMILY ATTACHED	0.6	12
C1	COMMERCIAL/MIXED USE	10.1	121
C2	COMMERCIAL/MIXED USE	2.3	46
C3	COMMERCIAL/MIXED USE	2.0	44
RF	RF/TRAILHEAD	0.6	N/A
C4	COMMERCIAL/MIXED USE	2.0	N/A
P6	PARK - HOA	0.8	N/A
OS7	BIOLOGICAL OPEN SPACE	9.0	N/A
OS9	BIOLOGICAL OPEN SPACE	3.6	N/A
	NON-CIRCULATING ROAD	8.0	N/A
	CIRCULATING ROAD	13.6	N/A
	COMMON AREAS/AG	0.8	N/A
	MANUFACTURED SLOPES	14.9	N/A
SUBTOTAL		89.6	466

PHASE 3			
AREA	LAND USE	ACRES	DU'S
SFD5	SINGLE FAMILY DETACHED	16.1	95
SFD6	SINGLE FAMILY DETACHED	51.0	242
SFD7	SINGLE FAMILY DETACHED	5.0	10
SFD8	SINGLE FAMILY DETACHED	5.8	8
SFA3	SINGLE FAMILY ATTACHED	4.3	105
C5	COMMERCIAL/MIXED USE	0.5	0
WR	WATER RECLAMATION	2.4	N/A
DB	DETENTION BASIN	5.1	N/A
WWS	WET WEATHER STORAGE	8.1	N/A
S	SCHOOL	12.0	N/A
CPF	COMMUNITY PURPOSE FACILITY	2.0	N/A
P7	PARK - DEDICATED TO COUNTY	13.5	N/A
OS8	BIOLOGICAL OPEN SPACE	44.2	N/A
OS10	BIOLOGICAL OPEN SPACE	4.8	N/A
	NON-CIRCULATING ROAD	8.2	N/A
	CIRCULATING ROAD	8.7	N/A
	COMMON AREAS/AG	3.3	N/A
	MANUFACTURED SLOPES	28.0	N/A
SUBTOTAL		223.0	460

PHASE 2	SPECIALTY COMMERCIAL	55,000	sq. ft.
	OFFICE	25,000	sq. ft.
	COUNTRY INN	50	units

PHASE 3	COMMUNITY PURPOSE FACILITY	40,000	sq. ft.
	SPECIALTY COMMERCIAL	4,000	sq. ft.
	OFFICE	3,500	sq. ft.

PHASE 4	GROUP CARE	200	units
PHASE 5	SPECIALTY COMMERCIAL	2,500	sq. ft.

PHASE 4			
AREA	LAND USE	ACRES	DU'S
SFS1	SINGLE FAMILY - SENIOR	12.1	81
SFS2	SINGLE FAMILY - SENIOR	17.8	90
GR	GROUP CARE	6.5	N/A
DB	DETENTION BASIN	1.0	N/A
P8	Park - HOA SENIOR CENTER	3.3	N/A
P9	PARK - HOA	0.4	N/A
OS11	BIOLOGICAL OPEN SPACE	5.3	N/A
OS12	BIOLOGICAL OPEN SPACE	4.3	N/A
	NON-CIRCULATING ROAD	2.8	N/A
	CIRCULATING ROAD	3.0	N/A
	COMMON AREAS/AG	1.3	N/A
	MANUFACTURED SLOPES	3.7	N/A
SUBTOTAL		61.5	171

PHASE 5			
AREA	LAND USE	ACRES	DU'S
SFS3	SINGLE FAMILY - SENIOR	10.6	72
SFS4	SINGLE FAMILY - SENIOR	6.9	38
SFS5	SINGLE FAMILY - SENIOR	16.0	128
SFS6	SINGLE FAMILY - SENIOR	13.5	59
C6	COMMERCIAL/MIXED USE	0.4	0
I	INSTITUTIONAL	10.0	N/A
DB	DETENTION BASIN	1.8	N/A
P10	PARK - HOA	0.1	N/A
P11	PARK - HOA	1.0	N/A
OS13	BIOLOGICAL OPEN SPACE	10.8	N/A
OS14	BIOLOGICAL OPEN SPACE	0.3	N/A
OS15	BIOLOGICAL OPEN SPACE	6.2	N/A
	NON-CIRCULATING ROAD	13.0	N/A
	CIRCULATING ROAD	4.6	N/A
	COMMON AREAS/AG	8.7	N/A
	MANUFACTURED SLOPES	8.5	N/A
SUBTOTAL		112.4	297

OVERALL			
AREA	LAND USE	ACRES	DU'S
SFD	SINGLE FAMILY DETACHED	156.9	903
SFS	SINGLE FAMILY - SENIOR	76.9	468
SFA	SINGLE FAMILY ATTACHED	7.9	164
C	COMMERCIAL/MIXED USE	17.3	211
WRF	WATER RECLAMATION	2.4	N/A
RF	RECYCLE FACIL/TRAIL HEAD	0.6	N/A
DB	DETENTION BASIN	7.9	N/A
WWS	WET WEATHER STORAGE	8.1	N/A
S	SCHOOL	12.0	N/A
CPF	COMMUNITY PURPOSE FACILITY	2.0	N/A
GR	GROUP CARE	6.5	N/A
I	INSTITUTIONAL	10.0	N/A
P	PARK - HOA	10.1	N/A
P	PARK - DEDICATED TO COUNTY	13.5	N/A
OS	BIOLOGICAL OPEN SPACE	104.1	N/A
	NON-CIRCULATING ROAD	45.70	N/A
	CIRCULATING ROAD	37.6	N/A
	COMMON AREAS/AG	20.3	N/A
	MANUFACTURED SLOPES	68.2	N/A
TOTAL		608	1746

EXISTING DWELLING UNITS TO REMAIN

128-280-27 9151 W. Lilac Rd.
 128-290-07 9153 W. Lilac Rd.
 128-440-02 32444 Birdsong Dr
 128-290-74 32236 Shirey Rd.
 128-280-42 9007 West Lilac Road
 128-290-69 9419 West Lilac Road
 128-440-14 9553 Lilac Walk
 128-440-06 9383 West Lilac Road
 128-280-37 9307 West Lilac Road
 128-440-05 9381 West Lilac Road
 128-440-22 9435 West Lilac Road
 128-280-10 9167 West Lilac Road
 127-072-38 8709 West Lilac Road
 128-290-09 9431 West Lilac Road
 129-010-68 9883 West Lilac Road
 129-300-09 00000 Rodriguez Road

II. SPECIFIC PLAN SUMMARY

PHASE 1			
AREA	LAND USE	ACRES	DU'S
SFD1	SINGLE FAMILY DETACHED	31.2	175
SFD2	SINGLE FAMILY DETACHED	14.4	89
SFD3	SINGLE FAMILY DETACHED	15.1	88
P1	PARK - HOA	1.6	N/A
P2	PARK - HOA	0.5	N/A
P3	PARK - HOA	0.3	N/A
P4	PARK - HOA	1.9	N/A
P5	PARK - HOA	0.2	N/A
OS1	BIOLOGICAL OPEN SPACE	1.4	N/A
OS2	BIOLOGICAL OPEN SPACE	3.2	N/A
OS3	BIOLOGICAL OPEN SPACE	1.3	N/A
OS4	BIOLOGICAL OPEN SPACE	0.7	N/A
OS5	BIOLOGICAL OPEN SPACE	0.1	N/A
OS6	BIOLOGICAL OPEN SPACE	8.9	N/A
	NON-CIRCULATING ROAD	13.7	N/A
	CIRCULATING ROAD	7.7	N/A
	COMMON AREAS/AG	6.2	N/A
	MANUFACTURED SLOPES	13.1	N/A
SUBTOTAL		121.5	352

PHASE 2			
AREA	LAND USE	ACRES	DU'S
SFD4	SINGLE FAMILY DETACHED	18.3	196
SFA1	SINGLE FAMILY ATTACHED	3.0	47
SFA2	SINGLE FAMILY ATTACHED	0.6	12
C1	COMMERCIAL/MIXED USE	10.1	121
C2	COMMERCIAL/MIXED USE	2.3	46
C3	COMMERCIAL/MIXED USE	2.0	44
RF	RF/TRAILHEAD	0.6	N/A
C4	COMMERCIAL/MIXED USE	2.0	N/A
P6	PARK - HOA	0.8	N/A
OS7	BIOLOGICAL OPEN SPACE	9.0	N/A
OS9	BIOLOGICAL OPEN SPACE	3.6	N/A
	NON-CIRCULATING ROAD	8.0	N/A
	CIRCULATING ROAD	13.6	N/A
	COMMON AREAS/AG	0.8	N/A
	MANUFACTURED SLOPES	14.9	N/A
SUBTOTAL		89.6	466

PHASE 3			
AREA	LAND USE	ACRES	DU'S
SFD5	SINGLE FAMILY DETACHED	16.1	95
SFD6	SINGLE FAMILY DETACHED	51.0	242
SFD7	SINGLE FAMILY DETACHED	5.0	10
SFD8	SINGLE FAMILY DETACHED	5.8	8
SFA3	SINGLE FAMILY ATTACHED	4.3	105
C5	COMMERCIAL/MIXED USE	0.5	0
WR	WATER RECLAMATION	2.4	N/A
DB	DETENTION BASIN	5.1	N/A
WWS	WET WEATHER STORAGE	8.1	N/A
S	SCHOOL	12.0	N/A
CPF	COMMUNITY PURPOSE FACILITY	2.0	N/A
P7	PARK - DEDICATED TO COUNTY	13.5	N/A
OS8	BIOLOGICAL OPEN SPACE	44.2	N/A
OS10	BIOLOGICAL OPEN SPACE	4.8	N/A
	NON-CIRCULATING ROAD	8.2	N/A
	CIRCULATING ROAD	8.7	N/A
	COMMON AREAS/AG	3.3	N/A
	MANUFACTURED SLOPES	28.0	N/A
SUBTOTAL		223.0	460

PHASE 2	SPECIALTY COMMERCIAL	55,000	sq. ft.
	OFFICE	25,000	sq. ft.
	COUNTRY INN	50	units

PHASE 3	COMMUNITY PURPOSE FACILITY	40,000	sq. ft.
	SPECIALTY COMMERCIAL	4,000	sq. ft.
	OFFICE	3,500	sq. ft.

PHASE 4	GROUP CARE	200	units
PHASE 5	SPECIALTY COMMERCIAL	2,500	sq. ft.

PHASE 4			
AREA	LAND USE	ACRES	DU'S
SFS1	SINGLE FAMILY - SENIOR	12.1	81
SFS2	SINGLE FAMILY - SENIOR	17.8	90
GR	GROUP CARE	6.5	N/A
DB	DETENTION BASIN	1.0	N/A
P8	Park - HOA SENIOR CENTER	3.3	N/A
P9	PARK - HOA	0.4	N/A
OS11	BIOLOGICAL OPEN SPACE	5.3	N/A
OS12	BIOLOGICAL OPEN SPACE	4.3	N/A
	NON-CIRCULATING ROAD	2.8	N/A
	CIRCULATING ROAD	3.0	N/A
	COMMON AREAS/AG	1.3	N/A
	MANUFACTURED SLOPES	3.7	N/A
SUBTOTAL		61.5	171

PHASE 5			
AREA	LAND USE	ACRES	DU'S
SFS3	SINGLE FAMILY - SENIOR	10.6	72
SFS4	SINGLE FAMILY - SENIOR	6.9	38
SFS5	SINGLE FAMILY - SENIOR	16.0	128
SFS6	SINGLE FAMILY - SENIOR	13.5	59
C6	COMMERCIAL/MIXED USE	0.4	0
I	INSTITUTIONAL	10.0	N/A
DB	DETENTION BASIN	1.8	N/A
P10	PARK - HOA	0.1	N/A
P11	PARK - HOA	1.0	N/A
OS13	BIOLOGICAL OPEN SPACE	10.8	N/A
OS14	BIOLOGICAL OPEN SPACE	0.3	N/A
OS15	BIOLOGICAL OPEN SPACE	6.2	N/A
	NON-CIRCULATING ROAD	13.0	N/A
	CIRCULATING ROAD	4.6	N/A
	COMMON AREAS/AG	8.7	N/A
	MANUFACTURED SLOPES	8.5	N/A
SUBTOTAL		112.4	297

OVERALL			
AREA	LAND USE	ACRES	DU'S
SFD	SINGLE FAMILY DETACHED	156.9	903
SFS	SINGLE FAMILY - SENIOR	76.9	468
SFA	SINGLE FAMILY ATTACHED	7.9	164
C	COMMERCIAL/MIXED USE	17.3	211
WRF	WATER RECLAMATION	2.4	N/A
RF	RECYCLE FACIL/TRAIL HEAD	0.6	N/A
DB	DETENTION BASIN	7.9	N/A
WWS	WET WEATHER STORAGE	8.1	N/A
S	SCHOOL	12.0	N/A
CPF	COMMUNITY PURPOSE FACILITY	2.0	N/A
GR	GROUP CARE	6.5	N/A
I	INSTITUTIONAL	10.0	N/A
P	PARK - HOA	10.1	N/A
P	PARK - DEDICATED TO COUNTY	13.5	N/A
OS	BIOLOGICAL OPEN SPACE	104.1	N/A
	NON-CIRCULATING ROAD	45.70	N/A
	CIRCULATING ROAD	37.6	N/A
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TOTAL		608	1746

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 128-440-22 9435 West Lilac Road
 128-280-10 9167 West Lilac Road
 127-072-38 8709 West Lilac Road
 128-290-09 9431 West Lilac Road
 129-010-68 9883 West Lilac Road
 129-300-09 00000 Rodriguez Road

The Town Center will include 270 mixed-use residential dwelling units above retail and office space, live/work unit row homes, and single family attached units that are both horizontally and vertically mixed and/or distinct. The Town Center may also include free standing specialty retail buildings, a 50-room Country inn, traditional single-family attached structures, office buildings and mixed-use of not more than of 80,000 square feet of net usable space. The Village Green is shown on the Specific Plan Map (**Figure 14**) as area C-4. This Village Green contributes to a main town square or 'commons' that is intended to be a focal point or "heart" of the Community. At build out the Village Green will include an Information Center, the HOA offices and a restaurant/food establishment referred to as the "Tavern on the Green" in three separate structures which will occupy approximately 1-acre of the two-acre area. The Developer/HOA will continue to work with the North County Transit District to locate and furnish a transit stop on either the Village Green or within the Town Center based on district needs. The Town Center may include a clock tower, pedestrian arcades, and walking paths incorporated with the architecture located on private parcels and open to the public to enhance the pedestrian experience. The ~~Communities~~Community's extensive trail system will provide connections to the residential villages, parks, and other Community amenities. All of these uses would be regulated by the appropriate development guidelines in Section III of the Specific Plan.

3. NEIGHBORHOOD CENTER (NORTH)

The Neighborhood Center in Phase 3 consists of a 6.8 acre area and is the middle of the three areas designated as Village Core ~~/Mixed-Use~~. Like the other areas permitting commercial and mixed uses it is zoned with the C34 Use Regulation and is located in the southeastern portion of the phase. This Neighborhood Center will include: office, specialty retail, mixed-use residential, Single Family Attached (SFA), and a Community Purpose Facility, which is expected to include both indoor (gym, etc.) and outdoor recreational uses (pool, etc.) (see **Figure 78**) and may allow other uses per the C-34 Use Regulations. The Commercial/Mixed-Use is planned for 7,500 square feet of net usable space to ensure that all residential areas within the Community are within one-half mile of any one of the three- commercial centers. Other details regarding the configuration, design, landscaping and other features of the Phase 3 Neighborhood Center may be found in Section III of the Specific Plan.

4. NEIGHBORHOOD CENTER (SOUTH)

The Neighborhood Center in Phase 5 consists of an approximately 0.4-acre area designated Village Core ~~/Mixed-Use~~ and zoned with the C34 Use Regulation in the northern portion of this phase which is the middle portion of the Senior Citizen Neighborhood. This Neighborhood Center could include: specialty retail uses and may allow other uses per the C-34 Use Regulations. This Neighborhood Center is planned for 2,500 square feet of usable space for commercial retail uses which serves to ensure that all residential areas within the Community are within one-half mile of any one of the three commercial centers. Other details regarding the configuration, design, landscaping and other features of the Phase 5 Neighborhood Center may be found in Section III of the Specific Plan.

|

5. RESIDENTIAL DEVELOPMENT

a. RS Use Regulation

Single Family detached residential neighborhoods are located throughout the Community, except for the Town Center and Neighborhood Centers. All single-family residential development would be regulated by the application of the “V” Setback and “D” Special Area Designator in the RS Use Regulation. A detailed Site Plan will be submitted and approved prior to the issuance of building permits for single family detached lots to implement both the “V” setback and “D” Special Area designator. This Specific Plan text includes Single Family Residential Development Standards tables in **Figures 98 and 99**), which specifies the development standards for each lot.

The “V” Setback requires that each lot is identified with a Lot Configuration number taken from the table, which establishes the minimum requirements in regards to lot size, width, and depth, and that each lot shown on the Site Plan has the setbacks required for that lot. The architectural styles are selected from **Figures 120 through 124 “Single Family Conceptual Elevations”** by the application of a letter corresponding to the selected style. The letter shows which architectural style has been selected for each lot and demonstrate that it conforms to the palette of architectural styles included in the Specific Plan. The selected Lot Configuration and Architectural style will be shown on each lot on the Site Plan with a number followed by a letter (for example,1A) indicating the Lot Configuration (1) and the Architectural style (A) for that specific lot.

b. C34 Use Regulation

All residential development in the C34 Use Regulation will require approval of a Site Plan and will be subject to the development standards of the **Town Center & Neighborhood Center Development Standards Table** shown in **Figure 82**. “Mixed-Use” development is defined as follows: (a) stand-alone commercial development, (b) commercial-retail uses on the ground floor with residential units on the second floor, and (c) mixed-use residential defined as three or more residential units per building combined with commercial or office structures all on a single lot. This form of development is subject to both the D and the B Special Area regulators and will require review pursuant to both the Town Center Guidelines in Section III and the Valley Center Design Guidelines. Single Family Attached development, defined as between three to eight residential dwelling units which are each attached to each other, and each dwelling unit located on its own legal lot are not subject to the Valley Center Design Guidelines because these Guidelines only require design review for “multi-family development.” All single-family attached development will also require a Site Plan pursuant to the D Special Area Regulator. The civic uses included within area C5 – the Village Green will also require a Site Plan.

6. SENIOR CITIZEN NEIGHBORHOOD

The southern portion of the Community consisting of Phases 4 and 5 (approximately 173.9 acres) is planned for development as an age restricted Senior Citizen Neighborhood. This phase of the development will largely consist of detached single family residential uses. This Senior Citizen Neighborhood includes 468 single family homes, 2,500 square feet of usable commercial space on one-half acre zoned C34, a Park with an HOA maintained Senior Center (3.3 acres), a Group Care Facility (6.5 acres), a site for an Institutional use (10-acres), three parks maintained by the HOA (2.4 acres), and Biological Open Space areas (26.9 acres). The Single Family lots in Phases 4 and 5 are zoned RS and will be processed as described above.

a. Group Care Facility

Additionally, the Specific Plan provides for, and the RS Zone Regulations allow (subject to a Major Use Permit), a Group Care facility to be located within the Senior Citizen Neighborhood. A facility like this is sometimes colloquially referred to as 'Assisted Living' facilities. Phase 4 within the Senior Citizen Neighborhood includes a 6.5-acre site identified for Group Care. This facility, at its maximum is anticipated to include the following uses:

- i. A gross building area of approximately 300,000 square feet;
- ii. Parking as required by the zoning ordinance;
- iii. A maximum of 200 Group Care units complete with the required group kitchen facilities. Because of the central kitchen this use is classified as a "Civic" use and not a "residential" use, so these units do not count against the project density.

b. Senior Center in the HOA Park

The Senior Center is a central feature of the Senior Citizen Neighborhood and is located on a 3.3-acre park site that will be owned and managed by the HOA. The facility at the park, at its maximum is anticipated to include the following uses:

- i. A gross building area of 15,000 to 25,000 square feet;
- ii. 30-40 parking spaces;
- iii. A swimming pool, tennis/pickle ball courts, shuffle board, lawn bowling, community gardens, and other outdoor activities;

The development of Senior Center will require the submittal and approval of a Major Use Permit. The Specific Plan design standards are described further in Section III of the Specific Plan.

7. PUBLIC AND SEMI-PUBLIC DEVELOPMENT

Lilac Hills Ranch provides public and semi-public land uses that include a K-8 school site, a public park dedicated to the County, private parks maintained by the HOA and available for use by the public (except when permitted special events are held), private parks maintained by the HOA and not available for use by the public (located in Phase 4 and 5 including the Senior Center), and other recreational amenities. Also planned within the

project site are, an on-site recycling collection facility, a Water Reclamation Facility (WRF), and other supporting infrastructure. A fire station may be located in Phase 3 or Phase 5 of the project if either of these locations are chosen as set forth in the conditions of the project approval.

a. **K-8 School Site**

The Specific Plan includes a proposed 12-acre K-8 school site within Phase 3. The Specific Plan project area will be located within two public school districts: the Valley Center-Pauma Unified School District and Bonsall ~~Union School District (the Bonsall District is in the final stages of being unified and will be unified prior to accepting students from the Project).~~ Unified School District. Because the Specific Plan includes a Senior Citizen Neighborhood within the Valley Center–Pauma Unified School District, only 1,278 of the 1,746 residential units will be categorized as generating students. As discussed below, the K-8 school site is both centrally located and co-located with the major public park (P7) and Private Recreation Facility (PR) in the Community, forming a mixed-use recreational center.

b. **Parks**

The Community is required to provide a minimum of 15.09-acres under the County's Park Lands Dedication Ordinance (PLDO). The Specific Plan includes a map and a detailed discussion in the text regarding the proposed size, location and phasing of the parks. As shown the park system includes a 13.5-acre public park and 10.1-acres of private parks. The community's public park (P7) is located in Phase 3 and discussed below. The other parks within the Community are private as discussed below. These park locations as shown on the Specific Plan Map included herein (**Figure 14 – Specific Plan Map**) are preliminary and are expected to be relocated or revised and additional parks (public or private) may be added to the Community. The final park locations will be as shown and included on each Implementing Tentative Map as long as the total combined acreage of parks comprises at least 15.09 net acres pursuant to the PLDO and the public park (P-7) contains at least 13.5 net acres of developed area for active recreational uses. "Net acres" shall be calculated as recreation facilities occurring on level or gently sloping land (maximum 10%) restricted for park and recreation purposes in a development which are designed to provide individual or group activities of an active nature common to local parks in San Diego County, potentially including, but not limited to, open lawn, sports fields, court games, swimming pools, children's play areas, picnic areas, recreation buildings, dance slabs, and recreational community gardening. Active Recreational Uses do not include natural open space, nature study areas, open space for buffer areas, steep slopes, golf courses, riding and hiking trails, scenic overlooks, water courses, drainage areas, water bodies (lakes, ponds, reservoirs), marinas and boating areas, parking areas, and archaeology areas. The design of all public and private parks shall be approved by the Department of Parks and Recreation (DPR) to ensure conformance with PLDO requirements. As noted above, per an agreement with County Parks (see Section III.M.(14) for details) an IOD for an Interim Passive Park may be required with the recordation of the first Final Map in Phase 1. This

interim park will be located in Phase 3, adjacent to Phase at the northeast corner of the Community. The parks required by this Specific Plan together will exceed both the Community's park needs and the PLDO requirements of 15.09 net acres.

These private parks will be owned, operated, and maintained by the community HOA as discussed below.

- i. **Private Parks:** All of the private parks located in Phases 1-3 will be available for use by the general public with the exception of P-4. In addition, the parks located within the gated Senior Citizen Neighborhood (see **Figure 17 - Park Plan**) will not be available for use by the general public.
- ii. **Public Park:** It is anticipated that Lilac Hills Ranch will be served by two neighborhood centers (north and south) and a single 13.5-acre public park located in Phase 3 (P-7), (see **Figure 136**). This park (P-7) will be available for use by the general public, and may become a private park available for use by the general public in the event the PLDO allows for such a modification. In order to ensure that parks will be provided consistent with the County's service standards, a temporary passive park site may be provided as set forth below. The temporary park site will be vacated and returned to Lilac Hills Ranch in accordance with the following provisions.

Upon the recordation of the first Final Map in phase 1, Lilac Hills Ranch agrees to the following:

- i. Provide the County with an Irrevocable Offer of Dedication (IOD) for 3.2-acres in Phase 3 (see **Figure 137 – Interim Park Concept Plan**) for use as a temporary passive park site ("Interim Park Site 1A"), which shall contain 1.5 acres of net usable park area, 0.8-acres of slopes/trails and 0.9-acres of parking and roads;
- ii. Enter into an agreement with the County to construct within five years from the recordation of said map the following; a public park on the 1.5 usable acre portion of the Interim Park Site 1, and parking area to service said park. The 1.5 acre park shall be passive and not contain any amenities and the parking area will contain 0.9-acres for parking uses; and,
- iii. Provide a performance bond as financial security for construction of said park.

Upon the recordation of the first final map in the second phase of development (Phase 2, 4 or 5), Lilac Hills Ranch agrees to the following:

- i. Provide the County with an IOD for 8-acres in Phase 3 (see **Figure 137 – Interim Park Concept Plan**) for use as a temporary park site ("Interim Park Site 1B"), which shall contain 6.5-acres of net usable park area and approximately 1.5-acres of slopes and trails;
- ii. Enter into an agreement to construct a public park on the 6.5-acre usable portion of the Interim Park Site 1B, within seven years of the recordation of the first final map in Phase 1, if a final map in Phase 3 is not recorded within seven years as provided below. The 6.5-acre park shall be a passive park, not an active park per PLDO;

- iii. Provide a performance bond as financial security for construction of said park.

If a Final Map in phase 3 is recorded or a Final Map is recorded within the third phase of development (regardless of phase number) within seven years of the recordation of the first final map in Phase 1, the parties agree to the following:

- i. LHR provide the County with an IOD for the 13.5-acre public park shown on the Specific Plan as P-7;
- ii. LHR enter into an agreement to construct said park within two years of the recordation of the first Final Map within Phase 3 or the third phase to be developed;
- iii. County shall remove any obligation for Lilac Hills Ranch to construct a park on the Interim Park Sites; and,

Upon recordation of the IOD for the 13.5-acre park (P-7), the County shall vacate or release the IOD for the Interim Park Site and agrees to cooperate in recording any documents necessary to vacate or release said IOD. In addition, the County agrees to promptly release the security provided for the construction of the temporary park on the Interim Park Site. County agrees that Lilac Hills Ranch will be allowed to return the Interim Park Site to the uses allowed under the Specific Plan for that site.

The 13.5-acre public park (P-7) will include ball fields, restrooms, a maintenance building, and other features and will provide a focus for the Community and neighboring residents. Upon completion of construction of the public park (P-7), the land upon which this public park is constructed will be dedicated to the County in fee and will be maintained by the Community's HOA. Additionally, the public park could allow for joint use with the adjoining school site subject to a Joint Use Agreement between the school governing board and the DPR. Park Concept Plans are provided in Specific Plan Figures 94, 128, 129, 131-133, 135-137 in Section III of this document. Table 4 below identifies all of the proposed public and private parks and provides the park acreage and Park Lands Dedication Ordinance (PLDO) credits associated with each park.

Table 4 - Park Summary

PARK	Gross Acres	NET ACRES (per PLDO)	PLDO Credit
P-1	1.6	1.60	0.8
P-2	0.5	0.40	0.2
P-3	0.3	0.14	0.0
P-4 (HOA Rec Center)	1.9	1.7	0.8
P-5	0.2	0.2	0.1
P-6	0.8	0.8	0.4
Private Rec	2.0	1.6	0.8
P-7 (Public)	13.5	13.5	13.5
P-8 (Senior Center)	3.3	3.3	1.65
P-9	0.4	0.4	0.2
P-10	0.1	0.1	0.1
P-11	1.0	1.0	0.5
TOTAL AREA	25.6	24.8	19.1

a. Recycling Facility

The purpose of this facility is to provide and encourage recycling among project residents in addition to the weekly collection of green waste. **Figure 61 – Recycling and Green Waste Drop-Off Facility** provides an example of the size, scale, and architectural style of the structure that the Specific Plan anticipates for this use.

The structure will include the office functions for the site as well as storage for any equipment or materials that need to be secured. The facility will include temporary roll-off bins or storage containers where ~~recyclables~~ domestic ~~hazardous~~recyclable waste material generated within the Community and/ or green waste generated from project residents may be consolidated for efficient off-site processing. If economically viable, a buy-back center may be opened at this location for residents to redeem CRV containers. Additionally, use of this facility will significantly reduce off-site trash truck trips to regional waste system facilities. This facility may be operated by an entity licensed as necessary and the facility will also have the necessary operating permits. This facility will be available for use by properties in the surrounding area east of Interstate 15 and will significantly reduce off-site trips generated by residences and businesses within the Community and adjoining properties.

b. Water Reclamation Facility

Disposal of wastewater is provided by the Valley Center Municipal Water District which will determine the manner in which such services are provided and will ultimately be responsible for the approval of the Water Recycling Plan. As described in more detail in the Water and Sewer Plan portion of this chapter, a Major Use Permit is being processed

concurrently with the Specific Plan for construction of a Water Reclamation Facility (WRF) located on a 2.4-acre site in the southwestern portion of the site. Wastewater generated by the Community (as well as the 16 existing home sites and six not-a-part parcels) may be treated at the proposed on-site WRF, which would accommodate up to 353,474 gallons per day of wastewater from the development (see **Figures 57, 58 and 59**). Recycled water may be used pursuant to VCMWD policy on reclaimed water use (Article 190.7 Conservation and Local Supply Use Requirements section (c)). Recycled water distribution pipelines may be installed within the Community roadways to deliver the recycled water to the targeted on-site areas.

The WRF requires the processing and approval of a Major Use Permit and issuance of permits from other Regulatory Agencies. As detailed more completely in the Major Use Permit, the WRF ~~facility~~ is designed to be consistent with the design standards of the Valley Center Design Review Guidelines. The Lilac Hills Ranch EIR and supporting technical documents contain details of the construction and operation of the WRF.

c. Institutional

Phase 5 includes an Institutional Use site located near the southern boundary of the Community. It is anticipated that any ultimate use or uses will, under the County Zoning Ordinance, require the approval of a Major Use permit.

O. OPEN SPACE AND RECREATION PLAN

1. BIOLOGICAL OPEN SPACE

The Biological Open Space Preserve consists of 104.1 acres and includes environmentally sensitive habitats and buffer areas (including existing agriculture) that preserve wildlife corridors and linkages (see **Figure 18 - Biological Open Space**).

- a) Trails as may be refined or relocated on each implementing tentative and final maps shown on the Specific Plan map will be allowed within the dedicated Biological Open Space easements. These trails will avoid sensitive plant populations. Best Management Practice's (BMP's) will be implemented to avoid water run-off that would cause the adjacent wetlands to degrade. In addition, agricultural uses within the areas identified as existing on-going agriculture or disturbed land and maintenance, repairs or replacement of existing wells and water lines will be allowed.
- b) Only passive recreation activities such as hiking, biking, horseback riding, and bird watching will be allowed on the trail easements within biological open space. Horseback riding is allowed and provided for on the two Multi-Use trails which cross the property as shown on the County Master Trails Plan and the Ranch Multi-Use Trail that connects all the trails in the Community. Horseback riding is not allowed on any of the Community trails, bike paths, and bikeways within Lilac Hills Ranch unless specifically designed and designated.
- c) Prior to recordation of the first final map, the Resource Management Plan (RMP) shall be approved for the biological open space areas within Lilac Hills Ranch to the satisfaction of the Director of PDS. The main goal of the RMP shall be to maintain the biological functions and values of the natural open space. The RMP shall minimize

intrusion due to management and monitoring activities. Monitoring by a public agency may be allowed if the biological open space is part of an overall regional integrated preserve system or required by a governmental permit. Provisions shall be made for the repair and maintenance of public and private trails and project-related infrastructure, with requirements for re-vegetation if disturbance of existing natural vegetation is necessary.

- d) Prior to recordation of each final map, a re-vegetation plan shall be approved to the satisfaction of the Director of PDS for areas where re-vegetation is proposed as mitigation for project impacts shown on such map.
- e) Biological open space as shown on the Master Tentative Map may be dedicated in phases as shown on the Master Tentative Map. Biological open space shall be protected through recordation of a conservation easement to the County.
- f) As a condition of approval, project subdivision maps will be conditioned to dedicate into Open Space easements as shown on the Tentative Map upon completion of construction of each Tentative Map.
- g) Access to existing agricultural roads and trails shall be allowed for the following activities: (a) access and maintenance of the Community trail system; and (b) maintenance and service to wells within the Biological Open Space easements.

2. MANUFACTURED OPEN SPACE

The Lilac Hills Ranch Home Owners Association (“HOA”) will own, manage and maintain additional open space, within the Community boundaries as follows: manufactured and landscaped slopes, recreational open space (parks, trails, etc.), on-site agriculture (including that in the buffers), and detention basins (see **Figure 19 – Open Space and Parks**).

The Community will retain and promote agriculture uses in the project’s common areas to include community gardens. Existing agriculture uses will be allowed to continue, but not expand into non-disturbed land within the Biological open space easements. As noted, a portion of the agricultural uses are located within the RPO buffers. These are existing groves and they will be allowed to remain. The adjacent RPO wetlands are generally dependent upon the water runoff from the groves as they have mostly developed over the past several decades subsequent to creation of the groves. Within the manufactured open space system, the project will, where feasible, retain existing agricultural operations and allow new agricultural crops. In addition, agriculture restoration within biological open space including maintenance, [repair or replacement](#) of irrigation systems, fencing, or crop rotation is allowed.

3. COMMUNITY RECREATIONAL ELEMENTS

d. Parks

As described above, Lilac Hills Ranch includes many private parks and one large public park (P-7) in the middle of the Community, serving the Lilac Hills Ranch residents and

the surrounding communities. Section III describes the parks in more detail and includes conceptual graphics for both private and public parks.

e. Trails

The County's Regional Trail System in this area is established in this area by the Community to provide for jogging, hiking, mountain bike riding and horseback riding (which is also allowed on the Ranch Multi-Use Trail) and enjoyment of the rural areas surrounding the Community by the general public. Two east-west County Regional Trails traverse the Community: One Type D – Pathway Multi-Use trail traverses Lilac Hills Ranch along the right-of-way for West Lilac Road which forms the northern boundary of the Community and continues westerly on West Lilac Road to Old Highway 395; and the other is included as part of the Ranch Multi-Use Trail in the southern portion of ~~Lilac Hills Ranch~~ [Phase 5, along the County Water Authority easement](#). The Ranch Multi-Use Trail provides links between the Regional Trails within the vicinity of the Community and the Community trail system. Both of these public trail segments assist the County to achieve the County Master Trails Plan.

f. Community Trail Network

The Community Trail Plan (see **Figure 20 – Trails Plan & Biological Open Space Signage**) creates a trail network with over 16 miles of trails designed to serve the Community and surrounding area residents. The trail network is comprised of four trail types, of which two types (The Type D Pathway within the West Lilac Road right of way and the Ranch Multi-Use Trail segment within the SDCWA easement) will be dedicated to the public, and will be constructed to meet the appropriate trail grade requirements shown on Table DCG-1 “Community Trails Master Plan Design Guidelines Matrix.” The trails that make up the trails network generally do not include traditional sidewalks and are detailed below:

Public Trails:

- i. Approximately 0.9-miles of Type D Pathways, which are multi-use trails as shown on the County Trail Master Plan and further defined in the Valley Center Community Trails Pathways Plan;
- ii. Approximately 6.0-miles of Ranch Multi-Use Trails located in undeveloped and open space areas and/or landscaped easements along the Property boundary. These trail easements will be between 10- to 12-feet wide with a minimum tread width of 3-feet;

Private Trails (Open to the Public)

- i. Approximately 3.0 miles of Community Trails primarily used to connect the Town Center with the Northern Neighborhood Center, school site, and Public Park. These trail easements will be between 5- to 10-feet wide with a minimum tread width of 3-feet; and,
- ii. Approximately 7.0 miles of Feeder Trails located within the proposed neighborhoods, on residential streets and areas graded for the Community.

These trail easements will be between 3- to 10-feet in width with a minimum tread width of 2 feet.

The Community's trail system includes four categories of trails; 1) Multi-Use Trails (shown on the County Master Trails Plan and Valley Center Community Trails and Pathways Plan); 2) Ranch Multi-Use Trails; 3) Community Trails; and, 4) Feeder Trails. The first two types of trails will be dedicated county trails and the last two types of Trails will be private trails, open to the public (with the exception of the portions of the Feeder Trails within the Senior Citizen Neighborhood that are not open to the public). The entire trails system (with the exception of the Feeder Trails within the Senior Neighborhood) will be open to the public providing access to all on-site neighborhoods and provides opportunities to traverse the entire Community from north to south and access to the County Regional multi-use trail system at either end of Lilac Hills Ranch. Trail segments connect the school site, [and](#) park site, with the residential portions of the Community and provide connectivity with the County Regional Trail System. Trail marker signs and barriers are provided.

The Senior Citizen Neighborhood includes Phases 4 and 5 which is a gated Community. The Ranch Multi-Use trail provides a link that enables trail users the ability to enter the periphery of the Senior Citizen Neighborhood and access both the County's Regional Multi-Use trail (east-west) and the connection south to Mountain Ridge Road to the project boundary. Other Feeder Trail segments developed within the Senior Citizen Neighborhood would be private and for the exclusive use of the residents.

This extensive network of trails is an important lifestyle and recreational component of the Community, providing opportunities for jogging, hiking, mountain bike riding, and equestrian use (on designated trails).

The Community also includes a Private Recreation facility located across the street from the school and public park in Phase 3. This facility is described in more detail in Section III and conceptual uses are shown on **Figure 78 – Community Purpose Facility - Conceptual Site Plan**. The facility includes both outdoor and indoor recreational facilities, including a pool.

P. CIRCULATION PLAN

A comprehensive circulation plan provides for access to the Lilac Hills Ranch Community and improves vehicular circulation in the vicinity of the project area (**Figure 16 – Proposed Mobility Element Plan**) in accordance with County standards and guidelines. Within Lilac Hills Ranch, local residential streets will provide multiple access routes (**Figure 24 – Project Internal Circulation**) to all lots within the Community. West Lilac Road, a public road is designed to comply with County Mobility Element standards for public streets and with the Valley Center Community Right of Way Development Standards which provides standards for public road improvements with certain exceptions. All other streets within the Community are private, and will be designed and developed per the special standards established by this specific plan to reflect the traditional character and rural theme of the Community. Street sections include landscaped parkways, meandering sidewalks, and/or rural trails. In addition, on-street parking

will be provided in areas where traffic calming and pedestrian safety should be enhanced and/or where demand is anticipated for additional parking. The Community street system in Phases 1 through 3 will be available to the public traveling from the adjacent public road system, except during special events (i.e., [art walks](#), [farmers markets](#), festivals, parades, marathons, walkathons, or bike races) when access will be restricted. The Community street system in Phases 4 and 5 is gated and not open to the public except during emergencies in accordance with the County Consolidated Fire Code. A description of each street type is included in Section III, along with illustrative street sections shown on “**Typical Street Sections**” (**Figures 25 through 51**). All proposed roads are designed in accordance with the County of San Diego Consolidated Fire Code. All roads will meet or exceed the 28-foot driveway minimum horizontal radius with a minimum proposed horizontal radius of 100-foot. All proposed roads will meet or exceed the 20% maximum allowable grade and meet or exceed the minimum paved width requirement of 24-foot (14-foot lanes on roads with medians).

1. STREETS

- a) **Public Roads: West Lilac Road (SC-270.1):** West Lilac Road is included as ‘public road’ in the County maintained road system but currently exists largely without benefit of a dedicated public right of way along the Community frontage. West Lilac Road along the project frontage will ~~be re-remain~~ designated ~~from a 2.2C Light Collector and constructed to a 2.2F Light Collector per the project’s Mobility Element General Plan Amendment, and will be improved and the 2.2C public road right-of-way dedicated based upon the improvement standards for a half-width 2.2F Light Collector road with a 30-foot buffer along the project boundary and a reduction of the parkway on the north side.~~ The road improvements will also include a fully improved 12 to 15-foot pathway within the road right-of-way. An off-site segment of West Lilac Road, located to the west (between Old Hwy 395 and Main Street), of the project will also be improved to 2.2C public road standards with design exceptions. The design for West Lilac Road is further detailed in Figure 25.
- b) **Private Roads:** All of the roads within the Community will be private roads designed and built to include road sections which will accommodate the traffic needs as identified by the project Traffic Impact Study and to meet the County standards in regards to the design specifications for road construction. Main Street is the primary entry into ~~the~~ Lilac Hills Ranch from West Lilac Road, and serves as the formal, private, road gateway, introducing the Community identity and character. Main Street consists of a western segment, a middle segment, and an eastern segment. The western and eastern segments are nearly identical in their typical section consisting of a 51- to 73-foot wide private street lot, with two travel lanes 12 to 15 feet wide, a 5-foot bike lane separated by a landscaped median 5 to 10 feet wide, diagonal and parallel on-street parking in select locations, and intermittent landscaped parkways (see Typical Street Sections in Section II). The middle segment within the Town Center splits the road into two one-way roads often referred to as a couplet. The street section for the majority of the couplet consists of a 50-foot private street lot consisting of a 13-foot travel lane, 5-foot bike lane, and on-street parallel parking on both sides. The street section

along the town square consists of a 45-foot R.O.W., allowing for a 13-foot travel lane, 5-foot bike lane, on-street parallel parking on the town square side and angled parking on the opposing side.

The private roads will all be designed and built to accommodate accessibility for fire vehicles and services, all within private road easements. This street system will be owned, operated, and maintained by the Community HOA. The Community road system, with the exception of the Senior Citizen Neighborhood in Phases 4 and 5 will be available to the public traveling from the County's public maintained road system. There are three categories of private roads; major, minor and cul-de-sacs, each with specific design standards.

With the development of Phase 1 an interim secondary Community access to West Lilac Road will be provided by improving the existing roadway of Birdsong Drive to private road standards as shown in this specific plan. With completion of Phase 1, the Community will have two permanent access points to West Lilac Road, and Birdsong Drive will be gated at its southern intersection with Street "Z". The Community will not take any permanent access to Birdsong Drive following the completion of Phase 1.

There are five restricted gated access points in the southern portion of the Community (see **Figure 24**) which includes the Senior Citizen neighborhood. The gates are located both on the exterior boundary of the Community, and within Phases 4 and 5. The restricted access is an important amenity for the senior community. The gates on ingress and egress roads for use by certain residents will have automatic openers (for exiting) that are triggered by either a buried sensor or an optical sensor. These gates will include the most up to date technology, meeting the County Consolidated Fire Code standards which will allow emergency services to automatically access the Community with minimal delays. The following is list of available Gate design features that are available to incorporate, at the discretion of the local fire authority having jurisdiction:

- i. KNOX Gate: Key operated dual switch device on the date, which overrides all other controls so the gate can be opened by the Fire Department or other law enforcement using a KNOX key. Each fire engine and law enforcement vehicle would be provided with a KNOX key.
- ii. KNOX Box: Installation of a box which contains a KNOX padlock for manual access.
- iii. SOS Siren: This device would active a gate within 2.5 seconds when the "yelp feature" on siren is used, or 4.5 seconds from when a standard siren is deployed. A sign will be placed on gates stating "Emergency vehicles; operate siren to open gate."
- iv. Click 2 Enter Device: This device opens the gate upon the clicking of a mobile radio in an emergency vehicle or portable radio. The device is activated by the FCC assigned radio frequencies which are assigned to public safety agencies for restricted use only.

Other optional features may include:

- i. Backup or solar power;
- ii. Access control motors that accept and interface with various third party accessories;
- iii. Design provisions to open if bumped by a fire engine, and a hidden “break glass” manual release;

Table 4 below describes each of the six gates, how they are accessed, and how they are to be accessed by responders during an emergency. The table also shows which phases in the Community will have access through specific gates.

Table 4 - Gate Access Points

Gated Access Point No.	Description	Gate Access by Planning Area
1	Fire Apparatus Access Gate: Manned gate house, allowing permanent residents and guests to travel through.	SFS-1, SFS-2, SFS-3, SFS-4, SFS-5, SFS-6, and Institutional
2	Fire Apparatus Access Gate: Restricted access gates that open during emergencies and can be activated by code, KNOX keys, or County emergency response center.	SFS-3 and SFS-4
3	Fire Apparatus Access Gate: Restricted access gates that open during emergencies and can be activated by code, KNOX keys, or County emergency response center, and automatic access gate for residents along Rodriguez road with a key fob or access code.	SFS-3, SFS-4, SFS-5 and SFS-6
4	Fire Apparatus Access Gate and Automatic Access Gate for residents with a key FOB or access code.	SFS-5 and SFS-6
5	Fire Apparatus Access Gate: Restricted access gates that open during emergencies and can be activated by code, KNOX keys, or County emergency response center.	SFS-5 and SFS-6
6	Fire Apparatus Access Gate and Automatic Access Gate for residents with a key FOB or access code.	SFS-5, SFS-6, and Institutional Use

2. TRANSIT

Public transportation is an important planning consideration for reducing traffic congestion and improving air quality. Lilac Hills Ranch provides a mix of residential, commercial, professional office and mixed-use land uses that will encourage the extension of public transportation to the area. The San Diego Metropolitan Transit System identifies North County Transit District (NCTD) Routes 388 and 389 along I-15 in the vicinity of the Community. As the Lilac Hills Ranch is populated, NCTD may adjust routes and services to meet the needs of the growing Community. The Community will allocate a site (See **Figure 72**) for either public transportation, van pools or rideshare programs within the Town Center.

3. INTERIM PRIVATE TRANSIT SERVICES

Per the Project's TDM Program, interim transit ~~services~~ service will be provided between the Project site and the Escondido Transit Center. Such service would be provided ~~upon build-out~~ by the HOA with Phase 1 of the ~~community~~ Project and would terminate when a transit linkage is proposed by the local transit district. Pick-ups and drop-offs would be at a central location in the Project's development area.

4. NON-VEHICULAR CIRCULATION SYSTEM

County policy encourages the incorporation of Regional Trail System linkages within or alongside major roads. The regional trail system is incorporated into the West Lilac Road parkway, and southern east-west linkage as depicted in the street cross sections. Community trails are incorporated into the Community open space and include links to the local parks, Private Recreation Site, and school site. This system is described above and in considerable detail in Section III.

5. TRANSPORTATION DEMAND MANAGEMENT

~~The project includes a requirement~~ This Specific Plan requires implementation of the TDM Program prepared for an ongoing Transportation Demand Management (TDM) program, to be submitted upon Final Map the Community, in order to reduce vehicle trips in favor of alternative modes of transportation. The TDM Program, attached as Appendix I, will facilitate increased opportunities for ~~transit, bicycling, multi-modal transportation by the Community's residents (including students), employees and pedestrian travel, as well as providing the resources, means~~ hotel guests and incentives for ridesharing is designed to reduce the vehicle miles traveled and carpooling opportunities average daily trips, by the same categories of individuals.

Q. FIRE PROTECTION PLAN (FPP)

Structural and wildland fire protection is provided by the Deer Springs Fire Protection District (DSFPD) in association with the California Department of Forestry (CALFIRE). ~~A~~ The Project's Fire Protection Plan, which has been ~~prepared to assess~~ approved by the DSFPD, assesses the fire risk ~~and~~ to meet the requirements of the DSFPD regarding fire safety in the Wildland/Urban Interface area in which it is located. The goal of the FPP is to minimize any potential loss of life, residential and commercial structures due to a wildland fire. See Chapter III-Fire Protection Standards for plan details.

R. INFRASTRUCTURE / PUBLIC FACILITIES AND SERVICES PLAN

1. WATER AND WASTEWATER PLANS

The water supply for the Community will be comprised of both potable and non-potable water. The potable water will be provided by the Valley Center Municipal Water District (VCMWD) and the non-potable water will be provided by a combination of sources, including: (a) ground water, (b) rain water harvesting, and (c) reclaimed water (wastewater) from the VCMWD. This wastewater will be treated to produce disinfected tertiary recycled water meeting the requirements of Title 22 of the California Code of Regulations.

~~The Community developed~~ Water and Wastewater Technical Studies have been approved by the VCMWD to quantify the Community's water and wastewater requirements. Additionally, with respect to potable water, a separate Water Supply Assessment and Verification Report (WSAV) for the Community was prepared and approved by the VCMWD on 10-9-2012. The Water Technical Study was finalized in 2015 and captured changes in the land use plan which resulted in a slight decrease in the estimated water

demand for the Community than that which was evaluated in the 2012 WSAV. The table below compares the water demands from the two documents. For relevance and clarity, water demands discussed in the remainder of the Specific Plan refer to those found in the 2015 Water Technical Study.

Table 5 - Comparison of Water Requirements

Water Component	Quantity from 10-9-2012 WSAV	Quantity from 5-22-2015 Water Technical Study
Project Demand Without Conservation	1,290 AFY	1,246 AFY
Project Demand With Conservation	967 AFY	935 AFY
Project Supply		
Groundwater	191 AFY	191 AFY
Recycled Water	289 AFY	312 AFY
Imported Water	487 AFY	432 AFY
Total Project Supply	967 AFY	935 AFY
Existing Imported Water Use	513 AFY	513 AFY
AFY, acre-feet per year		

g. Potable Water Supply

Current Water Service for the Lilac Hills Ranch Community is located within the boundaries of the Valley Center Municipal Water District. Potable water service to the Community will be provided by the Valley Center Municipal Water District and is depicted on **Figure 54 – On-Site Water System**. The estimated daily water demand for the Lilac Hills Ranch Community is 935 acre-feet per year.

The Implementing Tentative Map will require the extension of VCMWD existing water lines located on the project boundaries to appropriate locations within the Community. Standard conditions of approval will ensure that adequate potable water service will be extended to all of the lots within the map boundaries.

The Master Tentative Map will require the extension of VCMWD existing water lines located on the project boundaries to appropriate locations within the Community, if necessary. ~~The project is served primarily from the VCMWD's Country Club Zone. The water technical study evaluated VCMWD's redundancy requirements for the zone and found that as part of the initial development phase, the project would need to construct improvements to provide sufficient redundant reservoir capacity within the zone to serve the project. To provide the redundancy, improvements would be made within the existing Country Club Reservoir site, subject to the discretion of VCMWD. To provide the redundancy, three options could be implemented within the existing site of either the 10 million gallon (MG) Country Club Reservoir or the 0.1 MG Old Country Club Reservoir. These options include: (1) construction of a dividing wall within the existing Country Club Reservoir to effectively create two, 5 MG reservoirs; (2) replacement of the Country Club Reservoir with two, 5 MG reservoirs; and (3) replacement of the Old~~

~~Country Club Reservoir with a 3 MG reservoir. Implementation of any of these alternatives would provide adequate redundancy and will be pursued at the discretion of VCMWD. Since the time of the zone redundancy evaluation, the VCMWD has completed a VCMWD project to divide the existing 10 MG reservoir into two reservoirs, thus construction of these improvements by the project will not be necessary. Additional discussions related to redundancy are included~~The project is served primarily from the VCMWD's Country Club Zone which contains two 5 MG reservoirs that provide adequate storage redundancy for the zone as described in the water technical study and in EIR subchapter 3.1.7.

Standard conditions of approval will ensure that adequate potable service will be extended to all of the lots created by the Master Tentative Map.

Each succeeding Implementing Tentative Map proposed on the lots created by the recordation of the Master Tentative Map will in turn be required by County standard conditions to extend water lines into the respective subdivisions to serve all proposed lots.

All water infrastructure (e.g., water lines, reservoirs, etc.) would be designed in accordance with VCMWD requirements and installation would comply with the specifications and requirements of the VCMWD, County Department of Health, and State regulations.

h. **Non-Potable/Exterior Water Supply**

The ~~water supply assessment~~WSAV for the Lilac Hills Ranch Community split the water needs for the project are split into three categories: 1) Interior demand for potable water, 2) Exterior demand for potable water, and 3) Non-potable water exterior demand. The Lilac Hills Ranch Community is looking at four sources of water to meet the exterior demands for the project water. These sources include ground water, rain water harvesting, grey water, and reclaimed water. Each of these sources and their possible uses will be described below. The ~~water supply assessment and verification report (WSAV)~~ for the Lilac Hills Ranch community, approved by the VCMWD on 10-9-2012, estimated the total water need for the project to be 967 AFY. 289 AFY of this use was interior/potable demand, 169 AFY was exterior potable demand, and 510 AFY was exterior non-potable demand.

- i. **Ground Water:** There are ten (10-) existing on-site ground water wells. Nine (9) of these private wells are operating within the Lilac Hills Ranch Community area at the present time. Six (6) of these wells have been in production for more than 5 years. Based on analysis by the projects hydro geologist a minimum available ground water supply of 191 AFY will be available. This water could be used to meet both exterior potable and non-potable demand.
- ii. **Rain Water Harvesting:** Cisterns and roof collection systems ~~are allowed~~will be provided on all single family dwellings to allow for the storing and irrigation use of rain water on single family homes. This supply could be used to offset potable

exterior demands. It is estimated that up to 34 AFY of rain water could be harvested by single family homes in this project.

- iii. **Grey Water:** A grey water system is an allowed use that could offset the potable exterior demand for residential units. Approximately 91 AFY of grey water could be utilized to offset the potable exterior demand.
- iv. **Reclaimed Water:** Reclamation Services for the Lilac Hills Ranch Community will be provided by the VCMWD. Approximately 288 AFY of recycled water is estimated to be generated by the project. This amount would be reduced by 91 AFY if a grey water system was installed. Up to an additional 400 AFY of recycled water could be made available to the project from the Moosa Treatment Plant. The Moosa Treatment Plant currently does not have tertiary facilities and does not produce recycled water. All water from this plant is disposed of through a percolation pond. Thus a total of up to 688 AF of reclaimed water could be made available for non-potable water supply for the project if needed. The reclaimed water could only be used for non-potable exterior uses as defined in the ~~water supply assessment~~ [WSAV](#).

The proposed Water Reclamation Facility for the Lilac Hills Ranch Community is expected to treat a daily average of 356,510 gallons per day (399 AFY) of wastewater based on an ultimate build-out of 1,746 homes plus some commercial and retail development (as well as the 16 existing home sites and six not-a-part parcels). This wastewater will be treated to produce disinfected tertiary recycled water meeting the requirements of Title 22 of the California Code of Regulations. With this level of treatment, the recycled water can by State law be used for landscape irrigation and non-contact water features such as fountains and ponds. Currently the VCMWD staff has indicated that the District will not support the use of recycled water on front or rear yards of private residential homes, nor will it support the introduction of recycled water into the potable water distribution system for fire protection. The Community goal is to beneficially reuse as much of the treated water as possible to minimize the use of imported water for the Lilac Hills Ranch Community and surrounding areas.

i. **On-site Water Reclamation Facility (WRF)**

The Lilac Hills Ranch Community is planning to phase the implementation of the water reclamation facility. The VCMWD is considering a number of alternative methodologies for the initial treatment of effluent in the first phase of development and has not yet selected the preferred treatment option. On a temporary basis the initial phase of either the interim or permanent WRF may require some wastewater to be trucked to an off-site treatment facility maintained by VCMWD in order to allow for sufficient flows to accumulate to start the treatment equipment. Once the wastewater flows generated by the development reach approximately 20,000 gpd (the equivalent wastewater generated by 100 homes) the interim or permanent facility can begin normal operation.

Lilac Hills Ranch Community includes a Major Use Permit for a Water Reclamation Facility to treat effluent generated by the development (**Figures 57 through 59**). Beneficial reuse of treated wastewater is proposed in the Lilac Hills Ranch Community,

but will be determined by VCMWD. Wastewater generated by the Community will be treated to a tertiary level and may be recycled as determined by VCMWD. The estimated recycled water production is 288 AFY. There are approximately 149 acres of irrigated area associated with the Lilac Hills Ranch Community and the non-residential irrigation demand is estimated to be 312 AFY. Thus, all recycled water could be reused throughout the Community. However, the use of recycled water will be determined by the VCMWD. A wet weather storage area is included as part of the WRF Major Use Permit. If the VCMWD requires the use of the onsite WRF, it shall be constructed and in operation prior to the occupancy of the 100th residential unit and any off-site trucking would cease before the 100th certificate of occupancy. .

In the event that the VCMWD decides that the Water Reclamation (WR) site is not required for the intended purpose, it may be developed with single family detached residential units in accordance with the provisions of the RS land use Regulations and the requirements of the Specific Plan. Should the 2.4-acre site be developed for said residential uses, the density (and resultant lots) would only be transferred from other areas within the project which are zoned with the RS use regulation. The total number of units for the Project cannot exceed 1,746.

2. RECYCLING FACILITY (RF)

The purpose of this facility is to provide and encourage recycling among project residents in addition to the weekly collection of green waste. The facility is a Recycling Collection Facility, Large as defined in the Zoning Ordinance (S. 1512-b) and allows for the collection of recyclable materials, including the sorting of materials for shipment to a processing facility. Section 6970-b of the Ordinance includes 16 performance standards which detail the specific operational activities allowed with the approval of a Site Plan. The facility will be available featuring temporary roll-off bins or storage containers where ~~recyclables,~~ domestic ~~hazardous~~recyclable waste generated within the Community and/ or green waste generated from project residents may be consolidated for efficient off-site processing. If economically viable, a buy-back center may be opened at this location for residents to redeem CRV containers. Additionally, use of this facility will significantly reduce off-site trash truck trips to regional waste system facilities. This facility will be operated by an entity licensed as necessary and the facility will also have the necessary operating permits. This facility may be available for use by properties in the surrounding area east of Interstate 15 and will significantly reduce off-site trips generated by residences and businesses within the Community and adjoining properties (see **Figure 60 - Recycling Facility (RF)**).

3. FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

These services will be provided by the Deer Springs Fire Protection District in association with CALFIRE. Brush clearing and thinning will be provided within the appropriate fuel management zone from the edge of structures to native open space preserve boundary. Required thinning and clearing will be done in accordance with an approved fire protection plan. Road widths, secondary access, water supply, and fire hydrant spacing will also be in conformance with fire protection development standards established by the DSFPD which are set forth in this Specific Plan, the Fire Protection Plan and associated Tentative Maps. Figures depicting the fire protection plan and brush management setback zones are provided as **Figures 142 and 143**.

4. LAW ENFORCEMENT

Law Enforcement services are provided by the San Diego County Sheriff's Department out of the Valley Center Substation, approximately ten miles northeast of the Community.

5. SCHOOLS

Two public school districts will have jurisdiction over Lilac Hills Ranch students during the occupancy of the project homes: the Valley Center -Pauma Unified School District and the ~~and the~~ Bonsall Unified School District. All of the homes within Phases 1 and 2 and a portion of homes within Phase 3 will be entirely within the Bonsall Unified School District that will serve over half of the total homes. All of the homes within Phases 4 and 5 and a majority of the homes within Phase 3 will be located in the Valley Center Pauma Unified School District. The homes planned for Phases 4 and 5 will be age restricted (pursuant to

the meaning in Government Code 65995.1 and 65995.2) and will not generate any students. Therefore ~~the Community anticipates~~, no more than ~~400-278~~ homes will be within the attendance boundaries of the Valley Center Pauma Unified School District. As noted in the Community description, a ~~site suitable for a K-8 school will be included in the Community~~. K-8 school site will be included in Phase 3 of the Community. The project will be required to fund and build a turn-key K-8 school at either the location shown in the Specific Plan or at a location determined by the school district operating the K-8 School. The school district will assume responsibility for any CEQA analysis that may be needed if an off-site school site is chosen. Prior to this school being built, students living in Bonsall Unified School District would attend Bonsall Elementary School, Sullivan Middle School, and a future Bonsall High School. Students living within Valley Center-Pauma Unified School District would likely attend the on-site school since it ~~is expected to~~ will be open by the time the development occurs in these later phases of the Community. An exhibit depicting the school district boundaries and ~~potential~~ K-8 school site within the Community is provided as **Figure 62 and 63**.

6. CONCEPTUAL GRADING PLAN

Lilac Hills Ranch is designed so that 99.7% of all grading will occur outside of the RPO steep slope areas. Natural landforms and biological areas are preserved within open space areas dedicated in perpetuity.

Figure 65 – Conceptual Grading Plan illustrates areas to be graded to accommodate major circulation roadways, neighborhood streets and development areas. Most of the grading is required to create a suitable base for construction of infrastructure and buildings. Grading will be balanced with an estimated 4.0 million cubic yards of cut and fill (each), without the need for export or import of soil. The maximum cut and fills are mostly less than 30 feet and approximately 90% of all cubic yardage moved will be less than 20 feet deep. Up to 20% of grading volume may require blasting and an on-site rock crushing operation will be used within Phases 2 and 3 with the material used for on-site fill and construction operations. A Major Use Permit will be obtained if required by the County Building Code at the time of construction.

Landform grading techniques require blending and rounding of slopes, roadways, and pads to reflect the existing surrounding contours by undulating slopes, replicating the natural terrain. The Project Cross Sections, provided in **Figures 66 through 68**, illustrate the integration of Community grading with the natural terrain.

All grading activities are required to be conducted in accordance with the County of San Diego's Grading Ordinance, Hillside Development Policy (Policy 1-73) and Resource Protection Ordinance.

A variety of equipment would be used during the construction of the project. All equipment would be a minimum of Tier III, operational for eight hours per day. The maximum equipment that would be operational at any one particular time includes: 1 concrete/industrial saw, 4 tractors/loaders/backhoes, 6 crawler tractors, 5 rubber-tired

loaders, 2 bore/drill rigs, 1 grader, 8 scrapers, 1 crane, 3 forklifts, 2 generator sets, 1 welder, 2 pavers, 2 paving equipment, 2 rollers, and 2 air compressors.

7. DRAINAGE PLAN

Under natural conditions, runoff from the Community flows primarily in a southwesterly direction to the I-15 corridor. To ensure that Lilac Hills Ranch does not increase the amount or velocity of runoff either during construction or at Community build out, a comprehensive drainage plan has been developed. Runoff is directed from natural channels to development areas, collected at points indicated on **Figure 69 - Proposed Storm Drains** and released into existing drainage courses. It is the intent of the designed system to convey drainage in existing natural drainages where feasible. Reinforced concrete boxes with wing walls, arched culverts, and/or reinforced concrete pipe culverts are used where an existing creek bed intersects with roadways or development.

Mechanical means such as rain barrels will be ~~allowed~~used on each lot to capture runoff from roof areas and store for later irrigation use. In some lots where soil conditions permit, a loose layer of soil can be placed in back yard areas to absorb and store runoff from roof and hardscaped areas to further minimize runoff leaving each lot and reduce future irrigation water demand. The feasibility for soil retention on each individual lot should be determined by the geotechnical consultant. The onsite private roads within the project will be “green streets” that include bio filtration and permeable pavers to capture runoff. The onsite detention basins will have grass-lined bottoms that will permit some infiltration into the underlying soil; however, their primary function is to provide a temporary holding facility of the excess 100-year runoff volume from the site as to reduce the peak discharge rate leaving the project to the pre-development levels. These detention basins are typically located at final discharge points of the project foot print, the runoff is release onto the downstream natural terrain where some of the runoff will infiltrate into the non-hardened native soil and recharge the groundwater. With these methods employed throughout the project both on the individual lot and project wide basis, the overall project will become hydrologically invisible such that there are no additional impacts to downstream drainage facilities, both man-made and natural.

8. LANDSCAPE CONCEPT PLAN

In Lilac Hills Ranch, the overall Community design theme is established by the site, circulation, and landscape plans. The site plan integrates development into the natural features of the property, which provides for extensive open space preservation and establishes the overall Community character. The circulation plan designs roadways to flow with the natural terrain. **Figure 70 – Master Landscape Concept Plan** reinforces the Community theme through the design of streetscapes incorporating informal patterns of street trees, entry monuments using natural or simulated natural materials, and historical landscape zones using site specific plant palettes. The Community theme is further reinforced through the design and landscaping of Community recreation areas and the use of groves, drought tolerant and naturalizing plant materials to transition to natural open space areas. Vegetation indigenous to the area is emphasized, supplemented by

compatible, non-invasive ornamental plant materials. All of the reclaimed water from the Water Reclamation Facility that is treated to Title 22 Standards will irrigate the on-site parks, street parkways, private residential lots, private and public open space, agricultural land in both common areas and Biological Open Spaces, manufactured slopes and the school site, or as allowed by the VCMWD and other regulatory agencies.

The Lilac Hills Ranch landscape plan includes streetscapes which feature meandering paths and informal planting of trees, vineyards, and groves as detailed in Chapter III, Development Standards and Regulations. Community entries and key focal points enhance the rural theme through similar appropriate plant materials and theme signage.

Lilac Hills Ranch theme trees, signs, and site furnishings are used in Community recreation areas to create a cohesive Community identity. The local parks, private recreation site and school site environs share common landscape and site furnishings.

Manufactured slope planting is carefully selected to compliment the adjacent land use. Manufactured slopes within the development areas incorporate informal groves of trees and ornamental plant species with soil retention attributes. Manufactured slopes adjacent to natural open spaces use plant materials compatible with native plant communities. Manufactured slopes adjacent to natural open space preserve areas also incorporate fuel management zones.

9. WATER CONSERVATION PLAN

Community landscaping shall conform to the requirements of the County's Water Conservation and Landscape Design Manual, and will be designed in conjunction with the Lilac Hills Ranch Water Reclamation Plan. Measures within this Plan will ensure that water use within the Community's landscape is well managed. The Community may contain an integrated recycled water system which may provide for a dual distribution system for all landscaped areas (i.e., one piping system for potable water and one piping system for recycled water). The VCMWD policy on reclaimed water use (Article 190.7 Conservation and Local Supply Use Requirements) section (c) guides the district in where recycled water may be used for a beneficial use. Groundwater may be used subject to review and approval by the VCMWD.

A Water Efficient Landscape Worksheet shall be submitted along with landscape and irrigation improvement plans for the Community. This plan may be revised from time to time to reflect upgrades and improvements in irrigation and landscaping technology.

The Community landscape shall be designed for efficient use and conservation of potable water resources. Plantings shall be grouped in hydrozones. Bark mulches, bubblers, and drip irrigation shall be used where appropriate, and modern equipment such as low precipitation heads, automatic controllers, and rain sensing equipment shall be used. The HOA shall ensure regular inspections of the Community's landscape and irrigation shall occur so that field adjustments can be made to watering schedules to minimize plant stress. These inspections will assure that irrigation equipment is properly functioning and evenly distributing water. Repairs of malfunctioning equipment and crooked heads shall

be made immediately. These practices, along with regular water audits will assure continued water application efficiency and a healthy landscape.

If mandatory potable water restrictions are imposed by the State, the County Water Authority, and/or the Valley Center Municipal Water District, the Community's landscape shall be evaluated and revised, with the assistance of the Water Efficient Landscape Worksheet to reduce or eliminate potable water consumption and most efficiently use the reclaimed water and groundwater. The following measures can be incorporated into the Community should further water reductions be mandated;

- a) Turf areas can be replaced with synthetic turf;
- b) Groundcover can be replaced with mulch and/or river rock;
- c) Bubblers and/or drip heads can be used to replace low volume spray heads;
- d) Water schedules can be reduced;
- e) Planting areas using shrubs requiring moderate water levels can be replaced with low water consuming plant material; and
- f) Mechanical means such as rain barrels ~~can~~will be deployed on each lot to capture runoff from roof areas and store for later irrigation use.

10. SIGN PLAN

Signs and graphics within Lilac Hills Ranch will be of a consistent style and format. Design criteria affecting the sign program include architectural compatibility and the consolidation of information. Signage shall be designed to display the necessary information or direction as opposed to advertising a product or service and conform to the standards included in Section III-K Community Sign Standards.

S. SUSTAINABLE COMMUNITY DESIGN

County General Plan: The County of San Diego's adopted General Plan emphasizes sustainable community design principles within the Goals and Policies. The principal statements in the General Plan regarding sustainable development are the description of the Community Development Model in Chapter 2 - Vision and Guiding Principles, and in Chapter 3 – Land Use Element.

The Community Development Model in Chapter 2 states:

Guiding Principle 2:

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

and states:

"in the County's Community Development Model...The "Village" would contain the densest neighborhoods and a broad range of commercial and civic uses that are supported by a dense network of local roads containing bicycle lanes and walkways linking the neighborhoods with parks, schools, and public areas. Developing the County's communities more compactly meets

critical objectives for compliance with the mandates of AB 32, the California Global Warming Solutions Act of 2006.”

Guiding Principle 9:

“New development located near existing and planned infrastructure and services would be served in a more efficient manner and would require less extensive roads and infrastructure, as defined by Guiding Principle 2. This could reduce the need to build and operate new road networks, emergency and law enforcement facilities, libraries, schools, parks, and other public services needed to support residential development in remote areas.”

Other goals and policies discuss the Community Development Model, sustainable development, including LU-5.2 Sustainable Planning and Design, LU-6.4 Sustainable Subdivision Design, GOAL LU-12 Infrastructure and Services Supporting Development, GOAL COS - 14 Sustainable Land Development, and COS - 14.3 Sustainable Development.

Lilac Hills Ranch is consistent with Policy LU-1.2 as detailed in the FEIR Appendix “W”, the FEIR RTC Global LU-1.2 and the Specific Plan Section V, General Plan Consistency. The Lilac Hills Ranch will establish a new Village in an area currently designated as Semi-Rural and can only do so pursuant to the standards included in Land Use Policy 1.2. That policy states that new Villages must be designed to be consistent with the Community Development Model, that provide necessary services and facilities, and that are designed to meet the LEED-ND Certification or an equivalent.

The new Village Regional Category proposed by the General Plan Amendment will establish a Town Center, meeting the very definition of “Town Center” as identified on pages 3-7 and 3-8 of the Land Use Element; as shown below.

Village

Generally, larger Villages are anchored by “Town Center” areas that serve as focal points for commercial and civic life. Town Centers often benefit from the development of more detailed plans to guide new development in achieving consistency with the goals and policies of the General Plan. A Town Center will typically contain one or more of the following:

- Pedestrian-oriented commercial area,
- Mixed-use development: residential, retail, and office/professional uses,
- Higher-density residential developments, and
- Community-serving private and public facilities.

The residential densities permitted within Village areas typically require water and wastewater service and can support a range of housing types including single-family and multi-family housing.

Village Core Mixed-Use. This designation is intended for pedestrian-scaled town center development. A wide variety of commercial, civic, and residential uses are encouraged by this designation, and these uses may be mixed “vertically”—on separate floors of a building—or

“horizontally”—in separate buildings on a single site or on adjacent parcels. To maintain a pedestrian scale and orientation, retail and other active uses are encouraged at street level.

1. The definitions established for both the Village Regional Land Use Category and the Village Core Mixed Use Land Use Designation incorporate the essential principles and standards of the Community Development Model promoting urban scale development in a compact, vibrant, walkable, mixed use format that will serve to increase the propensity for residents to walk to amenities and services. The Lilac Hills Ranch land plan is an essential component of this specific plan necessary to implement the sustainable Goals and Policies of the General Plan which ensures less energy and water is consumed within the Community, further reduces impacts on the environment, and provides better indoor air quality.
2. Equivalent Program: NGBS was established in 2007 as a rating system for sustainable development practices and construction. It was established through a consensus process that involved experts in the field of sustainable building practices and other interested stakeholders.¹ NGBS is the only ANSI accredited program in the country, and is considered “equivalent” to the LEED®-ND Certification program for a number of reasons. It provides a program for the design, planning, construction, and certification of land development, including both residential and mixed-use communities. It offers four levels of green certification for site design and land development which is indicated with One through Four Stars, depending on the number of “green” practices incorporated into the project's design and construction. Smart growth practices included within the land development certification include: reduced soil disturbance; ~~stormwater~~[storm water](#) management; heat island mitigation; and innovative zoning to encourage dense, mixed used development near transit options.

As the independent verifier for Home Innovation Labs, Carrier Johnson + Culture found that the Project meets all of the fundamental criteria in the NGBS program that makes it equivalent to the LEED®-ND intent, scoring Four out of a possible Four Stars. (See attached Appendix G and H). The Project was awarded points for meeting NGBS sections relating to location, smart growth, compact development and walkability – with the main goal to minimize environmental impacts, reduce the reliance on automobiles and reduce vehicle trip length. Carrier Johnson + Culture found that although no two programs can be exactly the same, after examining the smart growth goals and intent of LEED®-ND and NGBS, they were able to determine that the two programs were equivalent based upon overall performance.

¹ NGBS received approval from the American National Standards Institute (ANSI), which requires standards to be developed through an open and balanced process and subject to regular reviews. As an ANSI accredited standard, NGBS was originally developed by a diverse group of stakeholders consisting of government agencies, municipalities, home building industry stakeholders, and non-profit organizations, including, representatives from the U.S. Department of Energy and the U.S. Environmental Protection Agency.

Figure 13 - Multi-Modal Concept Plan

Figure 14 - Specific Plan Map

Figure 15(a) - Phasing Plan

Figure 15(b) - Conceptual Construction Phasing Plan

Figure 15(c) - Conceptual Lotting

Figure 15(d) - Conceptual Lotting

Figure 16 - Proposed Mobility Element Plan

Figure 17 - Park Plan

Figure 18 - Biological Open Space

Figure 19 - Open Space and Parks

Figure 20 - Trails Plan & Biological Open Space Signage

Figure 21 - Trail Sections

Figure 22 - Trail Sections

Figure 23 - Trail Overlook Details

Figure 24 - Project Internal Circulation

Figure 25 - Typical Street Section

Figure 26 - Typical Street Section

Figure 27 - Typical Street Section

Figure 28 - Typical Street Section

Figure 29 - Typical Street Section

Figure 30 - Typical Street Section

Figure 31 - Typical Street Section

Figure 32 - Typical Street Section

Figure 33 - Typical Street Section

Figure 34 - Typical Street Section

Figure 35 - Typical Street Section

Figure 36 - Typical Street Section

Figure 37 - Typical Street Section

Figure 38 - Typical Street Section

Figure 39 - Typical Street Section

Figure 40 - Typical Street Section

Figure 41 - Typical Street Section

Figure 42 - Typical Street Section

Figure 43 - Typical Street Section

Figure 44 - Typical Street Section

Figure 45 - Typical Street Section

Figure 46 - Typical Street Section

Figure 47 - Typical Street Section

Figure 48 - Typical Street Section

Figure 49 - Typical Street Section

Figure 50 - Typical Street Section

Figure 51 - Typical Street Section

Figure 52 - Typical Private Alley

Figure 53 - Roundabout & Traffic Calming Intersection Neckdown

Figure 54 - On-Site Water System

Figure 55 - Sewer Collection System: On-Site Facility

Figure 56 - Sewer Collection System: Off-Site Facility

Figure 57 - On-Site Water Reclamation Facility Location

Figure 58 - On-Site Water Reclamation Facility Elevations

Figure 59 - On-Site Water Reclamation Facility Landscape Plan

Figure 60 - Recycling Facility (RF)

Figure 61 - Recycling/Green Waste Drop-Off Facility

Figure 62 - Civic Uses / Community Purpose Facilities

Figure 63 - Conceptual School Elevations

Figure 64 - Existing Topography and RPO Steep Slopes

Figure 65 - Conceptual Grading Plan

Figure 66 - Project Cross Sections

Figure 67 - Project Cross Sections

Figure 68 - Project Cross Sections

Figure 69 - Proposed Storm Drains

Figure 70 - Master Landscape Concept Plan

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LILAC HILLS RANCH

SPECIFIC PLAN

~~FPO~~

~~III~~ DEVELOPMENT STANDARDS AND REGULATIONS

~~A. DESIGN CONCEPT~~

~~B.~~

~~C.~~

~~D.~~

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III. DEVELOPMENT STANDARDS AND REGULATIONS

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III. DEVELOPMENT STANDARDS AND REGULATIONS

A. LILAC HILLS RANCH COMMUNITY DESIGN CONCEPT

With the adoption of the General Plan Update by the Board of Supervisors in August 2011, the Lilac Hills Ranch specific plan will be one of the first large scale projects to be considered by the County under the revised General Plan's new Goals and policies. These newly adopted regulations replaced planning concepts first adopted as long ago as 1979. The General Plan Update includes ten basic principles upon which all of the Goals and Policies of the six adopted elements of the Update rest. These principles include the following:

1. Support a reasonable share of projected regional population growth.
2. Promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in a compact pattern of development.
3. Reinforce the vitality, local economy, and individual character of existing communities when planning new housing, employment, and recreational opportunities.
4. Promote environmental stewardship that protects the range of natural resources and habitats that uniquely define the County's character and ecological importance.
5. Ensure that development accounts for physical constraints and natural hazards of the land.
6. Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation.
7. Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change.
8. Preserve agriculture as an integral component of the region's economy, character, and open space network.
9. Minimize public costs of infrastructure and services and correlate their timing with new development.
10. Recognize community and stakeholder interests while striving for consensus.

In the process of designing, revising, and finally submitting the specific plan for review by the County, the applicants have taken into consideration how the project will advance each of these principles. The General Plan states that:

".. sustainability is a key theme of this General Plan and is inextricably related to a number of General Plan elements, as well as land use topics."

The land use plan for the Lilac Hills Ranch has been specifically designed to encourage pedestrian-oriented sustainable Community design. The specific plan utilizes the compact model of sustainable village development and includes a variety of small lot sizes, single family attached and mixed-use housing in a compact development footprint to reduce development impacts, reduce traffic trips both on-site and off-site and transfers the burden of many traditional public improvement costs to private development.

Future residents in Lilac Hills Ranch will benefit from the pedestrian orientation and priority that governs the layout of the streets and trails; the diversity in housing and services; a well preserved and maintained natural landscape; and the ongoing quality of life of the Community.

B. STREET SYSTEM DEVELOPMENT STANDARDS

1. PUBLIC ROADS

a. Off-Site Circulation Plan

Regional access to Lilac Hills Ranch is from West Lilac Road, a Mobility Element Road, which forms most of the northern boundary of the Community. ~~The project includes a General Plan Amendment to the Mobility Element to change West Lilac Road's Mobility Element Classification from a 2.2C to a 2.2F Light Collector. Currently, this Classification change occurs at the intersection of West Lilac Road and Running Creek Road and this project proposes to move this Classification transition point to the future westerly intersection of West Lilac Road and Main Street.~~ The on-site frontage portion of West Lilac Road will be constructed as required by PDS based upon ~~2.2F~~2C road standards (Figure 16 ~~—Proposed~~ Mobility Element Plan). West Lilac Road, a public road is designed to comply with County Mobility Element standards (as ~~submitted with noted exceptions~~recommended by the County Board of Supervisors) for public streets and with the Valley Center Community Right of Way Development Standards which provides standards for public road improvements. From the Community, West Lilac Road leads directly west to the Walter F. Maxwell Memorial Bridge over I-15 with access to the freeway both north and south and to State Route 76 heading west and east. Off-site roadway improvements are identified in the Traffic Impact Study. An off-site segment of West Lilac Road, located to the west (between Old Hwy 395 and Main Street), of the project will also be improved to 2.2C public road standards with design exceptions.

b. Public Road System Improvements

West Lilac Road is designated as part of the County maintained road system which for the segment fronting Lilac Hills Ranch currently exists largely without benefit of a dedicated public right of way. The Community will dedicate and construct a portion of West Lilac Road (as ~~submitted with noted exceptions~~recommended by the County Board of Supervisors) which forms the northern boundary of the Community to Mobility Element standards ~~as required by PDS~~ and as shown on the Implementing Tentative Map.

Lilac Hills Ranch proposes to dedicate and install a Community pathway along the entire on-site length of the south side of West Lilac Road. This pathway will be built as a Type D – Pathway (Typical) Existing Conditions within a 12-foot section of the road right of way including an 8-foot Decomposed Granite (DG) treadway and landscaping per the guidelines and standards set forth herein. A maximum 6-foot tall noise wall (this may be a combination of earthen berms and block walls) along the property line on the south side of the road, buffering residences from traffic noise, will be constructed.

Covey Lane: Located ~~about half way down the eastern boundary of Lilac Hills Ranch~~ [between Phases 3 and 4](#) is an on-site private road connecting to a public right-of-way/easement on the eastern end of Covey Lane just west of West Lilac Road. The off-site public portion of this road will be improved within an existing road easement Irrevocably Offered for Dedication to the County for a distance of approximately 600 feet to its connection with West Lilac Road. ~~The road~~ [This portion of Covey Lane](#) will be improved to interim County public road standards (28-foot paved width on a 40-foot graded section).

Mountain Ridge Road: In the event that the County of San Diego decides that Mountain Ridge Road shall be converted from a private easement road to a public road, it is anticipated that the new public road would be classified as a Rural Residential Collector with a 40-foot right-of-way. Under this scenario it is likely that improvements for the new public road would require some level of encroachment into a recorded open space easement. [As studied in the Project's EIR Public Road Alternative](#), a Vacation of and Re-dedication of Open Space would be required to adjust the Vacation boundaries and mitigation under the standards then in force will be required.

2. PRIVATE ROADS

a. Community Circulation Plan

The on-site circulation plan for Lilac Hills Ranch creates an efficient network of private roadways to accommodate the Community's traffic. The Project Internal Circulation plan is illustrated in **Figure 24 – Project Internal Circulation**, and typical street sections are provided as **Figures 25 through 51**. Within Lilac Hills Ranch, local residential streets define land uses and provide multiple access routes. Special standards are established by this Specific Plan to reflect the traditional character and rural theme of the Community. One of the more important aspects of the planning for Lilac Hills Ranch was to prioritize pedestrian activity. Pedestrian safety is essential to achieving this goal and that requires multiple approaches to traffic calming. The Community has implemented traffic calming features including: roadway design (such as roundabouts, one-way streets and slightly curved streets), road features (such as bulb-outs and on-street parking) and landscaping (such as landscaping areas for trees to be planted close to the curb) to cause automobile drivers to reduce their travel speeds without resorting to less effective measures (such as speed bumps or posted speed limits). The Lilac Hills Ranch EIR, General Plan Amendment Report and Traffic Study describe all of the circulation improvements and their benefits in detail.

The Community road system is designed to meet the requirements of the forecast future traffic volumes. Some of these design features will include streetlights and standard curbs and gutters where appropriate (such as the Town Center and Neighborhood Centers).

b. On-Site Private Road Improvements

The private road system completes the Community road system. The Community streets are private roads, built to: (a) meet the private road standards included in this specific plan on **Figures 25 through 52**; (b) achieve the Community Goals; and (c) meet

III. DEVELOPMENT STANDARDS AND REGULATIONS

the minimum standards of the County Consolidated Fire Code and the DSFPD standards. The private roads will be implemented, owned, operated, and maintained with either dedicated fee title or easements to the future Community HOA. The entire road system in the Community is available to the general public for access from the public road network with the exception of the Senior Citizen Neighborhood which includes gates at both the northern and southern entrances. There are three categories of private streets; major, minor and cul-de-sacs, each with specific design standards.

Major Private Streets include a 26 to 40 feet wide pavement within a 36 to 62 feet wide easement including up to a 6-foot wide landscaped parkway separating a 5-foot wide detached meandering sidewalk on each side of the road from the street. In some instances, this occurs on only one side of the road and the other side of the road has a dual use trail.

Minor Private Streets include a 32 to 36 feet wide pavement within a 42 to 58 feet wide easement including either a meandering 6-foot wide landscaped parkway or a 5-foot wide detached sidewalk separated from the street by up to a 5-foot wide meandering landscaped parkway. These types of streets are not expected to see average daily vehicular traffic exceeding 1,500 trips.

Private Cul-de-sac or loop Streets include a 32-foot pavement within a 42 to 54 feet wide easement including either a meandering 6-foot wide landscaped parkway or a 5-foot wide detached sidewalk separated from the street by up to a 5-foot wide meandering landscaped parkway. These types of streets are not expected to see average daily vehicular traffic exceeding 400 trips on the Cul-de-Sac streets, and 200 trips on Loop Streets.

Roundabouts: An additional traffic calming feature used in conjunction with the Couplet is the roundabout. This feature is used at selected traffic intersections to help manage the flow of traffic and enhance the pedestrian activity. For example, four roundabouts are proposed on Main Street in Phase 1: (one on each entry into the Community at the west and east side of Main Street, one at the westerly intersection of Main Street and Street C, and one at the easterly intersection of Main Street and Street Z.) Roundabouts will be designed in accordance with appropriate County standards.

Main Street is the primary entry into Lilac Hills Ranch and serves as the formal public road gateway, introducing the Town Center identity and character. Within Lilac Hills Ranch, Main Street consists of a western segment, a middle segment, and an eastern segment. The western and eastern segments are nearly identical in their typical section consisting of a 51 to 73 feet wide private street lot with two 13-foot travel lanes and two 5-foot wide bike lanes in either direction separated by a landscaped 5 to 10 feet wide median and landscaped parkways on both sides of the street. On street parking will be provided on one-side of the street as necessary. In addition a Private Ride Sharing facility will be allowed on the designated HOA lot in Phase 1, shown on **Figure 130 – Interim Mail Pickup Station / HOA Ride Share Facility**. This facility will provide convenient parking facilities for residents and the public who can use this facility for trips outside the Community including the public Park and Ride facility at the

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intersection of ~~SR-76~~[SR-76](#) and I-15. The facility will also include secured parking for bicycles.

The middle segment within the Town Center splits the road into 2 one-way roads often referred to as a couplet. The southern leg (east bound) has commercial/mixed-use development on both sides of the road as it enters the Town Center from the west and exits the Town Center on the east. The street section for the majority of the couplet consists of a 50-foot private street lot allowing for a 13-foot travel lane, 5-foot bike lane, and 8 feet for on-street parking on both sides (the road section narrows by 5-feet at the town square, along the square's parkway). Turn lanes can occur as needed to access uses on both sides of each couplet street.

The purpose of the couplet is to implement a pedestrian-prioritized dimension while carrying the same volume of traffic as provided by a conventional large capacity street system at lower vehicle speeds. A significant portion of the southern leg is planned for commercial/mixed-use buildings on both sides of the street. The Town Center design standards allow for the commercial-/mixed-use buildings on both sides of the street and for this portion of the segment to front directly behind the curb so that the second story can extend over the sidewalk (see **Figures 75-77**). The effect is to create a pedestrian arcade, directly at the curb. This is a vintage design configuration found in many old towns across the country, integrating pedestrian movement through architectural facades that foster activities such as sidewalk dining, farmers markets and sidewalk art fairs. These planning features integrate the building and streets to establish a small town feel and reinforce the pedestrian dominance of the town center and identity of the Town Center as a pedestrian place. This is a classic traffic calming and Community enhancement strategy brought to the Town Center to help in place making.

The northern leg (west bound) of the couplet is aligned one block north providing a brief sense of an urban grid, with parks, and commercial-/mixed-~~uses~~[use](#) on the south side of the street and with single family detached and attached uses on the north side of the street.

Couplet Alternative: The intent of the Specific Plan is to include the couplet as the road design for the segment shown for Main Street in the Town Center area of Phase 2. The couplet is a significantly more expensive road design because two roads are being built instead of one. This Specific Plan provides for this design feature but does not require its implementation due to economic uncertainties. The Specific Plan also provides the street section for this segment of Main Street without the couplet and based upon ~~standard~~ County public road ~~design~~[standards](#). The decision whether to go forward with the couplet design or to use a standard County road design will be resolved with the recordation of the Final Map for Phase 2.

The EIR includes this alternative design for Main Street in the event the couplet is not implemented with the Phase 2 Final Map. The design includes, in addition to the road design change for Main Street, the minor adjustments to the configuration of uses for the adjacent parcels, and other streets and intersections. The discussion in the EIR assesses any land use impacts in terms of numbers of dwelling units, amount of commercial and/or mixed-use gained or lost and revised **Table 3 – Land Use Summary**

by Phase also included to show any adjustments in area or dwelling units. Implementation of the standard road design will not require a Specific Plan Amendment or a revised Master Tentative Map. The alignment of the alternative design for Main Street would be between the two couplets.

Covey Lane: Covey Lane will provide access to West Lilac Road via an onsite private roadway segment that connects to the off-site public road portion of Covey Lane. The onsite private road portion of Covey Lane will be physically separated from the existing alignment of Covey Lane and will be located entirely on the project site, generally along the northern edge of Phase 4. The connection to the public segment of Covey Lane will be constructed in accordance with applicable County standards.

Private Road Surfacing: Permeable road pavers, meeting applicable private road and Consolidated Fire Code requirements may be allowed as a road surface on the private road system within the Lilac Hills Ranch Community. Permeable pavers have been a preferred design element for both commercial and residential developments due their enhanced durability, low maintenance requirements, aesthetic character and low environmental impact. Pavers have the ability to visually and audibly alert drivers to slow down as they are entering areas with increased pedestrians and bicycle riders such as town centers, schools and interior residential areas. This will greatly enhance the safety, quality of life and promote walkability of any neighborhood.

The permeable paver structural section offers significant capacity to store excess runoff volume within the void spaces of the base material. Pavers add another component to the storm water runoff treatment that further enhances the runoff water quality leaving the project site. In conjunction with the reduced detention basins, bio-retention area and other BMP facilities, ~~the paver~~ permeable pavers will greatly contribute to the proposed project being hydrologically invisible.

c. Off-Site Private Road Improvements

Lilac Hills Ranch includes additional access to the County road system via four private road easements.

Lilac Hills Ranch Road: This private easement connection is located immediately north of Covey Lane for a distance of approximately 500 feet. This 62-foot easement will be improved off-site, connecting Phases 3 and 4, on a parcel of land owned by the owners of Lilac Hills Ranch. The easement will be improved to 40-foot wide per County Private Road standards (Two 12-foot travel lanes with two 8-foot parking lanes).

Street B: This private easement connection is located approximately 1,500 feet to the south of Covey Lane along the eastern boundary within the central portion of the Senior Citizen Neighborhood of Lilac Hills Ranch. This private easement will provide access for the central portion of the Senior Citizen Neighborhood easterly to Rodriguez Road just south of the West Lilac Road and Covey Lane intersection. This 50-foot easement will be improved off-site for a distance of 310-feet to its connection with Rodriguez Road. The easement will be improved to provide for two 12-foot travel lanes to County Private Road standards. Rodriguez Road is also a 40-foot wide private easement road that may

require surface improvements necessary to accommodate the access requirement for the Phase 4 gated access easement road.

Mountain Ridge Road (Private); This private easement connection is located at the southerly terminus of Lilac Hills Ranch Road as it exits the Senior Citizen Neighborhood of Lilac Hills Ranch. This private easement will provide access for the southern portion of the Senior Citizen Neighborhood to Circle R Drive, a County maintained public road with access to the west to Old Highway 395. This 40-foot easement will be improved off-site for a distance of 3,800 feet to its connection with Circle R Drive with a design speed of 25 miles per hour. The easement will be improved to provide for two 12-foot travel lanes and an intersection taper to County Private Road standards.

Mountain Ridge Road (Public); In the event that the County of San Diego decides that Mountain Ridge Road shall be converted from a private easement road to a public road, it is anticipated that the new public road would be classified as a Rural Residential Collector with a 40-foot right-of-way. Under this scenario it is likely that improvements for the new public road would require some level of encroachment into a recorded open space easement. A Vacation of and Re-dedication of Open Space would be required to adjust the Vacation boundaries and mitigation under the standards then in force will be required.

Covey Lane; This existing onsite 40-foot wide private road easement bisects Phases 3 and 4 of Lilac Hills Ranch, approximately 4,000 feet northerly of the southern-most project boundary, and then heads offsite, to the east. The existing easement road will remain in its current location and will not be improved, however a new on-site bypass road, physically separated from the existing road, will be constructed within Phase 4, which will connect to the existing segment of Covey Lane and will then continue east, off-site of the project where it connects into the public road portion of Covey Lane about 590 feet westerly of the intersection of Covey Lane and West Lilac Road.

Rodriguez Road; This existing 40-foot wide private road easement bisects Phase 5 of Lilac Hills Ranch, approximately 1,300 feet northerly of the southern-most project boundary, and then heads offsite, northerly, for about 2,650 feet until it dead-ends into Covey Lane about 60' westerly of the intersection of Covey Lane and West Lilac Road. This existing paved private road will only provide emergency access for Phases 4 & 5 of Lilac Hills Ranch. Access to Rodriguez Road from Lilac Hills Ranch will be restricted by a fire apparatus access gate that will only be opened during emergencies. Rodriguez Road may require surface improvements necessary to accommodate the emergency access requirements for Phases 4 & 5.

d. Parking

Residential developments will provide off-street parking in the form of garages and on residential driveways. On-street parking will also be provided.

The Town Center will accommodate its parking needs through a combination of on-site parking spaces required for each dwelling unit, a shared parking permit (Administrative Permit) as required by County Ordinances for the Mixed-Use and Commercial services parking, and use of on-street parking.

~~a. Senior Transportation Service~~

~~With the build out of the Senior Neighborhood the HOA may, if financially feasible, operate a private transportation service such as a small van or flex shuttle within the Community capable of providing door-to-door delivery of resident seniors from their residences to the various senior facilities within the Senior Neighborhood. The service may be expanded to provide service between the Senior Neighborhood and the Town and Neighborhood Centers.~~

The school, public parks, private parks, private recreation site, and Water Reclamation Facility site provide on-site parking areas adequate to accommodate average daily needs for staff and visitors and this parking shall be shared with the adjoining uses when possible. The parking areas will all include perimeter and interior landscaping. Street parking when provided will be considered as part of the overall parking requirements for each permitted project. These facilities will provide additional shared parking opportunities for the surrounding uses.

e. Senior Transportation Service

With the build out of the Senior Neighborhood the HOA may, if financially feasible, operate a private transportation service such as a small van or flex shuttle within the Community capable of providing door-to-door delivery of resident seniors from their residences to the various senior facilities within the Senior Neighborhood. The service may be expanded to provide service between the Senior Neighborhood and the Town and Neighborhood Centers.

3. TRAIL NETWORK

Lilac Hills Ranch has an extensive trail network of over 16 miles that establishes the pedestrian priority of the community that will encourage residents and visitors to park their vehicles and explore the Community via the trails network, as encouraged by a number of General Plan policies. As described further below the Ranch Multi-Use trail would be located within a public easement dedicated to the County and the Multi-Purpose Pathway would be located within the West Lilac Road right-of-way. Both would allow public use. The Community and Feeder trails would be located within private easements granted to the HOA. Community and Feeder trails located within Phases 4 and 5, which would only be available to the Gated Senior Citizen Neighborhood as described below.

The Multi-Use Trails (shown on the County Master Trails Plan), and Ranch Multi-Use Trails are public trails which will be maintained by the HOA. Also included are Community Trails and Feeder Trails which will be private trails, available to the public other than the Feeder Trails within the Senior Citizen Neighborhood.

AAn equestrian staging area and trailhead is provided in Phase 2, co-located with the Recycling Facility (**Figures 60 and 61**) which provides a central location for access to the trail system. The staging area and trailhead will be open to the public. On-street parking is located throughout the Community and will accommodate visitors to the area who wish to access the trail network.

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Crosswalk buttons shall be installed for equestrians at all signalized intersections that intersect with multi-use trails. Motorcycles and off-road vehicles shall be strictly prohibited on all Multi-Use, Community, and Feeder trails.

Public Trails on the County Master Trails Plan include two County Regional trails planned to cross the Lilac Hills Ranch Community. The first trail, located in Phase 1 roughly parallels West Lilac Road in an east-west direction along the northern boundary of the Community and is classified as a Third Priority Pathway by the County. The second trail, also classified as a Third Priority Pathway is planned to cross from east to west along an existing SDCWA water easement in Phase 4⁵, a portion of which will be constructed on-site. They are available for equestrian use as multi-use trails. Additional trails are provided by the Ranch Multi-Use Trail, Feeder Trail, and Community Trails as described further below:

a. Multi-Purpose Pathway (Type D – Pathway)

A Multi-Use pathway is shown on **Figure 21**. The Type D Pathway is located on the south side of West Lilac Road and includes an 8-foot decomposed granite treadway, within a 12-foot to 15-foot landscaped pathway. As the trail enters the property from the west it is looped southerly on-site away from West Lilac Road for a short distance to better accommodate the trail design and to reduce environmental impacts before it connects up to the pathway segment within the West Lilac Road right-of-way. The segment within the loop is labeled as a Ranch Multi-Use Trail which also allows for equestrian uses. This connects to the Ranch Multi-Use Trail that extends to the southern edge of the Community including linkages to the County Multi-Purpose trail at the southeast and southwest of the Community in Phase 5.

b. Ranch Multi-Use Trail

The Ranch Multi Use Trail type includes two different trail standards. The County Master trail segment which passes through the southern portion of the Community over the SDCWA easement will be classified as a Ranch Multi Use trail, but will be built to the same Type D standard as the Type D trail along West Lilac Road (12-foot to 15-foot trail easement with an 8' graded/surfaced treadway and surfaced with decomposed granite or other suitable material).

The north-south Ranch Multi-Use Trail system located within the natural and/or improved open space is also located within a public trail easement. The Ranch Multi-Use Trail is used to connect to the County Master trail segments on the north and south of the Community and the Feeder Trails. This public trail easement will be 10 to 12 feet wide and the treadway will be a minimum 3-foot wide constructed with decomposed granite or other suitable material per the county Type C trail standards.

c. Community Trails

The Community Trails as shown on the Lilac Hills Ranch Trails Plan (**Figure 20**) provide access from one neighborhood to another, from the Town Center to the northern Neighborhood Center and connect to the County Regional Trails, Ranch Multi-Use Trails and Feeder Trails. Community private trail easements will be 5-12 feet wide with a minimum 3-foot decomposed granite treadway. These trails will be privately owned

and maintained by the HOA and open to the public except the trails within Phases 4 and 5, which would not be available to the public.

d. Feeder Trails

The Feeder Trails are multi-purpose trails, located within private neighborhoods, community open space, and dedicated open space within private trail easements which parallel private streets in the Community. These trail easements will be between 5 to 12 feet wide and the treadway will be a minimum of 2 feet wide constructed with native materials from their immediate location, decomposed granite or other suitable material. These trail will be privately owned and maintained by the HOA and open to the public except the trails within Phases 4 and 5, which would not be available to the public.

e. Bike Lanes, Paths and Parking

Bike travel is accommodated both on Main Street with 5-foot wide bike lanes in each direction (including through the Town Center) and on all of the Multi-Purpose and Multi-Use trails. These bike lanes and trails will provide another alternative to the automobile and further prioritize non-automotive transportation within the Community. In addition, these bike lanes and trails are designed to increase the safety of the bicyclist as they navigate the road and trail system in this part of the County.

All trail locations are graphically depicted on **Figure 20 – Trails Plan & Biological Open Space Signage**. Trail cross sections are depicted on **Figure 21** and **22**. The majority of trails dedicated to the public and maintained by the Lilac Hills Ranch HOA are in Phases 1 through 3. The private trail system is within the gated Senior Citizen Neighborhood in Phases 4 and 5. Bicycle parking facilities will be provided at various locations throughout the Community in accordance with the Zoning Ordinance.

4. TRANSPORTATION DEMAND MANAGEMENT

To reduce ~~the number of vehicle generated trips to the extent feasible, the project applicant proposes~~ and vehicle miles traveled, this Specific Plan requires implementation of ~~a Transportation Demand Management (the TDM) program that would be~~ Program prepared ~~prior to Final Map, to reduce vehicle trips in favor of alternative modes of transportation by Fehr & Peers.~~ The TDM Program, a copy of which is attached as Appendix I, will facilitate increased opportunities for ~~transit, bicycling, and pedestrian travel, and would include~~ multi-modal transportation by the Community's residents (including students), employees and hotel guests. More specifically, the TDM Program requires implementation of the following ~~TDM measures during project design strategies to reduce vehicle miles traveled and development. Prior to the recordation of the last Final Map in the Town Center the Community HOA shall:~~ average daily trips:

- ~~g) Implement a ride share program with transit vouchers or other options that may be determined by the HOA.~~
- ~~h) Implement bicycle circulation improvements to improve internal bicycle circulation and encourage the usage of bicycles to include requiring provision of bicycle parking facilities~~

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~~including secured bicycle parking facilities in specific locations as specified in this Specific Plan.~~

~~i) Promote Carpool/Vanpool programs which may include a Senior Transportation service.~~

~~Promote available websites providing transportation options~~[Strategies for Residents](#) ~~and businesses.~~

~~j) Create and distribute a “new resident” information packet addressing alternative modes of transportation.~~

~~k) Promote programs to encourage workplace peak hour trip reduction, including staggered work hours, regional ride-matching services, and telecommuting.~~

~~l) When transit routes are extended to the Community, participate in providing the necessary transit facilities, such as bus pads, shelters, signs, lighting, and trash receptacles.~~

~~m) Coordinate with the NCTD as to the future siting of transit stops/stations within the project site.~~

~~As the project is built-out, the NCTD may adjust routes and services to meet the needs of the growing community. The project would allocate a site for public transportation within the Town Center. The applicants will continue to coordinate with NCTD and MTS regarding potential transit options for the project site.~~

- ~~• [Interim Transit Pool Program \(Vanpool\) \(provided until public transit service is available\)](#)~~

~~1. INTERIM PRIVATE TRANSIT SERVICES~~

~~Interim transit services providing [\(provided until public transit service between the Community and the transit center would be provided by the HOA upon build-out of the community and would terminate when a transit linkage is proposed by the local transit district. This interim service will include the following features:](#)~~

~~n) Service for Community residents would be provided on demand.~~

- ~~• Rides would be subsidized on commercially [is](#) available services such as taxis and/or shuttle vans.)~~

~~o) Pick ups and drop offs would be at a central location in the development.~~

~~p) The HOA could set up accounts with the providers allowing residents to call a dispatcher to request service and obtain the discounted rate. The same or similar service could be called to return the rider to Lilac Hills Ranch.~~

~~Additional Options~~

~~The subsidized private or group shuttle trips could be supplemented by any of the options below to provide alternative ways to make connections to the regional transit system or to local destinations not served by that system:~~

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- ~~q) Provide subsidized transit passes to encourage use of public or private transit. The subsidized private or group shuttle rides would increase the convenience of the regional public transportation system and therefore encourage a higher level of utilization.~~
- ~~r) Provide coordination/support of a Car Sharing system for those who want/need the improved convenience of driving to encourage Lilac Hills Ranch residents to drive themselves and other residents to their employment destination or a regional transit center.~~
- ~~s) Provide coordination/support for ride sharing or shuttle services with volunteer drivers such as the designated drivers sponsored by the Independent Transportation Network (ITN) upon build-out of the community.~~

- [Carpool Matching Program](#)
- [Guaranteed Ride Home Program](#)
- [Car Share Program](#)
- [Subsidized Transit Pass Program](#)
- [Bike-Share Program](#)
- [School Pool Program](#)
- [School Bus Program](#)
- [Walking School Bus Program](#)
- [Unbundled Parking Program](#)
- [TDM Strategy Marketing](#)

Strategies for Hotel Guests

- [Interim Private Transit Services \(provided until public transit service is available\)](#)
- [Bike-Share Program](#)
- [Hotel Shuttle Service](#)

Strategies for Employees

- [Employee Vanpool/Shuttle Services](#)
- [Employee Trip Reduction Through Telecommuting and Staggered Work Hours](#)
- [Carpool Matching Program](#)
- [Employee Parking Cash-Out Program](#)
- [Subsidized Transit Pass Program](#)
- [TDM Program Marketing for Employees](#)

Land Use and Design Strategies

- [Transit Facility Optimization](#)
- [Bicycle Circulation Improvements](#)
- [Traffic Calming](#)

[Detailed information regarding the implementation parameters of each of the strategies listed above is provided in Section 3 and Table 2 of the “Lilac Hills Ranch TDM Program – VMT Reduction Evaluation” memorandum, as authored by Fehr & Peers \(2017\) and included in Appendix I of this Specific Plan.](#)

[In order to ensure that the TDM Program’s strategies are implemented and effective, the TDM Program requires that the Community’s HOA designate a staff member or consultant to serve as the on-site Transportation Coordinator. Per the TDM Program, the Transportation Coordinator shall be responsible for developing, marketing, implementing and monitoring the TDM Program over the life of the Community. The Transportation Coordinator’s duties, including those that require monitoring of utilization of the TDM Program’s strategies, are elaborated upon further in the Fehr & Peers memorandum. Reference shall be made to Table 3, TDM Program Performance Metrics and Targets, of the Fehr & Peers memorandum \(see Appendix I\) for information regarding when each strategy shall be implemented, what metric/performance measure shall be used to evaluate the effectiveness of each strategy, when and how data will be collected to measure effectiveness, and the timeline for when the metric/performance measure’s target shall be achieved.](#)

C. ZONING REGULATIONS

1. PLANNING AREAS – DESCRIPTION AND ZONE BOXES

The following section provides a description of land uses and zoning found in the Lilac Hills Ranch. Dimensions and standards noted are minimums. Minor variations may be permitted subject to PDS Director review or Final Map approval, providing the minimums specified herein are maintained as average minimums. County zoning nomenclature is used.

2. TOWN CENTER AND NEIGHBORHOOD CENTERS

The C34 Use Regulations are applied to the Town Center and to the two Neighborhood Centers. The C34 Use Regulation authorizes a wide variety of land uses necessary to create the mixed-use neighborhood centers. The C34 Use Regulations requires that, for this project, all development will at a minimum require the approval of a Site Plan. Development standards for the C34 Zone are found in the proposed zone boxes below and indicate that the maximum building height for commercial and mixed-use structures would be three stories and 35 feet. Exceptions to the 35-foot height limit would require approval of the County and be permitted only for architectural articulation associated with towers or other non-habitable projections pursuant to the process detailed in Section 4600 of the Zoning Ordinance.

Commercial, civic and mixed-use development will require Site Plan approval (pursuant to the “V” Setback Regulator, and the “B” and “D” Special Area Designator) as required to

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ensure that development will conform to the design guidelines for such development in accordance with Section III of this Specific Plan and **Figure 82 - Town Center & Neighborhood Center Development Standards Table**. All of these uses will be regulated by the C34 Use Regulations and Development Guidelines in Section III of the Specific Plan. Single Family Attached and mixed-use residential development will require Site Plan approval (pursuant to the “D” Special Area Designator) as required to ensure that development will conform to the design guidelines for such development in accordance with Section III of this Specific Plan, the Attached Development Standards Table and the Mixed-Use Development Standards Table in Section III - Development Standards and Regulations.

As described further in Section III-E. Architectural Design, and in Section V, detailing consistency with the San Diego General Plan, the Town Center is also consistent with the Valley Center Design Guidelines. County Use Regulations (zoning) for the Town Center is shown in Table 4.

**Table 6 - Zone Box - Town Center/Neighborhood Centers/
General Commercial Residential**

Use Regulation		C 34
Animal Regulation		A
Development Regulations	Density	—
	Lot Size	1,000 square feet
	Building Type	P
	Maximum Floor Area	-
	Floor Area Ratio	-
	Height	H
	Lot Coverage	-
	Setback	V
Open Space		E
Special Area Regulations		B and D

3. SINGLE FAMILY DETACHED RESIDENTIAL AREAS

Outside of the designated Town Center and the two Neighborhood Centers, all of the residential areas are for detached single-family only. The RS Use Regulations are applied to the areas designated principally for detached single family use. The maximum permitted building height for residential single-family structures will be 35 feet; homes would be 1 or 2-story. Permitted uses within the RS Use Regulation include those allowed by Section 2140 of the Zoning Ordinance which includes: single-family residential, institutional, and civic uses, and infrastructure. All of the civic-institutional uses shown on the Specific Plan map for areas regulated by the RS Use Regulations (Group Care, Senior Center, K-8 School site, ~~the~~ Institutional site, Parks, Private Recreational use site) are authorized in the RS Use Regulation, although some of the uses will require additional discretionary permits.

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The single family residential neighborhoods are located throughout the project site, except for the Town and Neighborhood Centers. All single-family residential development would be regulated by the application of the “V” Setback and “D” Special Area Designator in the RS Use Regulation, which requires that a detailed Site Plan be submitted and approved prior to the issuance of building permits for single family detached lots. The Specific Plan includes a “**Single Family Residential Development Standards**” table (**Figures 98 and 99**) which specifies the standards for the development of single family detached lots. The Ordinance adopting the RS Zone Box will also specify that the purpose of the Site Plan is to ensure that each lot is identified with a Lot Configuration number from the table, that each lot meets the minimum requirements in regards to, width and depth, and that each lot shown on the Site Plan meets the setback for each lot. Finally, the Site Plan will also indicate, alphanumerically, which architectural style has been selected for the lot and demonstrate that it conforms to the palette of architectural styles (**Single Family Lot Layout” Figures 100 through 119**) included in the Specific Plan.

Table 7 - Zone Box - Single Family

Use Regulation		RS
Animal Regulation		B
Development Regulations	Density	—
	Lot Size	2,800 square feet
	Building Type	F
	Maximum Floor Area	-
	Floor Area Ratio	-
	Height	G
	Lot Coverage	-
	Setback	V
Open Space		
Special Area Regulations		D

The zoning allows the Community’s neighborhoods as they are subdivided and developed to meet changing market demands over time relative to lot size, neighborhood density and subdivision design all within the design parameters established in the following sections of the Specific Plan. Accessory Structures are permitted in accordance with the Zoning Ordinance, Section 6156 for permitted uses, and Section 4835 for setback regulations.

4. REGULATIONS FOR THE ALLOCATION AND TRANSFER OF RESIDENTIAL UNITS BETWEEN PLANNING AREAS

The residential dwelling units authorized by the Specific Plan are distributed among the 22 planning areas which allow residential uses as shown on **Table 3 - Land Use Summary by Phase**. All residential development must be implemented by approved subdivision maps and/or Site Plans. Transfers of dwelling units may be authorized between any planning areas with dwelling units authorized on **Table 3** as a part of the Site Plan approval

III. DEVELOPMENT STANDARDS AND REGULATIONS

process so long as the overall maximum number of units approved by this Specific Plan (1,746) is not exceeded. Mixed-Use Residential or Single Family Attached cannot be transferred into any areas with the RS Use Regulation. Mixed-Use Residential or Single Family Attached can be transferred between the C34 areas. The Senior Citizen neighborhood is required to have a minimum of 468 single family detached homes. Transfers of residential units do not reduce the amount of commercial uses allowed by this plan.

Transfer Process – The first Site Plan application requesting to transfer dwelling units in the Lilac Hills Ranch shall add a modified version of **Table 3** from the Specific Plan text to include all of the residential areas within Phases 1 through 5 to the cover page of the Site Plan plot plan. An additional column shall be added on the right-hand side of the modified table to include all residential areas as shown below.

Table 8 - Allocation and Transfer of Residential Units

Area	Land use	Acres	DU's	Du increase / decrease	Site plan Number
SF 1	Single Family	31.2	175		
SF 2	Single Family	14.4	89		
SF 3	Single Family	15.1	88		
		121.5	352		

The Site Plan number for the Planning Area receiving the density shall be entered on the appropriate line, and the new total number of units permitted for the Planning Area, and the new, increased total for the Phase shall be entered, and the new total for the Phase entered. The Planning Area where the units are being taken from shall likewise be modified with the decrease entered on the appropriate line along with the Site Plan number and the new reduced total for that phase entered for the appropriate Phase Table. The granting section of the Site Plan Form of Decision shall note the increase and which Planning Area was the source for the increase.

Each subsequent Site Plan requesting any transfer of units into a planning area, must follow the same procedure and provide an updated **Table 6** on the cover sheet of the Site Plan showing all previously approved residential Site Plans within Lilac Hills Ranch, the Site Plan number and the number of units authorized by the Site Plan.

D. LANDSCAPE DESIGN GUIDELINES AND STANDARDS

1. LANDSCAPE CONCEPT

The existing environmental setting of Lilac Hills Ranch includes field agriculture, [groves](#) and orchards, minor riparian corridors, and native oaks. This setting provides the inspiration for a California foothills landscape theme that proposes the conservation and integration of the existing environment with these open space resources. Grove and pasture-like plantings are planned along major streetscapes and adjoining slopes. Accent plantings of Oaks and Sycamores will occur at channel crossings and drainages. Traditional materials such as stone and wood, that complement the natural and rural landscape, will be used.

The Valley Center and Bonsall Design Guidelines include site design and landscape design standards (including suggested planting palettes) for developments subject to their review authority. For this specific plan that would include; the commercial, and mixed-use development applications in the areas subject to the C34 Use Regulations (Town Center and two Neighborhood Centers), and the civic and institutional uses (Group Care, Senior Center, K-8 School site, the 'Institutional site, Parks, and Private Recreational use site) permitted by this specific plan in the RS Use Regulation.

Along the three public parkways landscaping will consist of pedestrian scaled plantings with accent plantings of Olives, Sycamores, and Oaks. All median landscape planting shall conform to County regulations regarding "line of site" and "sight distance." The fencing and informal pedestrian trails will complement the streetscapes and reinforce the rural character intended for these corridors. A combination of walls and landscaped berms will be used for noise attenuation and visual screening of vehicular use and service areas. At the Community entries and public use areas the landscape will transition to a more village-like theme with accent plantings, decorative stone walls, vine arbors, and sensitively designed signs. Drought tolerant and native plant materials will be used where feasible. Low scale plantings will be used adjacent to driveway entrances and street corners to maintain visibility for safety. Common area landscapes and recreational areas will be linked by a network of trails serving both pedestrian and equestrian users.

Plant materials will be selected and located to prevent the rapid spread of brush fires in accordance with the Fire Protection Plan prepared by Firewise 2000 Inc. This plan consists of Fuel Management Zones designed to create defensible spaces around structures to prevent the spread of fire. Perimeter Fuel Management Zones are depicted on **Figure 142 – Fire Protection Plan**. A consistent landscape theme will thread throughout the Community, serving as a cohesive link for the various Community land-uses. A series of low scaled entry monuments, fencing, lighting and pedestrian paths, designed to reinforce the rural landscape theme, will provide further design continuity for the Community. These elements will be designed to reflect the Community enhancements while referencing the rural, agricultural themed setting.

The Specific Plan guidelines provide a framework to ensure consistency with the related portions of these documents by:

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- a) Preserving visually dominant ridgelines, and scenic high quality open space resources; and,
- b) Incorporating "best practice" guidelines to site design, lighting, landscaping, and architecture.

This consistency will minimize visual impacts and improve visual compatibility with the surrounding area. Architecture is designed to vary massing, encourage shadow patterns, and relate in color to elements in the natural surroundings. The Community landscaping utilizes native and low water plant materials that are similar in color and texture to the surrounding natural hillsides, and manufactured slopes will contain masses of plant materials of varying heights to relate in texture and pattern with those visible on the steep natural slopes surrounding the Community.

Additionally, trees will be planted on slopes, along streets, and within HOA open space areas to visually buffer the Community from view. Native trees and shrubs such as Sycamores, Oaks, Madrone, Currant and Toyon as well as local Apricot, Lemon, Orange, Guava, and Avocado may be planted along parkways. Natural materials, rural styled fencing, and grove-like plantings of trees will be utilized throughout the Community to relate to and enhance the rural visual setting consistent with the applicable provisions of the Design Guidelines of this Specific Plan.

Figure 70 – The Master Landscape Concept Plan depicts the generalized locations of landscape zones and features described below.

Community landscaping shall comply with the applicable requirements of the Valley Center and Bonsall Design Guidelines, and the Design Guidelines of this Specific Plan for commercial and mixed-use planting areas. All proposed planting and improvements within the public right-of-way for streets within the Community are subject to approval by the County of San Diego's Department of Public Works.

2. GENERAL LANDSCAPING GUIDELINES

- a) All landscape and irrigation plans shall be prepared by a licensed California landscape architect, California Registered Architect or Civil Engineer and shall be submitted to the County of San Diego and to the Master Developer for review and approval prior to the start of construction. All submissions shall demonstrate compliance with these guidelines. Plans shall be in compliance with the County's Water Conservation Landscaping Ordinance, the Water Efficient Landscape Design Manual, the Design Guidelines of the Specific Plan, the County's Grading Ordinance, the Off Street Parking Design Manual and the VCMWD policy Article 190.7 regarding Conservation and Local Supply Use Requirements.
- b) Landscape design shall be used to define areas by creating focus at entries, screening unsightly areas, softening expanses of pavement and large buildings and providing transitions and separations between Lilac Hills Ranch and the surrounding community.
- c) Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals. Larger specimen trees should be used at entries and at key locations within the development.

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- d) Landscaping shall be in conformance with the County's requirements for sight lines and access.
- e) Areas around buildings shall incorporate a mixture of trees, shrubs, vines, and groundcovers designed to complement the design theme of the Community.
- f) Along with the other trees on the planting palette, fruit trees shall be maintained by the HOA based on a regular maintenance program schedule. The onsite agriculture is not required to be operated as a commercially viable business. An encroachment permit will be applied for all irrigation and planting within public street right-of-ways.

3. ROAD LANDSCAPING STANDARDS**a. West Lilac Road and Town Center Landscape Zone**

Description: The parkways and adjoining slopes of West Lilac Road will reflect the agricultural history of the site and California Foothills landscape theme of the Community. Formal groves trees, with informal accent groupings of Oak and Sycamores, will form the primary landscapes of these roadways. Adjoining slopes will additionally be planted with native and drought tolerant species. Details such as rural themed rail fences vine arbors, low stone walls, and decomposed granite trails will be used to further reinforce the design theme along this corridor. As discussed above the Valley Center Design Guidelines includes landscape design standards including suggested planting pallets for developments subject to their review authority which includes both the West Lilac Road frontage and the Town Center Landscape zone. The plant selection list (see VC Guidelines Section 4-H) includes 'recommended' species, but also allows other species when they are drought tolerant and have low flame spread potential. The list below includes both plants on the Design Guideline list and others which meet these criteria.

Maintenance of the pathway landscaping for this on-site public road segment will require the formation of a County Landscape Maintenance District.

Acceptable Species:***Botanical Name Common Name Specifications*****Primary Street Trees:**

Olea europea 'Wilsoni' Fruitless Olive Tree 20'H x 20'W

Platanus racemosa California Sycamore 75'H x 40'W

Tabebuia impetiginosa Pink Trumpet Tree 35'H x 25'W

Slope and Erosion Control Trees:

Juglans californica California Black Walnut 25'H x 20'W

Metrosideros exelsus New Zealand Christmas Tree 30'H x 30'W

Cercis Occidentalis Western Redbud 20'H x 18'W

Parkway and Slope Shrubs and Groundcovers:

Gazania splendens Sunrise Yellow 6"H x 4"W

Rosmarinus officinalis prostrates 18"H x 3'W

Vinca major Periwinkle 12"H x 2' W

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Encelia Californica Lilac 5'H x 7'W

Heteromeles arbutifolia Toyon 7"H x 10'W Hydroseed Mix "A"

Rhaphiolepis spp India Hawthorn 4'H x 5'W

Salvia ssp Sage 3'H x 4'W

Fruit Trees:

Citrus spp. – Orange and Lemon Trees 20'-25' H x 20'W

Olea spp. – Olive Trees

Persea spp. – Avocado Tree 25'H x 20'W

Psidium spp. – Guava Tree 15'H x 10'W

Table 9 - Hydroseed Mix "A"

Minimum % Pur/Germ		Lbs/acre	Species, common name
2	55	2	<i>Diplacus puniceus</i> , Red Monkey
40	60	4	<i>Encelia californica</i> , Bush Sunflower
N/A	2		<i>Eschscholzia californica</i> , California Poppy
N/A	2		<i>Helianthemum mutabile</i> , Sun Rose
40	60	4	<i>Lotus scoparius</i> , Deerweed
95	80	2	<i>Lupinus bicolor</i> , Lupine
95	85	2	<i>Lupinus succulentus</i> , Arroyo Lupine
N/A	1		<i>Phacelia parryi</i> , Parry's Phacella
70	50	4	<i>Salvia apiana</i> , White Sage
40	30	2	<i>Stipa pulchra</i> , Purple Needle Grass
N/A	2		<i>Vulpia myuros</i> , Zorro Fescue

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b. Lilac Hills Ranch Road and Interior Slopes

Description: Lilac Hills Ranch Road is designed as a Community Promenade and features a landscaped parkway. This parkway contains a 5-foot meandering concrete Town Center Pathway. The parkway and adjoining slopes are designed to reflect the rural agricultural history of the site and California foothill design theme established for the Community. Formal grove rows of trees (including fruiting varieties and pasture, interrupted occasionally with informal accent tree groupings of Sycamores, Western Redbud and Oaks will compose the primary landscapes of this roadway. Adjoining slopes will be planted with native and drought tolerant species. Details such as rail fences, vine arbors, low stone walls, and decomposed granite trails will further reinforce the California foothill theme of this corridor. Interior slopes share similar characteristics with slopes adjacent to the Promenade parkway. These slopes serve as a transition between streets and adjoining neighborhoods and provide opportunities for screening, buffering, and visual softening of manufactured slopes and neighborhoods.

Acceptable Species:

Botanical Name Common Name Specifications

Primary Street Tree:

Olea europea 'Wilsoni' Fruitless Olive Tree 20'H x 20'W

Background and Accent Trees:

Arbutus unedo Strawberry Tree 25'H x 25'W

Chionanathus retusus Chinese Fringe Tree 20'H x 15'W

Parkway, Vines, and Groundcovers:

Gazania splendens Sunrise Yellow 6"H x 4" W,

Vinca major Periwinkle 12"H x 2' W,

Lantana spp Lantana 2'H x 3'W,

Eucelia californica Coast Sunflower 3'H x 4'W,

Rhapniolopsis spp Inida Hawthorn 4'H x 5'W,

Rosa californica California Wild Rose 10'W

Vitis spp. – Grapevines

Fruit Trees:

Citrus spp. – Orange and Lemon Trees 20'-25' H x 20'W

Olea spp. – Olive Trees

Persea spp. – Avocado Tree 25'H x 20'W

Psidium spp. – Guava Tree 15'H x 10'W

III. DEVELOPMENT STANDARDS AND REGULATIONS

c. Naturalized Transitional Landscape Zone

Description: Significant areas of open space are adjacent to portions of the Community's perimeter, offering opportunities to create blended transitions between the developed, ornamental portions of the Community and the surrounding agriculture or natural open space. Primarily native and naturalizing drought tolerant plant species will be used in these areas with possible addition of groves of fruit trees.

Fuel modification/brush management may also occur within this zone

Acceptable Species:**Botanical Name Common Name Specifications****Primary Tree**

Quercus agrifolia Coast Live Oak 60'H x 60'W

Accent Tree

Platanus racemosa California Sycamore 75'H x 40'W

Brush Management Zones 2 and 3: Slope/ Erosion Control Trees:

Cercis occidentalis Western Redbud 18'H x 12'W,
Metrosideros exelsus New Zealand Christmas Tree 30'H x 30'W *Quercus agrifolia* Coast Live 60'H x 60'W

Brush Management Zone 1: Shrubs, Groundcover and Vines:

Carex pansa California Meadow Sedge 4"H x 8"W
Ceanothus 'Centennial' Centennial Ceanothus 12"H x 60"W
Vitis spp. – Grapevines

Brush Management Zones 2 and 3: Shrubs and Groundcovers:

Carex buchananii Red Clump Grass 24"H x 24"W
Carex pansa California 4"H x 8"W

Fruit Trees:

Citrus spp. – Orange and Lemon Trees 20'-25' H x 20'W
Olea spp. – Olive Trees
Persea spp. – Avocado Tree 25'H x 20'W
Psidium spp. – Guava Tree 15'H x 10'W

Table 10 - Hydroseed Mix "B"

Minimum % Pur/Germ		Lbs/acre	Species, common name
5	40	0.5	<i>Baccharis pil.ssp consanguinea</i> , Chaparral
2	55	2	<i>Diplacus puniceus</i> , Red Monkey Flower
40	60	1.5	<i>Encelia californica</i> , Bush Sunflower
35	75	3	<i>Eriophyllum confertiflorum</i> , Golden Yarrow
75	95	2	<i>Eschscholzia californica</i> , California Poppy
75	80	1.5	<i>Lasthenia californica</i> , Goldfields
95	70	2	<i>Lupinus hirsutissimus</i> , Stinging Lupine
95	85	2	<i>Lupinus succulentus</i> , Arroyo Lupine
50	50	2	<i>Orthocarpus purpurascens</i> , Owl's Clover
N/A			<i>Phacelia grandiflora</i> , Giant Phacelia
95	75	2	<i>Plantago insularis</i> , NCN
95	75	3	<i>Sisyrinchium bellum</i> , Blue Eyed Grass
60	30	1	<i>Stipa coronate</i> , Giant Stipa
40	30	3	<i>Stipa pulchra</i> , Purple Needle Grass

4. NEIGHBORHOOD LANDSCAPING STANDARDS**a. Single Family Residential Areas:****Street Trees:***Gleditsia Triacanthus Honey Locust 35'H x 25'W***b. Single Family Attached and Mixed-Use Areas:****Street Trees:***Arbutus Marina Madrone 25'H x 20'W***Accent Trees:***Tabebuia impetiginosa Pink Trumpet Tree 35'H x 25'W**Chionanthus retusus Chinese Fringe Tree 20'H x 15'W.***Fruit Trees:***Citrus spp. – Orange and Lemon Trees 20'-25' H x 20'W**Olea spp. – Olive Trees**Persea spp. – Avocado Tree 25'H x 20'W**Psidium spp. – Guava Tree 15'H x 10'W***Shrubs Vines and Groundcovers:**

Coprosma kirkii Mirrow Plan 18"H x 3'W
Gazania splendens Sunrise Yellow 6'H x 4' W
Vinca major Periwinkle 12'H x 2'W
Ceanothus spp California Lilac 5'H x 7 'W
Lantana spp Lantana 2'H x 3'W
Mahonia spp Barberry 5'H x 6'W
Raphiolepis spp India Hawthorn 4'H x 5'W
Salvia spp Sage 3'H x 4'W
Vitis spp. – Grapevines

5. MONUMENTATION LANDSCAPING STANDARDS

a. Primary Lilac Hills Ranch Entry

The primary entry monuments are located on the west and east end of Main Street where it meets West Lilac Road. It provides a welcoming gateway to Lilac Hills Ranch and introduces the design theme (see **Figure 127 - Project Entry Monuments**). The entry is located near groves, pasture, riparian habitat, and boulder-strewn hillsides. Elements from these landscapes will be incorporated into this shared entry. An informal grove of Sycamores will relate to the riparian landscape, foreground groves of Olives and vine arbors will reflect the areas agricultural past and stone walls will reflect the boulder speckled hillsides. Theme walls, signage, and accent plantings will reinforce the design theme.

b. Secondary Lilac Hills Ranch Entry

The secondary Community Entry is located at the south end of Lilac Hills Ranch Road (see **Figure 127**). This entry serves as a gateway unique to the Lilac Hills Ranch Community. While it will share elements common to the primary entry monument it is smaller in scale and more subtle in design.

c. Entry Monument Plant Material List

Primary and Accent Tree

Platanus racemosa California Sycamore 75' H x 40' W
Quercus agrifolia Coast Live Oak 60' H x 60' W
Lagerstroemia indica Crape Myrtle 25'H x 20' W
Tabebuia impetiginosa Purple Trumpet Tree 35' H x 40' W
Olea europaea Wilsoni Fruitless Olive Tree 20" H x 20'W

Shrubs, Vines and Groundcovers

Coprosma kirkii species 5' H x 5' W
Raphiolepis indica species 4' H x 4' W
Gazania splendens S. R. 6" H x 8" W
Hemerocallis hybrid Day Lily 4' H x 3" W
Vitis spp. – Grapevines

6. COMMUNITY PARK LANDSCAPING STANDARDS

Lilac Hills Ranch is designed as a rural, pedestrian-prioritized Community whereby a central Town Center and Neighborhood centers are located within a half mile radius (10 minute walk) of the residential use areas. Primary streetscapes are designed at a pedestrian scale and orientation including tree-shaded walkways, on-street parking to increase pedestrian safety, pedestrian scaled lighting, (See **Figure 140**) and shortened or enhanced crosswalks. The street system design has been specifically designed to maximize the use of pedestrian and bicycle transportation within the Community as recommended by the recent Complete Streets Report by SANDAG. Streets are designed to narrow the field of vision of the automobile driver with landscaping and building placement to reduce vehicle speeds while providing maximum pedestrian visibility and safety. The Open Space, Parks, and Trails Plan, and associated cross sections show the locations and composition of the Lilac Hills Ranch trail network.

a. Parks

The Community's park system is designed to provide both active and passive recreational opportunities for Lilac Hills Ranch residents (see **Figure 17 – Park Plan**) and the public. The public park and the private parks that receive park credit towards the obligations set forth in the PLDO will be designed in conformance with County DPR requirements and will be subject to approval of the Director of Parks and Recreation. The following describes the Lilac Hills Ranch recreational facilities.

b. Public Parks

Lilac Hills Ranch will dedicate a public park (P7) as located and configured on the Specific Plan map to the County and provide those amenities described herein in accordance with the County's PLDO. The major park site will be located adjacent to the future school [site](#) and private recreation sites that will ensure its location near other Community oriented public facilities (**Figure 136**). The park site will include ball fields, multipurpose fields, tot lots, basketball courts, open play areas, family picnic areas with barbeque pits and trash cans, a restroom building, a maintenance building, and other amenities [as approved by the Department of Parks and Recreation](#). The facility will be both dedicated to the County and constructed as a 'turnkey' facility by the Lilac Hills Ranch developers and maintained by the HOA as a County public recreational facility.

c. Private Parks

A private park system with a minimum of 10 private parks is included in the Specific Plan. The private parks are located throughout the Community primarily to serve the Single Family neighborhoods and the Senior Citizen Neighborhood in Phases 4 and 5. As noted elsewhere in this specific plan the private parks in the Senior Citizen Neighborhood will not be available to the public since this neighborhood will be gated. **Figure 17 – Park Plan** shows the general areas planned for the public and private parks in the Community. The precise location of all the private parks will be established by the Implementing Tentative and Final Maps for each phase.

Concepts for these parks are illustrated in Section III. These parks will have a variety of uses which may or may not include tot lots, junior tot lots, open play areas, half-court

III. DEVELOPMENT STANDARDS AND REGULATIONS

basketball, sand volleyball, bocce ball, horseshoe courts, community gardens, water fountains, exercise stations, dog-runs/ bark-parks with water fountains, picnic areas with barbeques and trash cans, passive shaded sitting areas and other uses and groves of trees for shade. These private park dedications will count towards the developer's obligation under the County's PLDO.

The Village Green is an HOA lot, and is not counted as a park in the above calculations. It is however envisioned as an integral component of the "Town Square" which will provide the Community a place to come together and hold social gatherings, recreational activities, fall and spring festivals etc. The facility will be owned, operated, and maintained privately.

d. Park Plant Material List

Primary and Accent Tree

Agonis flexuosa Peppermint Tree 35' H x 25" W
Arbutus menziesii Madrone 25' H x 20' W
Cercis occidentalis Western Redbud 20' H x 18' W
Chionanthus rutusus Chinese Fringe Tree 20' H x 15' W
Juglans californica California Black Walnut 25' H x 20' W
Lagerstroemia indica Cape Myrtle 25' H x 20' W
Platanus racemosa California Sycamore 75' H x 40' W
Quercus agrifolia Coast Live Oak 60' H x 60' W
Quercus douglasii Blue Oak 50' H x 50' W
Quercus engelmannii Mesa Oak 50' H x 50' W
Tristania conferta Brisbane Box 50' H x 35' W

Shrubs, Vines and Groundcover

Arctostaphylos densiflora Sonoma Manzanita 6' H x 8' W
Callistemon viminalis 'Little John' 3' H x 3' W
Ceanothus 'Concha' NCN 7' H x 10' W
Cotoneaster lactens Red Clustering 10' H x 12' W
Heteromeles arbutifolia Toyon 12' H x 18' W
Leptospermum scoparium 'Ruby' 6' H x 8' W
Mahonia aquifolium Oregon Grape 5' H x 4' W
Raphiolepis indica species India Hawthorn 5' H x 5' W
Ribes speciosum Fuschia Flowering Gooseberry 6' H x 8' W
Coprosma kirkii NCN 2' H x 5' W
Ceanothus griseus Horizontal Carmel Creeping 2' H x 10' W
Cotoneaster horizontalis rock Cotoneaster 2' H x 12' W
Gazania species 12' H x 18" W
Myoporum parvifolium Prostrate Myoporum 2' H x 15' W
Vitis spp. – Grapevines

7. FENCE GUIDELINES

A comprehensive system of walls and fences is planned for Lilac Hills Ranch. The walls and fences included in the specific plan meet the general design requirements found in Section 5-Architectural Character (E. Walls, Fences, and Accessory Structures) in the Valley Center Design Guidelines and include the materials encouraged by the Guidelines. These walls and fences are designed using traditional materials, such as stone and wood-rail fences that complement the natural landscape while reflecting the Community enhancements and California foothill themed landscape. Walls and fences will be minimized to enhance the pedestrian experience in the Community however they will be used throughout the Community to provide screening, sound attenuation, security and Community identity. They will be constructed of masonry with rustic pilasters (see **Figure 137 –Fence & Wall Concepts**). **Figure 137** includes the detailed Fence and Wall Plan for the Implementing TM (Phase 1). All Site Plans shall include a similarly detailed, comprehensive Fence and Wall Plan for the development.

Biological Habitat Areas; All development which share property lines with the Biological Habitat Areas (**Figure 18**) are required to include fencing along the shared property line. At appropriate locations signs will be placed on the fencing stating that the area on the other side is a protected habitat area (see **Figure 19 –Open Space and Parks**).

All fencing located within five feet of a building will be constructed of non-combustible materials.

8. LIGHTING GUIDELINES

Exterior lighting of the landscape and built structures will play a significant role in the character and mood of a community. In keeping with the vision of Lilac Hills Ranch, the lighting will be designed to be subdued and understated.

Lilac Hills Ranch lighting design concept focuses on the quality of light along specific corridors and areas. Light standards must have a distinctive character to relate to the corridors they serve. Lighting along pedestrian corridors must be more human in scale, closer spaced, and lower than is typically found on an urban street. Light standards shall be manufactured of high-quality materials that are visually pleasing. The base, pole, and light fixture must be attractive and suitable to the design theme of each village and its specific function.

Community lighting will be designed to provide adequate illumination for safety, security, and architectural accents without over lighting. Light fixtures will direct light to use areas and avoid light intrusion into adjacent land use areas. Light shields will be used where necessary to avoid nuisance lighting, particularly in residential neighborhoods and adjacent to preserved natural open space. Lighting, including all landscape low voltage decorative lighting, shall comply with the County's light pollution code. In addition, to reduce energy usage, the community will exclusively utilize high-efficiency (LED or equivalent) indoor and outdoor lighting in all non-residential buildings.

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The lighting and illumination standards for Lilac Hills Ranch will be complementary to the architecture and land uses throughout the project area. The Project Site is approximately 3,700 feet beyond the Zone A boundary of the Palomar Observatory.

PDSA Photometric Study has been prepared for phase one and establishes three goals for all future photometric studies:

- a) Public safety will be the chief consideration in lighting system design.
- b) Lighting will be directed downward, shielded, and otherwise designed to reduce glare and spillover to adjacent properties while still achieving the level necessary for public safety.
- c) The type and design of fixtures will be compatible with the design theme and architecture embodied in the Lilac Hills Ranch Specific Plan.

The study concluded that for the street lighting single pole arm mounted fixtures are recommended with a type III distribution which, in general, throws light ahead and in front of the fixture head and to each side, with minimal back lighting. This is the recommended distribution for general street lighting. House-side shields are also available. Using ~~15'-0"~~15-foot mounting height allows fire trucks to safely pass beneath the fixtures in areas where they may encroach past the curb line.

Along the main entry road where a center median occurs, match double armed pole mounted fixtures are suggested, with a pole-to-pole spacing of ~~120'-0"~~120-feet. With a single head pole-to-pole spacing of ~~80'-0"~~80-feet we achieve the following light level criteria:

- a) Average illumination 0.68 fc
- b) Maximum illumination 108 fc
- c) Minimum illumination 0.1 fc
- d) Average to minimum illumination 6.80 fc
- e) Maximum to minimum illumination 18.00 fc
- f) Lighting concepts are provided as **Figure 141**

E. ARCHITECTURAL DESIGN STANDARDS AND GUIDELINES

1. TOWN CENTER COMMERCIAL AND MIXED-USE DESIGN GUIDELINES

e. General

The Town Center may include housing types from medium density mixed-use dwelling units above retail and office space, single family-attached and live/work unit row homes. The Town Center will be pedestrian prioritized with private walkways and linkages to the trail system connecting the residential villages to the Town Center and other Community amenities such as public and private parks, an enhanced pedestrian zone with special street setbacks, and a clock tower.

The development within the Town Center which is wholly within the Valley Center Community Planning area will include single family attached, commercial development; mixed-use development; and civic uses. All of these uses will be regulated by the C34 Use Regulations, and development guidelines in Chapter III of the Specific Plan.

III. DEVELOPMENT STANDARDS AND REGULATIONS

Development applications for the mixed-use commercial uses will also be subject to the application of the “B” and “D” Special Area Development Regulators which requires that commercial developments obtain an approved Site Plan from PDS prior to the approval of Building Permits in accordance with the process described in Section IV of this Specific Plan. Development projects which are subject to the Valley Center Community Design Guidelines will require an approval of a Site Plan which conforms to the building design and landscape design guidelines.

Development applications including the single family attached use will only be subject to the application of the “D” Special Area Development Regulator which requires that residential developments obtain an approved Site Plan from PDS prior to the approval of Building Permits in accordance with the process described in Section IV of this Specific Plan.

The expressed purpose of the “B” Special Area Development Regulator is to indicate that Site Plan review will occur so that the development proposal conforms to the applicable design standards in the Valley Center Design Guidelines.

f. Town Center Design Concept

The Town Center is composed of a variety of land uses that form the social, civic, and commercial focus for the Community. The land uses that form the Town Center core are residential, mixed-use, commercial, retail, and institutional.

The design objectives for creating the Town Center are:

- i. Create a sense of place with a highly identifiable character.
- ii. Encourage vertical and horizontal mixed-use.
- iii. Create a pedestrian friendly environment with activity, enclosure, and comfort in specific areas.
- iv. Maximize connections to the Town Center from secondary area residential development with pedestrian and bicycle routes.
- v. Balance parking and vehicle access needs of commercial uses with the pedestrian focus within the village.
- vi. Encourage an eclectic architectural style reminiscent of historically based California Town Centers.
- vii. Accommodate pedestrian oriented design concepts within the commercial core that are consistent with the Town Center character.

In order to achieve these objectives, a conceptual Town Center Plan (**Figure 72**), elevations (**Figure 88**), and architectural guidelines have been developed. The illustrations address the anticipated arrangement and connection of uses in the Town Center and conceptually depict an architectural proposal for the area. The unique character intended within the Town Center should follow the aesthetics, organizational techniques and pedestrian friendly typology found in historical California mixed-use villages built in the 1920's and 1930's. Materials that are consistent with the architecture are required. Materials that are indigenous to the area and those that simulate indigenous materials are encouraged. These indigenous materials will be

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widely used in Town Center entries and other features of Lilac Hills Ranch as one of its unique, identifying design theme elements.

Other critical elements of the Town Center, such as general character statements and identification of important design and site planning features, are detailed in the following qualitative descriptions to further guide Community design and development.

g. Architecture

- i. Building forms and facades should be broken up into short vertical sections that are representative of the historic nature of Southern California villages of the 1920's and 1930's. The design of the buildings' facades should reflect the nature and use of their original intended design from when they were originally constructed. A variation of building heights, parapets, flat and pitched roofs, and building materials will provide greater visual diversity and authenticity to this Town Center.
- ii. Unique storefront design, signage, entry motifs, expansive sidewalks, and varied colors between the individual buildings are required. Components of a typical storefront should include: the entry door; display windows; transom windows; storefront columns; awnings; vertical support walls; decorative lintels; second and third floor windows that are spaced and proportioned to the facade with decorative trim, sills, and hoodmolds, and finally a decorative cornice on a parapet or a pitched roof.
- iii. East bound Main Street as it enters the Town Center is planned for two and three story Commercial/Mixed-Use buildings (limited to 35 feet in height) on both sides of the street up to the point where Main Street intersects with Lilac Hills Ranch Road. In order to establish a small town feel and reinforce the pedestrian dominance of the Town Center and identity of the Town Center as a pedestrian place, commercial/mixed-use buildings in Planning Areas C1, C2 and C3 are allowed to front directly behind the curb on Main Street so that the second story can extend over the sidewalk (see **Figures 75 to 77**). The second story can extend to the street for not more than half of the street length in total and not more than 100 feet per building with the sidewalk integrated into the first floor design and layout. The effect is to create a pedestrian arcade, directly at the curb. These planning features integrate the building and streets to establish a small town feel provide traffic calming reinforce the pedestrian dominance of the town center and identity of the Town Center as a pedestrian place.
- iv. The principle of hierarchy is to be employed wherever possible. The character of buildings within the Town Center is to be consistent with that of traditional villages and village planning. For the most part, the majority of the buildings are to read as background buildings with consistency of form, use of materials, and appropriate treatment of ornamental detailing. Community parks and developed open space (P8 and P9, expansive sidewalk areas and the Community Park) will be used to augment any Group open space requirements for the Mixed-use residential component within the Town Center area.

h. Site Planning and Building Orientation

III. DEVELOPMENT STANDARDS AND REGULATIONS

- i. Wherever possible, parking should be of secondary priority within the Town Center. The paramount goal is the coherence of the Town Center as the heart and soul of the Community serving both commercial and cultural needs. Buildings aid in the reading and understanding of the Town Center as a viable urban village form.
- ii. Parking (except for on street parking), service, and utilitarian uses should be located internally to the sites or where they can be screened from public view.
- iii. Building entrances should be closely spaced to increase articulation and interest along the pedestrian edges as depicted in **Figures 79** through **81**. Design emphasis on the entries improves the street scene and helps distinguish individual shops in multi-tenant buildings.
- iv. Shaded areas and a sense of enclosure will encourage visitors to linger and enjoy the defined areas within the Town Center. Features such as canopies, arcades, and roof overhangs can achieve these objectives and also provide weather protection when necessary.

i. Pedestrian and Vehicular Access

- i. Vehicular access shall be secondary to pedestrian access.
- ii. Frequent opportunities to sit, relax, and observe should be provided with the inclusion of benches, steps, planters, and low walls within and adjacent to the pedestrian walk.
- iii. Pedestrian, bicycle and cart access routes should be maximized and identified with appropriate signage.
- iv. Vehicle access should be clearly subordinated to pedestrian access through street design that promotes traffic calming such as narrow travel lanes and parallel parking.
- v. Parking lots should be located behind buildings or building facades which front onto pedestrian-oriented streets.
- vi. Reduce the amount of land devoted to parking to increase space for other pedestrian-oriented uses and activities. Leverage shared parking opportunities where possible.
- vii. Design blocks to minimize pedestrian exposure to surface parking lots and active driveways. For example, situate parking behind buildings and provide direct sidewalk access to building entrances and lobbies.

III. DEVELOPMENT STANDARDS AND REGULATIONS

j. Village Character (Landscape and/or Hardscape)

- i. The pedestrian areas should be well defined with a hard surface that is textured or accented to identify focal areas.
- ii. Grade separations should use structures rather than landscape banks to emphasize the character of the Town Center and to serve as seating areas.
- iii. Landscaping shall reinforce the character of the area.
- iv. Trees shall be incorporated into the pedestrian path, planted flush to ground level with overhead branches to create overhead canopies.
- v. Parking lots shall include interior tree planting for screening and heat relief per the requirements of the County Off-Street Parking Design Manual.
- vi. Large expanses of asphalt paving shall be avoided and their appearance softened by creating breaks in these areas and includes sections of permeable paving to intercept urban runoff and create visual relief. Landscaping shall be incorporated within these areas as well to provide visual relief and screening, where possible.
- vii. Parking bays should be oriented perpendicular to destination areas and parking areas, where feasible, should be broken up into smaller pieces to avoid massive parking lots except as required to meet the parking requirements for the for the larger commercial uses allowed in the Town Center.

k. Lighting, Signing and Street Furnishings

- i. Streets adjacent to the retail and mixed-use areas should be well lit to encourage evening use. Street lighting fixtures should relate to the pedestrian scale and architectural accent lighting is encouraged.
- ii. Illumination of walkway/trail connections should be provided through the use of low intensity fixtures for safety and comfort. The lighting pattern and intensity should become more intense at path intersections and vehicular crossings.
- iii. Within building groups, architectural and accent lighting should be indirect and subtle. Increased lighting levels should highlight pedestrian areas to clearly define the pedestrian path. Service area lighting should be contained within the service area boundary and enclosures. Lighting should be designed to minimize glare and intrusion into neighboring land uses.
- iv. A Comprehensive Sign Program shall be developed emulating historical California mixed-use villages and consistent with County guidelines, to ensure a unified design integrated with the Community architecture.
- v. Street furnishings shall be consistently designed and made of materials appropriate for public use. The design of street furnishings shall be consistent with the design character of the architecture and landscape.

2. NEIGHBORHOOD CENTERS COMMERCIAL AND MIXED-USE DESIGN GUIDELINES

a. General:

The development within the Neighborhood Centers allows for single family attached; commercial development; mixed-use development; and civic uses. All of these uses will be regulated by the C34 Use Regulations including the requirements for Site Plans to establish setbacks per the “V” Setback Regulator and per the “B” and “D” Special Area Regulators, and development guidelines in Chapter III of the Specific Plan.

The purpose of the “V” Setback Regulator is to require a Site Plan so that specific setbacks can be established for a given development proposal pursuant to the setback standards included in this specific plan. The purpose of the “D” Special Area Development Regulator is to indicate that Site Plan review will occur so that mixed use/commercial development proposal conforms to the applicable design standards and Guidelines of this Specific Plan. The purpose of the “B” Special Area Development Regulator is to indicate that Site Plan review will occur so that mixed-use/commercial development proposal conforms to the applicable design standards of the Valley Center Design Guidelines.

b. Neighborhood Center Design Concept

The primary feature of the Neighborhood Centers is to provide neighborhood commercial, retail and office uses within walking distance for residents in the adjacent residential communities. The site planning for the Neighborhood Centers is consistent and is compatible with the site planning established for the Town Center.

c. Site Planning

The Site Planning for the Neighborhood Centers will follow the same Architecture and Site Plan Guidelines included in the Town Center section above.

3. SINGLE FAMILY ATTACHED DEVELOPMENT GUIDELINES

Single family attached development in Lilac Hills Ranch is only allowed within the Town Center and the two Neighborhood Centers. This residential use includes structures that contain 3 to 8 attached residential dwelling units, each one located on an individual fee lot.

a. General

These guidelines address the design elements that contribute to the Lilac Hills Ranch planning concepts for pedestrian-oriented residential design. Guidelines are provided for architectural styles, facade elements, garage location and design, and landscape themes. Conceptual site plans and architecture for the Single Family attached residential areas of Lilac Hills Ranch are illustrated at the end of this Section.

As above the application of the “V” Setback Regulator requires a Site Plan so that specific setbacks can be established for a given development proposal pursuant to the setback standards included in this specific plan. The single family attached development will require Site Plan approval (pursuant to the “D” Special Area Designator) as required to ensure compliance with the Design Guidelines and developments standards included respectively in Section III of the Design Guidelines and the **Figure 82 – Town Center &**

Neighborhood Center Development Standards Table (in Section III Development Standards and Regulations).

The guidelines below address the design elements that contribute to the Single Family Attached planning concepts: pedestrian-oriented design, facade elements, parking and garage location, and design and landscape themes. Building architectural styles are not mandated but should be complementary to the Lilac Hills Ranch design theme as depicted in the residential design guidelines. The pedestrian-oriented design concept is enhanced by locating the attached development in the Town Center within walking distance of the commercial and other Community facilities such as parks.

The single family attached development in the Phase 3 Neighborhood Center is located on the north side of North Main Street and includes the northern “half” of the Town Center. Having higher residential densities in the Town Center and in the Phase 3 Neighborhood Center promotes a safer environment by activating public spaces and providing eyes on the streets and public spaces. It is anticipated that residents of single family attached and mixed-use developments will take advantage of the available opportunities to walk to school, parks, and shopping areas. Pedestrian access and amenities are fundamental components of the Community. The siting, access, entries, and architecture of the attached and mixed-use development should complement the pedestrian orientation of the Community.

Multi-story attached developments are the primary focus of the guidelines in this section. Concept site plans and architecture for the single family attached neighborhoods of Lilac Hills Ranch are illustrated in **Figures 83 through 87**.

b. Site Planning

The site planning and plotting of single family attached, mixed-use buildings will contribute to the pedestrian-oriented concept of Lilac Hills Ranch. Site planning which focuses on the pedestrian includes design that orients entries towards a court or green space and minimizes views to garages and parking areas. The guidelines stated below are provided for siting and building plotting of single family attached and mixed-use developments.

- i. Buildings should be oriented to create outdoor rooms, such as courtyards, connected by landscaped walkways.
- ii. Building orientation should consider indoor and outdoor privacy, noise, solar access, and overall aesthetic appearance.
- iii. Where grade differentials occur between the street and a development, the differential may be used to create separation between the public or private streets and private living space.
- iv. Interesting entries incorporating steps, porches, or landings may be integrated into the design.

c. Architecture

Single family attached and mixed-use development should be designed to promote variety and enhance the human-scaled pedestrian activity of the Community. The following guidelines suggest methods for creating vital, interesting architecture:

- i. Developments should be unique, but share fundamental architectural characteristics consistent with the Lilac Hills [Ranch](#) design theme. Building elevations that are visible from public view areas (surrounding streets and public open spaces) shall be articulated with elements such as wall offsets, balconies, and windows, appropriate to the architectural style.
- ii. Varied building elements, roof pitches, and setbacks should be employed to avoid monotony, including some three-story elements.
- iii. Distinctive building elements shall be oriented towards the corners of prominent street intersections.
- iv. Street facing facades shall incorporate a range of scale-defining elements that relate larger building masses to the scale of the pedestrian. Elements may include trellises, columns, archways, doorways, porches or patios, and upper floor balconies and windows.
- v. Individual residential unit entries shall be oriented toward the streets or courtyards wherever possible.
- vi. Internal residential units shall be connected by courtyards or landscaped walkways wherever possible.
- vii. Utilitarian areas -- include parking, loading, mechanical equipment and trash enclosures -- shall be screened from public views to the best extent possible.
- viii. The color palate should reflect the context of the architectural style of the building theme.

d. Parking, Carport and Garage Design

Views of parking areas, carports, and garages should be minimized to create the pedestrian-oriented Villages. The following guidelines provide direction for location and design of single family attached and mixed-use parking facilities:

- i. Parking and vehicular access shall be located within or adjacent to each development and be visually separated from the pedestrian-oriented street frontage.
- ii. Site planning and architectural treatments, such as offsets, should be used to minimize the appearance of garage corridors.
- iii. Tandem garages shall be allowed.
- iv. Carports and freestanding garages shall be architecturally treated and designed to match the architectural style of residential buildings.
- v. Six-foot wide parallel and diagonal parking spaces are permitted in the single family attached and mixed-use planning areas.

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- vi. Up to 100 percent of the total required Guest Parking Spaces are allowed on the street adjacent to the residential property.
- vii. Reduce the amount of land devoted to parking to increase space for other pedestrian-oriented uses and activities. Leverage shared parking opportunities where possible.
- viii. Design blocks to minimize pedestrian exposure to surface parking lots and active driveways. For example, situate parking behind buildings and provide direct sidewalk access to building entrances and lobbies.

e. Landscape

Landscape in single family attached and mixed-use developments shall adhere to Guidelines and Standards set forth herein. The front and side yard landscaping shall be complementary to the streetscape and California Foothills design themed landscape. The interiors of single family attached and mixed-use communities shall provide for common and private outdoor spaces that are functional and aesthetically pleasing. Interior landscapes are encouraged to maintain the tranquil, courtyard style landscapes established by the Lilac Hills Ranch design theme. The following guidelines are for single family attached and mixed-use landscapes:

- i. The landscape is to be comprised of trees, shrubs, vines, and ground covers that are consistent with the overall Lilac Hills Ranch theme.
- ii. Tree plantings in the front yard areas shall be varied to provide interest in the landscape.
- iii. Side and rear yard areas shall be landscaped to soften the architecture and provide privacy for residential units.
- iv. Transformer and cable box locations are to be carefully planned and coordinated with the both the utility company and the landscape architect.
- v. Transformers and cable boxes should be located to be unobtrusive and screened from view with plantings where feasible.
- vi. Grouped mailboxes and mailbox structures are to be designed to complement the architectural style of the development for which they are intended. Only Postmaster approved boxes will be allowed.
- vii. Trash enclosures shall be designed to complement the architectural style of the development for which they are intended. Provision for trash and recycling shall be in conformance with the County Requirements.
- viii. HVAC equipment shall be screened from view from common use areas, where feasible, and shall comply with County noise standards.
- ix. Large expanses of asphalt paving shall be avoided and the appearance softened by creating breaks in these areas with sections of permeable paving to intercept urban runoff and create visual relief.

f. Lighting and Signing

- i. Architectural accent lighting is encouraged.

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- ii. Illumination of walkway and trail connections should be provided through the use of low intensity fixtures for safety and comfort.
- iii. The lighting pattern and intensity should become more intense at path intersections and vehicular crossings.
- iv. Within building groups, architectural and accent lighting should be indirect and subtle. Increased lighting levels should highlight pedestrian areas to clearly define the pedestrian path.
- v. Service area lighting should be contained within the service area boundary and enclosures.
- vi. Lighting should be designed to minimize glare and intrusion into neighboring land uses.
- vii. Community entry monuments should inform and direct but not dominate the visual character of the area.
- viii. Signs shall be consistent with the architectural style of the building and comply with applicable County Standards.

4. SINGLE FAMILY DETACHED RESIDENTIAL DESIGN GUIDELINES**a. General**

These guidelines address the design elements that contribute to the Lilac Hills Ranch planning concepts for pedestrian-oriented design. Guidelines are provided for architectural styles, facade elements, garage location and design, and landscape themes. Conceptual site plans and architecture for the single family residential areas of Lilac Hills Ranch are illustrated at the end of this Section.

The single family detached residential development will be regulated by the application of the RS Use Regulation which includes the “V” Setback Regulator and the “D” Special Area Development Regulator. These zoning regulations require that a Site Plan application shall be submitted and approved prior to the issuance of building permits for detached single family lots. The purpose of the Site Plan will be to (a) assure that the lot design, setbacks and architecture conform to the **Single Family Residential Development Standards (Figures 98 and 99)** included in this Specific Plan and (b) establish the specific architecture for the individual lots from the architectural models included in **Figures 100 through 119**.

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b. Site Planning

Appropriate site planning and building plotting are fundamental to creating a pedestrian-oriented neighborhood. Variety is the key to creating a vibrant neighborhood and promoting individual residential identity. Site planning and building plotting in single-family residential neighborhoods should be based upon the following criteria:

- i. Single-family detached and single family attached residential lots and setbacks shall encourage variety in the design, orientation, and placement of homes, wherever practical.
- ii. Front yard building setbacks shall be varied, where possible, to avoid a monotonous pattern of houses.
- iii. Where slopes in side yards allow for varied side yard setbacks, provide more useful private open space in side yards, and avoid a monotonous pattern of houses.
- iv. Multiple housing plans shall be provided for compatibility with different lot configurations (interior and corner lots) and a variety of designs for entry and garage designs locations.
- v. The following permitted lot and footprint layouts may include but are not limited to:
 - a) Homes may be clustered around a paseo and park;
 - b) All lot configurations may be alley loaded;
 - c) Garages within the lots may be tandem garages;
 - d) Private drives for access to multiple lots;
 - e) Ancillary residential units attached or detached.
- vi. Side entry floor plans may be used on both interior and corner lots, provided that the entry is clearly defined and the front elevation includes front-facing windows, porches, or other pedestrian-oriented design features.
- vii. Housing plans used on corner lots shall provide for distinguishing architectural features of that style that wrap around the street- facing corner.
- viii. Production wall fencing shall be integrated into the design of corner lots to provide for reduced wall length and other enhancements to side yards.
- ix. Where the rear of a lot abuts a street, the design shall provide for a privacy wall and landscaping consistent with the Lilac Hills Ranch streetscape theme.
- x. Grade differentials within neighborhoods shall be used to add variety and enhance the availability of open space between residences.

Certain Final Maps will be required to plot the largest of the lots proposed on each such map along the Community boundary in situations where project single family development will be at the same grade as the adjacent existing homes that will remain in the Semi-Rural Regional Category. Consideration will be given to additional opportunities to reduce conflicts including providing a grade separation and planting buffers to allow vegetation to mature and screen the adjoining properties. For the areas

shown on **Figure 137** the project will include a 50-foot ~~wide agricultural~~ buffer ~~will be planted (setback)~~ with two rows of ~~an appropriate tree crop (e.g. citrus, trees or avocado)~~ similar vegetation around the perimeter of the project, with the exception of the south side of West Lilac Road, within the project site, which will contain a 30-foot buffer. The buffer shall include a similar style of landscaping (e.g. orchard style plantings) as the other agricultural buffers. The buffers are located within the boundaries of the project's development footprint, and in some cases overlapping existing fuel modification zones. In areas that overlap with the fuel modification zones, the vegetation would comply with Fire Code requirements analyzed within the Project's approved Fire Protection Plan (FPP). These agricultural buffer strips will be located on parcels owned and maintained by the Community HOA as part of the common open space. ~~Should the adjacent agricultural uses be discontinued in the future and new residential uses located adjacent to Lilac Hills Ranch, the HOA would have the option of re-landscaping the 50-foot open space buffer area consistent with the design guidelines of the Specific Plan.~~ In addition, these larger lots proposed by such tentative map will be oriented so that the widest lot boundary is facing the Community boundary and/or adjoining homes.

c. Architecture

The residential architectural styles include, but are not limited to: Spanish Colonial, Craftsman, French Country, California Bungalow, California Ranch, and California Monterey (see **Figures 100 to 119**). These styles are attractive, compatible with one another, and they can be easily integrated into the individual style and scale of each neighborhood. It is important to note that these styles are intended for modern adaptation, not recreation of historic homes. The architecture is expected to be somewhat simplified, yet still maintain the unique characteristics that exemplify the style.

Facade Elements

Residential building facades should be attractively designed with varied features for individual identity and neighborhood interest. Facade features should be pedestrian-oriented in that they provide a connection between the public street and sidewalk and the private residence. Facade treatments may include:

- i. Undulating building mass and roof planes.
- ii. Vertical and horizontal stepped massing.
- iii. Visually minimized garages.
- iv. Entry features such as doors, windows, porches, patios, courtyards and trellises oriented towards the street and appropriate to the architectural style.
- v. Facades that are visible from public view areas (open spaces, streets, parks, etc.) shall be articulated to avoid monotony.

Garage/Driveway Design

The pedestrian-orientation of a neighborhood places emphasis on the home and front yard rather than the garage. However, lot configurations in the Lilac Hills Ranch single-family residential areas will necessitate most garages facing the streets. This section describes building massing and plotting techniques, as well as specific solutions for garage placement and facade design. Designers are encouraged to explore additional methods to meet the objective of minimizing the visual dominance of garages in neighborhoods. Basic guidelines for garage design are:

- i. Minimize the impact of garages facing the street by techniques such as varying garage door patterns and utilizing deep recessed doors, varying colors, splitting one large door into two single doors, and integrating door window and coach lights.
- ii. Vary the garage setbacks; the preferred design is for the garage wall to be set back further than the front wall of the home.
- iii. Provide variety through the use of alternative garage configurations such as split, swing-in/side loaded, and mid to deep recess garage, tandem garages, detached garages, detached garages in clusters.
- iv. Provide for a variety of driveway designs such as colored concrete, pavers, edge banding, and/or other surface enhancements to break up large expanses of concrete. All driveway surfaces shall be required to meet the County Consolidated Fire Code requirements for use by emergency vehicles.
- v. Concept site plans and architecture for the single-family neighborhoods of Lilac Hills Ranch are illustrated in Section III.

d. Pedestrian-Oriented Design

Pedestrian-oriented neighborhood design emphasizes a cohesiveness of the Community through aesthetically pleasing site planning and architecture. Essential elements include attractive architecture, inviting entries, and a minimization of utilitarian areas facing the street. The structure of a neighborhood must be understood to better promote its pedestrian-orientation.

The area between the street and residence contains a hierarchy of public to private spaces. The street, sidewalk, and parkway are perceived as public, common neighborhood use areas. Residential front yards provide a transition space between the public spaces of the sidewalk and street, and the private spaces of the home. The residential entry is the final demarcation area between public and private spaces.

The design of residential neighborhoods can complement that orientation by borrowing elements from traditional neighborhoods, such as porches, and minimizing the influence of the automobile. The following sections describe three primary areas of design that will facilitate the creation of pedestrian-oriented neighborhoods: site planning and garage/driveway design.

5. SENIOR CITIZEN NEIGHBORHOOD DESIGN GUIDELINES

The Senior Citizen Neighborhood includes single family residential development, Neighborhood Center South and a Senior Center and Group Care Facility. Residents of this portion of the Community are required to be 55 years of age or older. All residential and commercial development in the Senior Citizen Neighborhood will use the same architectural styles, facade elements, garage location and design, landscape themes and guidelines used elsewhere in the Specific Plan. Hardscape and landscaping shall be designed in anticipation that the majority of the population will be seniors. Site plans should, where appropriate, minimize physical barriers and provide ramps, seating, hand rails and other amenities directed at ensuring a safe and walkable community.

a. Single Family Residential

As elsewhere in the Community any single family residential development with the RS Use Regulations within the Senior Citizen Neighborhood will require that a Site Plan be submitted for all single family development prior to the issuance of building permits. The purpose of the Site Plan will be to (a) assure that the proposed lots meet the, configuration and setbacks standards detailed in the **Single Family Residential Development Standards** tables (**Figures 98 and 99**) and (b) establish the specific architecture for the individual lots from the architectural models included in **Figures 120 through 124** included later in this section of the Specific Plan text.

b. Group Care (Assisted Living) and Senior Center Design Concept

The Group Care Use type and Senior Center are permitted uses per Section 2145 (a) with the approval of a Major Use Permit. The individual living units in the Group Care facility will not be allowed to include an individual kitchen. (Per the Zoning Ordinance at the time of construction these units may or may not be defined as dwelling units. Regardless, under either circumstance, these units will not cause a reduction or otherwise impact the approvals for the other 1,746 dwelling units approved by this Specific Plan.)

A proposal for a Group Care facility use will require the submittal and approval of a Major Use Permit. Applications for a Group Care (Assisted Living Facility) Use Permit will be reviewed to assure that the development proposal conforms to the applicable design standards of this Specific Plan (See **Figures 95 to 97**).

The development of any of these types of uses within the Senior Citizen Neighborhood is allowed, and any applications for the appropriate County permits should be in conformance with the following guidelines.

c. Site Planning

The site planning and plotting of the group ~~residential/group~~-care buildings will contribute to the pedestrian-oriented concept of Lilac Hills Ranch. Site planning which focuses on the pedestrian includes design that orients entries towards a court or green space and minimizes views to garages and parking areas.

d. Architecture

Building forms and facades should be broken up into short vertical sections that are representative of the historic nature of Southern California villages of the 1920's and 1930's. A variation of building heights, parapets, flat and pitched roofs, and building material is desired.

e. Site Planning and Building Orientation

Building entrances will be closely spaced to increase articulation and interest along the pedestrian edges. Design emphasis on the entries improves the street scene. Setbacks, building height, building design, and exterior treatments will be established per the approved Major Use Permit.

f. Gated Access

- i. The Senior Citizen Neighborhood (Phases 4 and 5) can be accessed from off-site at three points: Covey Lane on the north, the access easement to Rodriguez Road on the east, and Mountain Ridge road on the south. Each of these access points will be controlled with automated gates which will limit public access (see **Figure 125**).
- ii. The gates and their controlling mechanisms will be state of the art, and must be approved for conformance with the existing standards and policies by the County prior to the recordation of the first Final Map in either Phase 4 or 5.
- iii. Some of the proposed gates cross roads classified as Fire Apparatus Access Roads (i.e. Covey Lane at Lilac Hills Ranch Road and the access road to Rodriguez Road). The gate proposed to cross these roads must be approved by the Fire Authority Having Jurisdiction prior to construction.
- iv. Access to the control mechanisms will be limited to the developers, appropriate emergency services agencies and ultimately the residents of Phases 4 and 5.

g. Pedestrian and Vehicular Access

- i. Frequent opportunities to sit, relax, and observe should be provided with the inclusion of benches, steps, planters, and low walls within and adjacent to the pedestrian walk.
- ii. Pedestrian, bicycle and golf cart access routes should be maximized and identified with appropriate signage.
- iii. Vehicle access should be clearly subordinated to pedestrian access through street design that promotes traffic calming such as narrow travel lanes.
- iv. Parking lots should be located behind buildings or building facades which front onto pedestrian-oriented streets.
- v. Reduce the amount of land devoted to parking to increase space for other pedestrian-oriented uses and activities. Leverage shared parking opportunities where possible.
- vi. Design blocks to minimize pedestrian exposure to surface parking lots and active driveways. For example, situate parking behind buildings and provide direct sidewalk access to building entrances and lobbies.

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h. Landscape and/or Hardscape

- i. The pedestrian ground plane should be well defined with a hard surface that is comfortable for accessible path of travel
- ii. Landscaping shall provide the opportunity to enjoy the color, smell, and texture of the plant material.
- iii. Deciduous and evergreen trees shall be incorporated into the pedestrian path, planted flush to ground level with overhead branches to create overhead canopies for shade in the summer and sunlight in the winter.
- iv. Large expanses of asphalt paving shall be avoided and their appearance softened by creating breaks in these areas and includes sections of permeable paving to intercept urban runoff and create visual relief. Landscaping shall be used where reasonable incorporated within these areas as well to provide visual along with color, smell and texture relief and screening, where possible.
- v. Accessible parking and handicap parking will be designed appropriately. Parking bays should be oriented perpendicular to destination areas and parking areas, where feasible, should be broken up into smaller pieces to avoid massive parking lots.

i. Parking, Loading, Outdoor Storage Areas

The requirements for onsite parking, loading and outdoor storage areas throughout Lilac Hills Ranch shall be in conformance with the following requirements.

All development within the commercially designated areas shall provide areas for trash storage. The following criteria apply:

- i. The number of containers shall be as required by the sanitary service operator for all uses on the site.
- ii. Trash areas shall be kept neat and clean.
- iii. The precise location of any trash area shall be approved as part of the site plan.

6. INSTITUTIONAL GUIDELINES

These guidelines address the design elements that contribute to the Lilac Hills Ranch planning concepts for pedestrian-prioritized design. Guidelines are provided for architectural styles, facade elements, and design, and landscape themes. Conceptual site plans and architecture for the potential institutional uses are illustrated at the end of this Section. Building architectural styles are not mandated but should be complementary to the Lilac Hills Ranch design theme as depicted in the design guidelines. The civic uses anticipated for this site per Section 2145(a) of the Zoning Ordinance will require approval of a Major Use Permit.

III. DEVELOPMENT STANDARDS AND REGULATIONS

a. Site Planning

The guidelines stated below are provided for siting and building plotting of the land uses authorized by Section II B (7) of this Specific Plan.

- i. Buildings will be oriented to create outdoor spaces, such as courtyards, or patios.
- ii. Building orientation should consider indoor and outdoor privacy, noise, solar access, and overall aesthetic appearance.
- iii. Grade differentials between the street and a development will be used to create separation between the streets and private living space.

b. Site Planning and Building Orientation

Building entrances should be closely spaced to increase articulation and interest along the pedestrian edges as depicted in the adjacent illustration. Design emphasis on the entries improves the street scene. Setbacks, building height, building design, and exterior treatments will be established per the approved Major Use Permit.

c. Architecture

Development should be designed to promote variety and enhance the human-scaled pedestrian activity of the Community. The following guidelines suggest methods for creating vital, interesting architecture:

- i. Developments should be unique, but share fundamental architectural characteristics consistent with the Lilac Hills Ranch design theme.
- ii. Building elevations that are visible from public view areas (surrounding streets and public open spaces) shall be articulated with elements such as wall offsets, balconies, and windows, appropriate to the architectural style.
- iii. Varied building elements, roof pitches, and setbacks should be employed to avoid monotony, including some three-story elements.
- iv. Distinctive building elements shall be oriented towards the corners of prominent street intersections.
- v. Street facing facades shall incorporate a range of scale-defining elements that relate larger building masses to the scale of the pedestrian. Elements may include trellises, columns, archways, doorways, porches or patios, and upper floor balconies and windows.
- vi. Utilitarian areas -- include parking, loading, mechanical equipment and trash enclosures -- shall be screened so that they do not impact views from public roads to the maximum extent possible.
- vii. The color palate should reflect the context of the architectural style of the building theme.

d. Parking Design

Views of parking areas should be minimized to create the pedestrian Villages. The following guidelines provide direction for location and design of parking facilities:

- i. Parking and vehicular access shall be located to be visually separated from the pedestrian-oriented street frontage.
- ii. Site planning and architectural treatments, such as offsets, should be used to minimize the appearance of garage corridors.
- iii. Reduce the amount of land devoted to parking to increase space for other pedestrian-oriented uses and activities. Leverage shared parking opportunities where possible.
- iv. Design blocks to minimize pedestrian exposure to surface parking lots and active driveways. For example, situate parking behind buildings and provide direct sidewalk access to building entrances and lobbies.

e. Landscape

Landscape in the Institutional planning area shall adhere to Design Guidelines set forth below. The front and side yard landscaping shall be complementary to the streetscape and California Foothills design themed landscape. Interior landscapes are encouraged to maintain the tranquil, courtyard style landscapes established by the Lilac Hills Ranch design theme. The following guidelines are for the Institutional landscapes:

- i. The landscape is to be comprised of trees, shrubs, vines, and ground covers that are consistent with the overall Lilac Hills Ranch theme.
- ii. Tree plantings in the front yard areas shall be varied to provide interest in the landscape.
- iii. Side yard areas shall be landscaped to soften the architecture and provide privacy for residential units.
- iv. Transformer and cable box locations are to be carefully planned and coordinated with the both the utility company and the landscape architect.
- v. Transformers and cable boxes should be located to be unobtrusive and screened from view with plantings where feasible.
- vi. Trash enclosures shall be designed to complement the architectural style of the development for which they are intended. Provision for trash and recycling shall be in conformance with the County Requirements.
- vii. HVAC equipment shall be screened from view from common use areas, where feasible, and shall comply with County noise standards.
- viii. Large expanses of asphalt paving shall be avoided and the appearance softened by creating breaks in these with areas with sections of permeable paving to intercept urban runoff and create visual relief.

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f. Lighting and Signing

- i. Architectural accent lighting is encouraged.
- ii. The lighting pattern and intensity should become more intense at path intersections and vehicular crossings.
- iii. Within building groups, architectural and accent lighting should be indirect and subtle.
- iv. Service area lighting should be contained within the service area boundary and enclosures.
- v. Lighting should be designed to minimize glare and intrusion into neighboring land uses.
- vi. Community entry monuments should inform and direct but not dominate the visual character of the area.
- vii. Signs shall be consistent with the architectural style of the building and comply with applicable County Standards.

F. FIRE PROTECTION PLAN (FPP)

Structural and wildland fire protection is provided by the Deer Springs Fire Protection District (DSFPD) in association with the California Department of Forestry (CALFIRE). A Fire Protection Plan (FPP) has been prepared to describe the level of fire risk that would affect or be caused by the proposed project and the methods proposed to provide necessary services. The FPP also evaluates the consistency of the proposed project with applicable fire protection regulations and the requirements of the DSFPD regarding fire safety in the Wildland/Urban Interface area in which the project is located. The goal of the FPP is to minimize any potential loss of life, residential and commercial structures due to a wildland fire. In addition, a Capabilities Assessment of the DSFPD was conducted that provided additional fire service options and considerations. The FPP has been approved by the DSFPD. The following standards will minimize fire risk to the Lilac Hills Ranch Project:

1. PERFORMANCE STANDARDS

- a) Each Final Map will designate the location of required Fuel Management Zones as required by the analysis conducted based upon the procedure and protocol set forth in the FPP. Where the standard FMZ building setback zone is modified by the FPP for each Implementing Map, the alternative measures identified within that FPP will be used as permitted by the Fire Code and as set forth within the FPP for such Implementing Map. These alternative methods will be based on the fuel modeling, mitigation measures or mapping as permitted. The Fire Protection Plan is provided in Figure 141.
- b) On all implementing Site Plans require all structures within the wildland-urban interface as defined in the County Building Code shall be built using ignition-resistive construction methods (Title 9, Division 2, Chapter 1 of the San Diego County Code of Regulatory Ordinances) and construction requirements shall meet all then-current County and State of California Building Code (Chapter 7A) requirements for construction in the wildland areas.

III. DEVELOPMENT STANDARDS AND REGULATIONS

- c) On all implementing Site Plans require that fire-resistant building features described in the FPP shall be applied to all structure construction and will be implemented at the site plan or building permit stage. Such features will be applied to mitigate the ignitability of the residential structures and projections (exterior balconies, carports, decks, patio covers, unenclosed roofs, and floors).
- d) Maintenance and repair of proposed residences will be required to be made with the same ignition-resistant materials and construction features.
- e) On all implementing Site Plans require an open space fuel modification treatment plan as set forth in the FPP shall be used identifying areas requiring fire resistant landscaping and other measures to mitigate fuel risks around all planned structures.
- f) A Fuel Modification Zone Required in paragraph (a) above will be for the fuel modification and maintenance of common areas and will be under the control of a homeowners association or other common ownership, established in perpetuity for the benefit of the Community.
- g) All implementing subdivision maps shall be conditioned to require that all standard two-way roads used for fire access shall have an unobstructed improved width of not less than 24 feet, and will be maintained at all times. The standard for all one-way roads used for fire access shall require an unobstructed improved width of not less than 14 feet, and will be maintained at all times. Fire apparatus access roads will not be obstructed in any manner, including the parking of vehicles. Specific interior roadways will be designated 'fire access roadways' or 'fire lanes'. All standards for apparatus access roads will follow the California Fire Code.
- h) All implementing subdivision maps shall be conditioned to require that emergency vehicle turnarounds shall be provided on 'fire lanes' to meet the standards of the County Consolidated Fire Code.
- i) On all implementing Site Plans require that fire apparatus access roads shall be constructed as necessary to meet the standards of the County Consolidated Fire Code. All roads shall be provided with an approved driving surface to meet the standards of the County Consolidated Fire Code prior to building permit issuance, construction and/or bringing combustible building products onto each parcel.
- j) Adoption of the Evacuation Plan as shown on **Figure 2.7-3** of the EIR.
- k) Implement a program known as "Ready, Set, Go" to heighten the public's awareness and preparedness in time of emergency as described in the Evacuation Plan.
- l) Implement an education component including the distribution of complete copies of the Fire Protection Plan and the Evacuation Plan to all residents.
- m) An automatic gate across a fire access roadway or driveway shall be equipped with an approved emergency key-operated switch overriding all command functions and opening the gate. In an emergency the Sheriff, the HOA and the DSFPD will be able to activate this override feature. A gate accessing more than four residences or residential lots shall be equipped with an approved emergency traffic control activating strobe light sensor or other device approved by the fire code official, which will activate the gate on the approach of emergency apparatus. Any gate or barrier

across a fire access roadway shall be constructed to meet the standards of the County Consolidated Fire Code.

- n) The Lilac Hills Ranch HOA will be responsible for preparing and updating as necessary Emergency Evacuation Routes and Procedures for all of the property owners and residents within the Community. This publication shall be prepared in co-operation with the Sheriff and the DSFPD. As per the FPP all residents will have at minimum two legal alternative evacuation routes. However the publication shall show all potential evacuation routes so that the property owners and residents can exercise their own discretion in the event of an emergency.
- o) The Valley Center Municipal Water District has agreed to serve the water needs for this general commercial and residential project. The project will be required to comply with the applicable Fire Code requirements with respect to providing water to the project, including installing sprinkler systems (and meters) for all facilities on the project site. Hydrants will be installed for each Phase prior to the allowance of combustibles on the active project site.

G. GRADING GUIDELINES AND DEVELOPMENT STANDARDS

1. LANDFORM GRADING GUIDELINES

The design plan for Lilac Hills Ranch strives to minimize grading and create visually pleasing landforms. The following are guidelines for grading and slope design.

- a) Create elevation changes within the property that strive for a balance of cut and fill grading.
- b) Use grade changes to optimize views and a sense of spaciousness.
- c) Use grade changes between different land uses where separation and buffering is desired.
- d) To the extent possible, avoid cut and fill over 30 feet.
- e) Use landform grading techniques where appropriate, in slopes over 25 feet in height.
- f) Use varied-height trees, shrubs, and groundcovers to undulate the surface of slopes.
- g) Use state-of-the-art erosion control, irrigation, and water management practices to protect slopes.

2. GRADING DEVELOPMENT/CONSTRUCTION STANDARDS

- a) Grading Conformance: All grading activities shall be in compliance with the Specific Plan standards and shall implement any grading-related mitigation measures or Community design features established in the Environmental Impact Report.
- b) Contour Grading: All manufactured slopes in excess of 30 feet in height shall be contour graded where possible without impacting sensitive open space resources using techniques such as undulation, rounding of top and toe of slope, and varying gradients.
- c) Manufactured Slopes: Manufactured fill slopes shall be constructed at a gradient no steeper than 2:1. Manufactured cut slopes may be reduced to 1 ½: 1 in rocky situation and will require soil engineer approval.

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- d) **Balanced Site Work:** Grading activity for the entire Community shall be balanced on-site and will not require either import or export of material from outside of the Community.
- e) **Prehistoric Remains:** A qualified archeological grading monitor shall be on-site during grading activities in specific areas identified by the County. If any historic or prehistoric remains are discovered during grading, a qualified archaeologist shall be consulted to ascertain their significance.
- f) **Dust Control:** Dust control during grading operations on-site shall be as required by the San Diego County Grading Ordinance and as detailed in the Mitigation and Monitoring Program of the Project EIR.
- g) All active grading areas shall be watered three times per day.
- h) All architectural coatings used during construction will be SDAPCD Rule 67 compliant.
- i) Tier III, or higher, construction equipment will be used, with the exception of concrete/industrial saws, generator sets, welders, air compressors, or for construction equipment where Tier III, or higher, is not available.
- j) The contractor shall use all available engineering controls such as blasting cabinets and local exhaust ventilation. The use of compressed air for cleaning surfaces shall be avoided. Water sprays, wet methods for cutting, chipping, sawing, grinding etc. shall be used, as feasible. The use of respirators approved for protection against silica shall be issued to construction workers during blasting and grading operations, where feasible.
- k) All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- l) Whenever feasible, electrical power will be used to run air compressors and similar power tools.
- m) Equipment staging areas should be located as far as feasible from occupied residences or schools.
- n) For all construction activity on the project site, noise attenuation techniques should be employed as needed to ensure that noise remains below 75 dB(A) eight-hour Leq at the boundary line of an occupied residential use.
- o) No more than one pile driver would be active on any single construction site or within 500 feet of another active pile driver.

H. DRAINAGE PLAN DEVELOPMENT STANDARDS

1. *County Development Standards:* Drainage and flood control facilities and improvements shall be provided in accordance with the San Diego County Department of Public Works Flood Control Division.
2. *County Maintenance:* All drainage and flood control facilities shall be either maintained by the County Department of Public Works Flood Control Division, or HOA, and shall be designed to

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provide adequate levels of safety, maintainability, and protection to existing and proposed improvements. Private drainage and flood control facilities shall be maintained by the HOA.

3. *Building Pads:* Grading for building sites and proposed streets shall provide positive drainage to prevent ponding of water. Necessary measures to prevent erosion and siltation shall be required both during construction and after completion of the Community.
4. *Modifications:* Drainage patterns within the site may be modified, but the modification shall be consistent with the Community drainage system plan approved by the County Department of Public Works.
5. *Runoff:* Lot runoff from impervious surfaces, such as roofs and pavement areas, shall be directed to natural or improved drainages. Dispersal into shallow sloping vegetated areas shall be encouraged.
6. All of the areas designated "DB" on the Specific Plan map are intended for use as hydromodification detention basins for the Community and are designed to hold stormwater runoff in accordance with local, state and federal requirements. In the event that these functions can be managed with alternative techniques approved by the appropriate local, state and federal authorities, these areas may be incorporated and used in accordance with the underlying zoning. Residential development shall not exceed the 1,746 units, and no amendment to the specific plan text or map will be required.

I. WATER AND WASTEWATER DEVELOPMENT STANDARDS

Valley Center Municipal Water District (VCMWD): All water and wastewater systems shall be designed per requirements of the VCMWD.

San Diego County Public Works Requirements: The infrastructure system shall be installed per the requirements of the County Department of Public Works.

Health Department Requirements: Water distribution and wastewater facilities shall be installed in accordance with the requirements and specifications of the County Department of Environmental Health and the State of California Department of Public Health.

The proposed means of foul air treatment shall be activated carbon towers.

J. BIO AND OPEN SPACE MAINTENANCE

1. COMMON AREA MAINTENANCE (HOA OPEN SPACE)

Common Areas within Lilac Hills Ranch will be maintained at a standard that is equal to the original construction; that is a high level consistent with standard landscape practices and building codes. Should the HOA decide to redesign landscaping, fencing, trails, monuments and other common features and/or install new features in the future, such installations and features shall be in accordance with the design standards contained in this Specific Plan. Specific maintenance standards are included below in Section 3.

Renovation and/or revision of site landscape shall require approved Landscape Plan through PDS. Plans shall also be in compliance with the Water Conservation in Landscape Ordinance, the Water Efficiency Landscape Design Manual, Grading Ordinance, where

appropriate the Valley Center Design Guidelines and the specific plan Community Design Guidelines.

2. AGRICULTURAL USES IN OPEN SPACE

The Community will retain and promote agriculture uses in the project's common areas and open space system. Agricultural uses will be allowed in three areas pursuant to the descriptions below;

- a) Dedicated Biological Open Space Easements: There will be 104.1 acres of sensitive biological/wetland habitat and existing agriculture preserved onsite. An additional 20.8 acres of agriculture, outside of the biological open space, will also be conserved throughout the community. Agricultural uses, agricultural maintenance, and access to existing wells and water lines within the disturbed portion of biological/wetland habitat areas will be allowed. The identified agriculture areas will not be permitted to expand within the dedicated Biological open space areas.
- b) Most of the agricultural uses located in the biological open space are in the wetland buffer areas. The adjacent wetlands are generally dependent upon the groves as they have mostly developed over the past several decades subsequent to creation of the groves.
- c) Community Open Space Easement Areas: The Lilac Hills Ranch ~~Home-Owners Association ("HOA")~~ will own, manage and maintain open space areas, within the Community boundaries as follows: manufactured and landscaped slopes, recreational open space (parks, trails, etc.), on-site agriculture (including that in the Biological Open Space), and detention basins (see **Figure 19 - Open Space and Parks**). Within the manufactured open space system the project will, where feasible, retain existing agricultural operations.
- d) Interim Agricultural Uses: The project developers may allow new agricultural uses in certain areas including:
 - i. Selected project areas prior to their development for planned uses (e.g. interim agricultural uses); and
 - ii. Within planning areas slated for development, new agricultural uses will be an allowed use within implementing project non- biological open space areas.
 - iii. Lilac Hills Ranch will use commercially acceptable farming practices for on-site agriculture that are consistent with surrounding uses and County Ordinances.
- e) Community Gardens: The HOA may authorize community gardens in each Phase as they deem appropriate on HOA owned lots. The HOA shall adopt and enforce maintenance and operations procedures as required.

3. BIOLOGICAL HABITAT MAINTENANCE AREAS

The biologically sensitive areas identified in the project EIR which are to be conserved will be placed into open space easements as a condition of approval for the implementing subdivision maps. The process of establishing these easements requires that arrangements be made to ensure that the resources are managed by qualified and

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licensed professionals and that the easements include a provision for endowments that will assure their continued maintenance over time.

The County Biology Report Guidelines and Format identifies the following as acceptable Resource Managers:

Section 2.1 Resource Manager Qualifications and Responsible Parties

Proposed Resource Manager:

The resource manager shall be one of the following:

- a) Conservancy group Natural resources land manager
- b) Natural resources consultant
- c) County Department of Parks and Recreation
- d) County Department of Public Works
- e) Federal or State Wildlife Agency (U.S. Fish and Wildlife Service, California Department of Fish and Game)
- f) Federal Land Manager such as Bureau of Land Management
- g) City Land Managers, including but not limited to Department of Parks and Recreation, Watershed Management or Department of Public Works;
- h) Home Owners Association
- i) Community Service Organization
- j) Non-profit or Tax-exempt Public Benefit Organization

4. MAINTENANCE AREA STANDARDS

1. The resource manager shall be approved by the Director of Planning and Development Services (PDS).
2. Management and maintenance of biological resources, natural and restored/enhanced, will be in accordance with the Lilac Hills Ranch Resource Management Plan.
3. The Lilac Hills Ranch trail system includes several trails through the Biological Habitat Maintenance Areas. These trails are on existing, graded dirt roads ways which have existed for many years. Because the trail system has been located on the existing dirt roads no mitigation for their use will be required.
4. The Lilac Hills Ranch HOA will be responsible for maintenance and management of the agricultural resources and trail located within the Biological Open Space areas subject to an approved Management Plan.
5. Each tentative map that includes any of the areas shown on the Biological Open Space area (see **Figure 18 – Biological Open Space**) will be conditioned to dedicate to the County of San Diego, or a mutually agreed upon entity and maintained by an appropriate private interest organization authorized by the County of San Diego as acceptable resource managers any and all areas shown as Biological Open Space on ~~Figure 18~~ **Figure 18**.

K. EIR PERFORMANCE STANDARDS

The following Performance Standards are incorporated herein. In addition, the Specific Plan is required to implement all mitigation measures contained within the EIR, as applicable, through implementing permits.

1. AGRICULTURAL PERFORMANCE STANDARDS

~~a)~~ Pursuant to the EIR Section 2.4, each tentative map and its implementing Site Plan located on the exterior boundary of the community, except along West Lilac Road, will incorporate 50-foot-wide agricultural buffers planted with two rows of the appropriate tree crop (e.g., citrus, avocado) ~~along~~around the entire exterior Community boundary. In cases where these buffers overlap existing fuel modification zones, the vegetation would comply with Fire Code requirements analyzed within the Project's approved Fire Protection Plan (FPP).

~~a)b)~~ These buffers will be located where residential uses in Lilac Hills Ranch abut existing, adjacent orchards and will be used to create a transition and buffer between the two uses. (Mitigation Measure M-AG-2)

~~b)c)~~ Pursuant to the EIR Section 2.4, each implementing Site Plan located on the exterior boundary of the community will be conditioned to include a 6-foot-high fence adjacent to offsite agricultural uses to prevent trespass and intrusion by people and domesticated pets. (Mitigation Measure M-AG-3)

~~c)d)~~ Pursuant to the EIR Section 2.4, a Limited Building Zone shall prohibit habitable structures as well as any structure (e.g., covered patios and picnic shade structures, a community building, etc.) which could accommodate congregating residents, visitors, or children. The prohibition includes (but is not limited to) ball fields, swimming pools, horseshoe pits, picnic areas, or any other uses that would attract or keep people near the project boundary or AA. This mitigation shall be implemented at the park site (AG-2), the institutional and age-restricted areas (AG-3 and AG-4) and along the project boundaries where it is necessary to discourage new residents from being within close proximity to off-site agricultural uses (AG-5, AG-6; and AG-8 through AG-11). This LBZ would also serve to mitigate impacts AG-13, AG-14, and AG-15. (EIR Mitigation Measure M-AG-4)

~~d)e)~~ Pursuant to the EIR Section 2.4, and the **Specific Plan Figure 142**, the project shall include a 100-foot fuel modification zone/limited building zone between on-going agricultural uses and residential development, for each phase of development. The fuel modification zone/limited building zone shall comply with all State Law and County Agricultural, Weights and Measures Regulations. (EIR Mitigation Measure M-AG-5)

~~e)f)~~ As identified in EIR Section 2.4, the project developers or HOA as appropriate is required by the San Diego County Agricultural Enterprises and Consumer Information Ordinance to provide disclosure statements in all sales documentation for all proposed residential units, if agricultural use is still in existence at the time new homes are constructed. The statement would notify potential owners that the adjacent property could potentially be used for agricultural operations such as fruit

and flower production and that there could be associated issues such as odors, noise, and vectors. The notice would also notify future residents that these agricultural uses within the vicinity of the project maintain certain rights to practice agriculture in accordance with normal and accepted practices.

~~f~~g) The lighting and illumination standards for Lilac Hills Ranch will be complementary to the architecture and land uses throughout the project area. Community lighting will be designed to provide adequate illumination for safety, security, and architectural accents without over lighting. Light fixtures will direct light to use areas and avoid light intrusion into adjacent agricultural and other land use areas. Light shields will be used where necessary to avoid nuisance lighting, particularly in residential neighborhoods and adjacent to preserved natural open space. Lighting, including all landscape low voltage decorative lighting, shall comply with the County's light pollution code.

2. BIOLOGICAL PERFORMANCE STANDARDS

- a) All landscape plans shall include only native and low-fuel plant species. [per EIR Section 2.5]
- b) All grading or clearing permits shall limit vegetation clearing as follows; (a) the period of the year outside of the nesting season, roughly defined as mid-February to mid-September. Vegetation clearing activities could occur within potential nesting habitat during the breeding season with written concurrence from the Director of Planning and Development Services (PDS), the U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife (CDFW) that nesting birds would be avoided; or (b) If vegetation removal is proposed to take place during the nesting season, a biologist shall be present during vegetation clearing operations to search for and flag active nests so that they can be avoided.
- c) Prior to the approval of any grading or clearing permits during the nesting/breeding season for raptors (roughly from mid-February through mid-July), a "directed" survey shall be conducted to locate active raptor nests, if any. If active raptor nests are present, no grading or removal of habitat will take place within 500 feet of any active nesting sites. The project proponent may seek approval from the Director of PDS if nesting activities cease prior to July 15.
- d) Subdivision Improvement plans shall require culverts under road sections to be sized from 18 to 54 inches in diameter as appropriate to allow for adequate local wildlife movement. [per EIR Section 2.5]
- e) All Grading Plans shall require that a qualified biologist be present during grading operations in order to:
 - i. Design and supervise the placement of orange construction fencing or equivalent along the boundary of the development area as shown on the approved grading and improvement plans.
 - ii. Monitor vegetation clearing and earthwork to ensure construction activities remain within the project footprint.

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- iii. Precisely identify and mark open space and other sensitive areas using geographic information system (GIS) coordinates with at least 6 inches of accuracy to assure that grading does not result in any un-permitted impacts beyond the designated buffer areas, nor result in any intrusion into any open space areas. [per EIR Section 2.5]

3. HAZARDS RELATED PERFORMANCE STANDARDS

- a) Prior to issuance of grading permit, the impacted soils in the locations referenced within EIR subchapter 2.7 shall be excavated and disposed of at an approved location. Confirmation samples shall be collected to verify removals. The appropriate documentation of the soil removal and subsequent testing shall be verified by the County before a building permit will be issued. [per EIR Section 2.7]
- b) Prior to demolition of on-site structures, a Hazardous Materials Assessment shall be performed to determine the presence or absence of asbestos-containing materials (ACMs)/lead-based paint (LBP) located in the buildings to be demolished. Suspect materials that would be disturbed by the demolition activities would be sampled and analyzed for asbestos content, or assumed to be asbestos containing. All lead containing materials scheduled for demolition must comply with applicable regulations for demolition methods and dust suppression. Lead containing materials shall be managed in accordance with applicable regulations. [per EIR Section 2.7]
- c) The Major Use Permit for the Wastewater Reclamation Facility (WRF), [if required by the VCMWD](#), shall be conditioned to require that screened material shall be removed from the facility two to three times per week. The screening process would take place indoors, with screened material disposed of in a commercial dumpster that would be housed indoors until transported off site. Routine removal of material would minimize fly attraction/propagation. [per EIR Section 2.7]
- d) Subdivision Improvement Plans shall be conditioned so that the storm water system and BMPs shall be designed to ensure that (1) vectors are excluded from enclosed sources of standing water; (2) any standing water is discharged within 72 hours; or (3) standing water is made less suitable for mosquito breeding. Details of all requirements pursuant to the County are included in the Vector Management Plan. [per EIR Section 2.7]

4. NOISE PERFORMANCE STANDARDS

- a) All Site Plans that include emergency generators within 500 feet of a property line will be conditioned to require that the generators be located within enclosures, behind barriers, or oriented within the site to eliminate the line of sight between the generators and sensitive receptors. Noise testing will be conducted to verify that the generator noise levels comply with County standards, Section 36.404, at the nearest property line prior to operation. [per EIR Section 2.9]

5. AIR QUALITY PERFORMANCE STANDARDS

- a) Pursuant to the EIR Section 2.2, each implementing Site Plan shall require that any nonresidential building that utilizes large-scale refrigerated storage (e.g., restaurant; grocery store) equips each loading dock with an electrical hook-up to power

refrigerated trucks, to minimize idling time and combustion of vehicle fuels (EIR Mitigation Measure M-AQ-7a)

- b) To minimize fuel combustion, the project's HOA shall require that all open space areas under its control be maintained with electrical equipment, to the extent feasible. (EIR Mitigation Measure M-AQ-7b)

L. COMMUNITY SIGN STANDARDS

1. RESIDENTIAL PLANNING AREAS

Individual sign programs for residential planning areas shall be submitted as a part of the Development Plan Review process. Community Facility sign standards will apply to the following conditions:

- a) Community Entry
- b) Secondary Entries
- c) Neighborhood Entries
- d) School Entry
- e) Park Entry
- f) Trail System Information
- g) Real Estate Directories

A sign system utilizing a consistent script and architecturally compatible materials will be developed. Three basic categories of Community Facility signs will be developed:

- a) Entry Monument(s)
- b) Facility Identification
- c) Entry Markers

The community entry monument occurs at the Community entry points at both connection points of Main Street and West Lilac Road. (See **Figure 127**)

Facility identifiers will occur through the use of wall-mounted signs located near the pedestrian entry or doorway. Script type and style will match that of the entry monument.

Entry markers are simply columns of wood or concrete, which identify the entry in situations where wall mounted script, might not be visible. Wooden markers will be used for trail system information. Concrete or masonry markers will be used elsewhere.

Care should be given to ensure sight line visibility for traffic at intersections and driveways.

2. TOWN CENTER AND NEIGHBORHOOD CENTERS

Signage and graphics within the town and both neighborhood centers shall be regulated by the following guidelines:

- a) External building signage shall be limited to the configuration of building facade signs, hanging signs or wall signs.
- b) Building facade signs shall be no more than two feet (2') in height and shall be in proportion to the building facade.

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- c) Building facade signs shall be considered a cohesive design element within a building's elevation and in conjunction with window and door placement.
- d) A hanging sign shall be permitted to be a maximum of eight square feet in size and shall have a minimum clearance of eight feet (8') from the finished grade of the sidewalk to the bottom of the hanging sign.
- e) A wall sign shall be permitted to be a maximum of fifteen square feet in size within a maximum height of four feet (4') from finished grade at the base if free standing. Signage must be proportioned to the wall area upon which it is applied. Locations of wall signs must be approved on a site plan.
- f) The combined area of a business's identification signs shall not exceed one square foot (1SF) for each linear foot (LF) of the business's building frontage.
- g) Externally lighted signs are permitted if the light source is decorative and constitutes an architectural feature of the building facade. It must also be focused away from adjacent properties or streets.
- h) Internally lighted signs are permitted if the sign is constructed of individual letters and/or symbols that are individually lighted from within.
- i) Neon signage shall be permitted when less than three square feet (3SF) in total area and when they are located within the building.
- j) Signage and lettering shall be dimensional. Signs painted onto a building or wall surface are prohibited.
- k) Exterior building signage may only advertise the business transacted, goods sold or produced, or the service rendered on the premises where the sign is located. Safety or warning signage required by law is excluded.
- l) Storefront windows and doors shall be limited to a maximum of two square feet (2SF) of coverage with stickers, credit card decals, hours of operation, etc.
- m) Temporary sale or promotional signs shall be limited to fifteen square feet (15SF) or total area and shall only be permitted for up to a maximum of 45 days per year.
- n) Temporary signage shall only be attached to the inside of a storefront.
- o) Handwritten and/or typed signs are prohibited.
- p) Moving and/or flashing signs are prohibited.
- q) External posters and promotional signs are prohibited.
- r) Signage or lettering is prohibited on awnings or canopies.

M. GENERAL USE AND PERFORMANCE STANDARDS**1. COMMUNITY WIDE STANDARDS**

- a) Land uses shall be as shown on the Lilac Hills Ranch Specific Plan Land Use Map (**Figure 14**) and as detailed in this Specific Plan text. These include residential, commercial, mixed-use, civic, and institutional. Streets, utilities, infrastructure, and trails are also permitted.
- b) Development of a total of 1,746 dwelling units consisting of single family detached, single family attached and mixed-use dwelling units within the Specific Plan area.

2. COMMUNITY HOA

- a) A Lilac Hills Ranch Homeowner's Association (HOA) will be established and charged with the unqualified right to assess individual lot owners for reasonable maintenance and management costs, which will be established and continuously maintained. The HOA will be responsible for private roads, signage, common area landscaping agricultural operations on HOA property and irrigation, Community entries and gates, private parks, HOA facilities, open space maintenance, and other responsibilities, as deemed necessary.
- b) Community elements such as entries and parkway landscaping shall be maintained by a Homeowner's Association (HOA). Such maintenance is to be of high quality in accordance with established horticultural practices. Landscaping shall be maintained to allow trees and shrubs to achieve maturity and shall not be topped within the development.
- c) Automatic irrigation systems shall be routinely inspected and maintained in operating condition at all times by the HOA. Landscape maintenance specifications shall address:
 - a) watering; b) fertilization, c) trimming, mowing and pruning; d) herbicide/pesticide programming; e) weeding/debris cleanup; and f) normal building maintenance.
- d) All streets within the Community are private within private road easements. Landscaping within parkways will be maintained by private homeowners or the HOA. Individual neighborhoods in Lilac Hills Ranch may adopt Conditions, Covenants, and Restrictions (CCR's). Landscape maintenance standards may be established for each Community for front yards, side yards adjacent to streets and rear yard areas adjacent to open spaces. Each homeowner will be responsible for maintaining his and/or her property in accordance with any established CCR's. The County of San Diego is not held responsible for enforcing private CCR's.
- e) The HOA shall annually designate a specific member to be the main point of contact with the Deer Springs Fire Protection District for purposes of keeping the HOA informed of potential fire related issues, including discussions with the district regarding the performance and operation of gates within the Community.
- f) Prior to Final Map an HOA Operations and Maintenance Manual will be prepared and adopted by the HOA. The manual will provide guidelines and standards for the common open space management activities.
- g) As a condition of the conveyance of the biological open space properties to third party open space managers (TPOSM). The TPOSM will provide to the HOA an appropriate document which details the standards and scheduling for the open space operations and maintenance practices. Included with the documentation will be contact information so that the HOA and TPOSM can effectively coordinate any ongoing issues and concerns.
- h) The onsite stormwater system will be owned and managed by the HOA. Prior to Final Map a Stormwater Management and Operations Manual, approved by the RWQCB, will be prepared and adopted by the HOA. The manual will provide guidelines and standards for the operations and management activities for the storm drain system.

Included with the documentation will be contact information so that the HOA and the County Department of Public Works can effectively coordinate issues and concerns regarding the operation of the system.

- i) The HOA shall hire and designate a TDM Program coordinator to facilitate the implementation of the Lilac Hills Ranch TDM Program per the parameters established in Appendix I.

3. CIRCULATION SYSTEMS

- a) Permeable road pavers, meeting applicable private road and Consolidated Fire Code requirements may be allowed as a road surface on the private road system within the Lilac Hills Ranch Community.
- b) The pathway within the road right of way for West Lilac Road along the Communities northern boundary will be maintained by a Landscape Maintenance District.
- c) Bicycle parking spaces shall be provided in accordance with the Zoning Ordinance on all Site Plans for uses that require bicycle parking. In addition the Site Plans for the civic uses allowed outside of the town and neighborhood centers (School, Private Recreation, Senior Center, etc.) shall also include bike parking in accordance with the Zoning Section. The Private Community Ride Share facility (**Figure 130**) at the western entrance to the Community shall also provide secured bicycle parking.

4. BUILDING USE STANDARDS

- a) Site Plans for residential development shall be conditioned to require that all residences be designed to achieve the California Energy Commission's Zero Net Energy standards, as defined in that agency's 2015 Integrated Energy Policy Report.
- b) Site Plans for non-residential development shall be conditioned to require the provision of on-site, solar photovoltaic systems on a minimum of 45% of non-residential building roof space and on all covered parking areas.
- c) Site Plans for non-residential development shall be conditioned to require the exclusive utilization of high-efficiency (LED or equivalent) indoor and outdoor lighting in all non-residential buildings ~~to include the infrastructure necessary to accommodate the future use of solar panels and/or systems.~~
- d) Site Plans for residential and non-residential development shall be conditioned to require the installation of Level 2 EV charging stations as follows: one (1) single-port EV charging station for each residence and at least 22 dual-port EV charging stations (serving a total of 44 parking spaces) in parking areas for non-residential uses, including ~~pre-wiring to allow for roof-mounted solar systems and electrical~~ the recreation center, park, school, senior center and commercial uses located within the Community.
- e) Prior to issuance of the project's 1,000th residential building permit, the project applicant or its designee shall provide Planning & Development Services (PDS) with proof of installation of 13 dual-port electric vehicle ~~connections~~ (EV) charging stations capable of serving 26 off-site parking spaces per the following ratios:

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- a. one (1) off-site parking space shall be served by an electric vehicle charging station for every 100 dwelling units (equivalent to 17 electric vehicle charging stations), and
- ~~a.~~ b. one (1) off-site parking space shall be served by an electric vehicle charging station for every 10,000 square feet of commercial development (equivalent to 9 electric vehicle charging stations). ("Commercial development" includes retail, office, and hotel buildings.)
- ~~d.)~~ f.) Site Plans for Mixed-use projects shall be conditioned to require that recycling bins are included in their trash enclosures. Residents will be notified that recycling is required when they move in.
- ~~e.)~~ g.) In order to reduce the use of potable water, Site Plans for detached Single family homes will be conditioned to require that rainwater harvesting systems for the irrigation of private yards be designed to support drought tolerant vegetation only, unless recycled and/or groundwater are available for such irrigation. State of the art irrigation controllers will be required that match water use to plant type and weather conditions.
- ~~f.)~~ h.) Site Plans for developments proposing homes and commercial buildings will be conditioned to require water saving shower heads, toilets, and faucets to ensure that water is conserved internally. Installation of outdoor landscaping and irrigation systems and piping will be subject to the requirements of the VCMWD.
- ~~g.)~~ i.) Site Plans for developments proposing single family homes will be conditioned to require that each unit is equipped with Energy Star or equivalent high-efficiency appliances (washers, dish washers, fans and refrigerators).
- ~~h.)~~ j.) Site Plans ~~proposing for~~ residential development will be conditioned to require that where the ~~projects~~ residences include fireplaces, including single-family residential, mixed-use residential and senior community residential, only natural gas or equivalent non-wood burning fireplaces shall be installed.

5. CEQA IMPLEMENTATION STANDARDS

- k) Site Plans for residential development will be conditioned to provide natural gas outlets in all residential backyards and within the common areas of multi-family development areas.
- l) Site Plans for residential development will be conditioned to provide electrical outlets on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.
- m) Site Plans for residential or commercial development will be conditioned to require that residential and commercial buildings are equipped with energy efficient AC units and heating systems with programmable thermostats/timers.
- ~~i.)~~ n.) Site plans proposing the transfer of dwelling units between phases of development may be required to prepare a traffic analysis if required by CEQA.

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- ~~h)~~ g) All implementing discretionary and other permits as appropriate are required to include the relevant mitigation requirements included in the Certified EIR for this project.
- ~~k)~~ p) Any Noise attenuation measures and any light attenuation measures identified in subsequent CEQA analysis of discretionary projects shall incorporate the standards of the Lilac Hills Ranch Specific Plan into the development through appropriate conditions of approval and building plans.
- ~~h)~~ g) All subsequent development applications will prepare a photometric analysis for lighting as required by the County CEQA process.

6.5. UTILITY STANDARDS

- a) All implementing subdivision maps and Site Plans shall be conditioned to underground utilities, pursuant to the County Subdivision Ordinance, within Lilac Hills Ranch. All utility connections and apparatus shall be coordinated with the site's architectural elements so as not to be exposed except where required by the utility provider.
- b) Site Plans shall be conditioned to require the installation of high efficiency lighting
- c) In addition to the standard curb side trash collection separate collection of recyclables and green waste, a recycling buy back facility will be provided onsite to further encourage area residents to recycle, reducing waste that eventually reaches County landfills, if feasible.
- d) All development shall implement recycling and composting services through a waste management plan in order to achieve the equivalent of a ~~20~~25 percent reduction in baseline waste disposal calculated from municipal rates per CalRecycle. All individual developers shall have waste management plans prepared for future individual projects. The plans shall follow County Draft Guidelines and shall also include educational materials as part of the content. The plans shall address operational and construction phases of each proposed development.

Zoning Ordinance, subject to the restrictions and limitations specified therein and setback requirements found at Section 4835 shall be permitted except as listed below:

- i. No silos, tank houses, coops, or water vending by machines shall be permitted except as possible architectural features.
- ii. No retail sales of stable gear or of wind turbine systems shall be permitted.
- iii. No roadside sales of agricultural products or horticultural sales shall be permitted except with respect to weekly street markets within the Town Center or as otherwise permitted by the County.
- iv. No farm employee housing shall be permitted.
- v. No poultry management or wild animal keeping shall be permitted.
- vi. No offices shall be permitted outside the office/professional and Town Center districts, except as temporary real estate offices and home offices, and except those which comply with the requirements for a "Home Occupation" as defined within Section 6156 of the County Zoning Ordinance.

- vii. All accessory uses permitted under Section 6156 of the County of San Diego are allowed.

7.6. PLANNING AREA STANDARDS

a. Town Center

Community-serving commercial uses in Lilac Hills Ranch are concentrated in the Town Center core area which functions as the social, commercial and activity center for the Community. Standards found in this section apply to all land and buildings within the Town Center. Where specific standards are silent on an issue, the PDS is authorized to define a standard consistent with the goals of the Lilac Hills Ranch Specific Plan or that is in conformance with the County of San Diego Zoning Ordinance and the goals of this Specific Plan. The following use and performance standards apply to the Lilac Hills Ranch Town Center:

- i. The Village Green (Planning Area C4) contributes to a main town square or 'commons' that is intended to be a focal point or "heart" of the Community. The Village Green will be owned by the Community HOA. At build out the Village Green will include an Information Center, the HOA offices and a food and beverage establishment referred to as the "Tavern on the Green" in three separate structures which will occupy approximately 0.7-acres or one-third of the total area. The balance of the Village Green (1.3-acres) will be appropriately landscaped. **Figure 134** shows the Concept Plan for the Village Green.
- ii. The Village Green will be open to the public and is expected to host many "Special Events" for the Community residents. Any permit that will be processed for this area will specify that "Special Events" will be allowed and the County's normal special events permitting process will be followed for events held on private property. The "Special Events" may include the typical public holidays, events coordinated by the Home Owners Association or developer, and other events with the granting of required permit(s), if any.
- iii. Allowable uses within the Town Center include single-family attached residential; commercial and residential mixed-use; neighborhood-serving commercial to include a general store; specialty retail shops and services; restaurants, bars, cafes; a Farmer's Market; hotels; fractional ownership of timeshare; resort; restaurants; offices; public uses, religious institutional; post office, schools and library; quasi- public uses such as a day care facility; transit node; utilities necessary to serve the Specific Plan area and other uses as authorized by the C34 Use Regulation.
- iv. A Country Inn is a permitted use within the Town Center upon the approval of a Major Use Permit. The Country inn may include as many as 50 transient habitation units in a structure, or individual "casitas" as generally depicted on **Figure 73 and 74** and with the approval of a Major Use Permit. The Country Inn will be designed to comply with the Commercial Design and Landscape Design Guidelines included in Section III E Architectural Design Standards and Guidelines.

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- v. A clock tower is also an allowed use in the Town Center. The tower may be used to support radio, cellular, and wireless antennas subject to the approval of any required permits. This tower pursuant to Section 4622 (g) may be as tall as sixty feet so long as it is constructed of non-combustible materials, and will require the submittal and approval of a Minor Use Permit per Section 2341 of the Zoning Ordinance.
- vi. Development standards are defined in the zoning boxes contained in Section III.A.6 of this Specific Plan. Setbacks will be established during Site Plan review.
- vii. Walls, fencing, and lighting shall comply with standards stated in above.

b. Neighborhood Centers

Neighborhood-serving commercial uses in Lilac Hills Ranch are also located in the Neighborhood Centers located in the central and southern portions of the Community which function as secondary commercial and activity centers to provide services within a half-mile walking distance from every home. Standards found in this section apply to all land and buildings within the Neighborhood Centers. Where specific standards are silent on an issue, the County of San Diego is authorized to define a standard consistent with the goals of the Lilac Hills Ranch Specific Plan or that is in conformance with the County of San Diego Zoning Ordinance and the goals of this Specific Plan. The following use and performance standards apply to the Lilac Hills Ranch Neighborhood Centers:

- i. Allowable uses within the Neighborhood Centers include single-family attached residential, neighborhood-serving commercial; schools; retail shops and services; restaurants and cafes; private recreation facilities; public uses; religious and institutional uses; quasi-public uses such as a day care facility; transit node; post office and library; utilities necessary to serve the Specific Plan area and other uses as authorized by the C34 Use Regulations.
- ii. Development standards are defined in the zoning boxes contained in Section III of this Specific Plan. Setbacks may be established during Site Plan review.
- iii. Neighborhood Center South is not precluded from receiving a residential density allocation at some point in the future as part of a density transfer authorized by the specific plan.
- iv. Walls, fencing, and lighting shall comply with standards stated above.

8-7. SINGLE FAMILY RESIDENTIAL AREAS

The standards found in this section apply to all land and buildings within the Single Family Areas with the RS Use Regulations. Where specific standards are silent on an issue, the PDS Director is authorized to define a standard consistent with the goals of the Lilac Hills Ranch Specific Plan or that is in conformance with the County of San Diego Zoning Ordinance and the goals of this Specific Plan. The following use and performance standards apply to residential uses in Lilac Hills Ranch:

- a) Development standards for SF residential areas are defined in the RS zoning box found in Section III of this Specific Plan. Dimensions and standards are minimums for setbacks and maximums for heights. Minor variations may be permitted subject to

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PDS Director review and approval or through tract map approval, providing the minimums specified herein are maintained as average minimums.

- b) Certain architectural projections (such as a fireplace) may extend up to two feet into yards subject to the following limitations: the projection shall not be placed on foundations and shall have a shelf height of not less than 18 inches above finished floor. The projection's total or combined length shall be no longer than the length of the adjacent fireplace; if not associated with a fireplace, the projection shall be limited to a maximum of five feet in length, and these projections shall be limited to a maximum of one per yard per dwelling.
- c) Landscaping of all lots shall be in accordance with the requirements set forth in the Landscape Design Guidelines section of this Specific Plan.
- d) A fuel modification zone shall be incorporated into residential lots, as required by the Deer Springs Fire Protection District standards as set forth in the approved Fire Protection Plans.
- e) Walls, fencing, and lighting shall comply with standards stated above.
- f) Minimum setbacks for single family residential land uses shall be in accordance with the **Single Family Development Standards table - Figures 98 and 99** and established during Site Plan review.
- g) No wood-burning fireplaces would be installed, and all fireplaces would be natural gas. No fireplaces at all would be allowed in the 200-person group care facility.
- h) All new residential units will have smart meters installed.

9-8. ATTACHED AND MIXED-USE AREAS

The standards found in this section apply to all land and buildings within the attached and mixed-use residential areas. Where specific standards are silent on an issue, the PDS Director is authorized to define a standard consistent with the definition of the Village Core/Mixed-Use land use designation in the land use element goals of the Lilac Hills Ranch Specific Plan or that is in conformance with the County of San Diego Zoning Ordinance and the goals of this Specific Plan. The following use and performance standards apply to attached and mixed-use residential areas in Lilac Hills Ranch:

- a) Development standards are defined in the zoning boxes contained in Section III of this Specific Plan, and by the Single Family Residential Development Standards table (**Figures 98 and 99**). Dimensions and standards are minimums for setbacks and maximums for heights. Minor variations may be permitted subject to PDS Director review and approval or tract map approval, providing the minimums specified herein are maintained as average minimums.
- b) Certain architectural projections (such as a fireplace) may extend up to 2 feet into yards subject to the following limitations: the projection shall not be placed on foundations and shall have a shelf height of not less than 18 inches above finished floor. The projection's total or combined length shall be no longer than the length of the adjacent fireplace; if not associated with a fireplace, the projections shall be

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limited to a maximum of 5 feet in length, and these projections shall be limited to a maximum of one per yard per dwelling.

- c) Landscaping of all single family attached and mixed-use premises shall be in accordance with the requirements set forth in the Landscape Design Guidelines section of this Specific Plan.
- d) Walls, fencing, and lighting shall comply with standards stated above.
- e) Site Plans for these use types shall meet the applicable usable open space requirements of the Valley Center Design Guidelines.

~~10.9.~~ K-8 SCHOOL SITE

The 12-acre K-8 school site within Phase 3 has been designed and is proposed for public or private school use to serve the educational needs of the residents of the Community and surrounding areas. ~~The two local school districts will have an opportunity to acquire the site based on their independent assessment of their facility needs.~~ The project will fund and build a turn-key K-8 school at either the location as shown in the Specific Plan, or at a location determined by the school district who will be operating the K-8 School. The school district will assume responsibility for any CEQA analysis that may be needed. It is also possible that a private school may desire to acquire the site for a “charter” or other type of private school. If over time neither a public or private entity is able to obtain the site it may be considered for an alternative use as follows. Students residing in the project would attend either Bonsall or Valley Center-Pauma schools, depending upon the district in which they were living. Interdistrict transfers could also be sought.

The area designated for the school site will be reserved for acquisition in accordance with state law which requires that the site be available for two years after the site subdivision improvements for the lot have been accepted. The site may be acquired by either district and developed with a traditional public school or a charter school, which would be funded and built by the project as set forth above. The area designated for the school site is designated VR-2.9 and is zoned RS. Should the site not be acquired within the prescribed time period, it may be developed in accordance with the provisions of the land use designation, zoning and the Specific Plan. Should the area designated for the school site be developed with residential uses, the density (and resultant lots) would only be transferred from other areas within the project which are zoned with the RS use regulation. The total number of units for the project cannot exceed 1,746 under the provisions of the current Specific Plan. If either school district proposes and acquires an alternative site within the project the residential units shown on the Specific Plan map may be transferred per the standards established in Section III-C-4 of this specific plan.

~~11.10.~~ WATER RECLAMATION FACILITY (WRF)

The Water Reclamation Facility site, included within Major Use Permit (P12-005) will be reserved for use by the Valley Center Municipal Water District until such time as the district either accepts the completed facility, or accepts the construction of an alternative facility for the disposal of the project’s effluent. In the event that the VCMWD decides that the site is not required for the intended purpose, it could be developed in accordance with the provisions of the land use designation, zoning and the Specific Plan. Should the 2.4-acre site be developed for residential uses, the density (and resultant lots) would only be transferred from other areas within the project which are zoned with the RS use regulation. The total number of units allowed cannot exceed 1,746 under the provisions of the current Specific Plan.

The area within the Use Permit identified for ‘wet weather’ storage (8.1-acres) is designed to hold the treated effluent in accordance with local, state and federal requirements. In the event that the wet weather storage is not needed it may be alternatively used as above.

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12.11. RECYCLING FACILITY (RF)

A site for a Recycling Collection Facility will be provided and operated by a private recycling provider as feasible. Section 6970-b of the Ordinance includes 16 performance standards which detail the specific operational activities allowed with the approval of a Site Plan. The facility will be available featuring temporary roll-off bins or storage containers where ~~recyclables, certain~~ domestic ~~hazardous~~recyclable waste generated within the Community (with the exception of pesticides, leftover paint, solvents, and automotive fluid), and/ or green waste generated from project residents may be consolidated for efficient off-site processing. If economically viable, a buy-back center may be opened at this location for residents to redeem CRV containers.

13.12. COMMUNITY PURPOSE FACILITY (CPF)

This facility will be owned and operated by a private recreation provider, and the community purpose facility will provide active indoor and outdoor uses such as: swimming pool, gym, basketball courts, tennis courts, etc. A concept site plan and elevations are illustrated as **Figure 78**. As shown the facility includes 40,000 square feet of enclosed recreational facilities, plus on-site parking.

If the DSFPD decides to locate a permanent fire station within Lilac Hills Ranch, the station may be co-located on this site with the Private Recreation Facility. In the event this takes place the recreational facility will be reduced to 35,000 square feet and the fire station structure will be approximately 4,500 in size.

14.13. PARKS

Public and private parks are located throughout the Lilac Hills Ranch development. Standards found in this section apply to all land and buildings within the public and private parks. Where specific standards are silent on an issue, the County is authorized to define a standard consistent with the goals of the Lilac Hills Ranch Specific Plan and/or in conformance with the County of San Diego Zoning Ordinance and the goals of this Specific Plan. The following use and performance standards apply to the parks within the Lilac Hills Ranch Community:

a) Use and Performance Standards for all Parks

- i. All public and private parks shall, in total, contain a minimum of 15.09 net acres as required by the County's PLDO. Net area will be determined based on PLDO definition for active recreational use. Upon approval of DPR, the net acreage of private parks may be credited against up to 50% of the PLDO acreage requirement.

b) Use and Performance Standards for the Public Park

- i. The public park (P7) shall be developed in conformance with park development standards determined by the County DPR and in accordance with the PLDO.
- ii. Allowable uses (not required uses or facilities) within the public park in Lilac Hills Ranch include dedicated picnic areas with barbeques and trash cans, play structures and equipment; sports courts and fields; multi-purpose trails;

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bleacher seating, maintenance and restroom buildings; parking lots; and other uses as permitted by the County of San Diego Zoning Ordinance.

- iii. The sports fields at the public park (P-7) may include pole mounted lighting subject to the condition that the field lights shall be turned off prior to 10:00 PM nightly.
- iv. A Park Site Plan consistent with the descriptions and exhibits in this specific plan shall be approved by PDS for the public parks. Each Park Site Plan shall be reviewed and approved by the DPR and shall comply with all design requirements. As necessary, any mitigation associated with the construction of the park site shall be included in the Park Site Plans. Park Site Plans shall be approved by the DPR prior to review and approval of grading and building permits through PDS.
- v. All public parks shall remain accessible to the public when the park is open. Any private road that connects a public road to the public park (P-7 or Interim Park) shall allow public access. Gates shall not be installed on any road within Phases 1, 2 or 3 that provides access to a public park. Easements necessary to provide access to all public parks and easements for utilities necessary to serve all public parks shall be granted to the County to the satisfaction of the DPR prior to the County accepting title and/or maintenance responsibilities for the public park.

c) Use and Performance Standards for the Private Parks

- i. Allowable (but not required) uses within the private recreational areas in Lilac Hills Ranch include dedicated dog parks with water fountains, picnic, play structures and equipment; sports courts and fields; multi-purpose trails; maintenance and restroom buildings; parking lots; and other uses as permitted by the County of San Diego Zoning Ordinance and PLDO.
- ii. An open space easement or other instrument approved by the County for restricting the use of private parks for park and recreational purposes shall be recorded as part of the Final Map approval for the phase in which they are located. The grading, improvements and ~~land~~ landscaping for the private parks shall be completed and accepted by the Director of Parks and Recreation prior to the issuance of occupancy permits for the first building permit to exceed fifty percent of the total number of units for that Phase.
- iii. All Park Site Plans shall be reviewed and approved by the Department of Planning and Development Services and shall comply with all design requirements of the County park development standards and this specific plan.
- iv. All private parks shall be shall be implemented by an approved Park Site Plan.

d) Private Parks within Phase 1:

- i. The developer shall complete construction of all the private parks located in a particular construction sub-phase (shown on **Figure 15(b)** as 1A, 1B, and 1C) prior to issuance of 50% of the building permits located in that sub-phase (1A, 1B and 1C) or within two years from 1st building permit issuance in that sub-phase, whichever comes first.

Private Parks Phasing; The Park Plan (**Figure 17**) included with this Specific Plan shows the anticipated location and configuration of the proposed parks system, both public and private. As the development of the community proceeds, the specific location, size, configuration and design of the parks may be modified subject to the review and approval of the DPR during the Site Plan process.

Interim Passive Park (**Figure 137**); Per an agreement with County Parks an IOD for a 3.2-acre (1.5 acre net) Interim Passive Park may be required with the recordation of the Final Map ~~in~~for Phase 1. This interim park (3.2-acres) will be located in Phase 3, adjacent to Phase 1 at the northeast corner of the Community. With the recordation of the first Final Map in the second phase to be developed an IOD for an additional 8-acres (6.5 acres net) will be required if no Final Map in Phase 3 is recorded within seven years of the IOD. If a Final Map has been recorded within Phase 3 or the third phase of the development (regardless of phase number) then the IOD for the Community Public Park (P-7) shall be recorded with the condition that the park will be constructed within two years of the recordation of the Final Map. With the recordation of this IOD the County will release all IODs for the Interim Passive Park.

15.14. OPEN SPACE AND TRAILS

Lilac Hills Ranch provides preserved biological open space, and undeveloped common areas which encompasses fuel management zones and maintained manufactured slopes. In addition, a highly developed public trail system is provided throughout the Community. Standards found in this section apply to all open space land and trails within the Community. Where specific standards are silent on an issue, the PDS Director is authorized to define guidelines supportive of sustainable trail design and construction. The following use and performance standards apply to open space and trails:

- a) Biological Open Space consists of natural and re-vegetated open space and biological open space that may be offered for dedication to the County Open Space Preserve system. Allowable uses in the Lilac Hills Ranch Biological Open Space areas include restoration of degraded and/or disturbed native plant habitats; public utilities and access to utilities; emergency or special needs fuel modification as determined by the Deer Springs Fire Protection District in accordance with the requirements of the approved Fire Protection Plan; agriculture land uses in the RPO wetland buffer which pre-date the approval of the Specific Plan and regional trails as shown and described in the Specific Plan text.
- b) Prohibited uses in Biological Open Space areas include streets and associated grading; (except as shown on the Specific Plan or as required to comply with Federal, or State permits); grading and fuel modification landscaping for the Lilac Hills Ranch Specific Plan development area (with the exception of grading associated with trail construction and maintenance); ornamental, non-native landscaping; developed recreational facilities such as picnic and play areas (with the exception of trails) and residential lot accessory uses and landscaping.
- c) Common area open space includes manufactured slopes for the construction of streets, residential lots and other uses allowed within the Community; erosion control

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and fuel modification zones and landscaping; Community entry features, including monument signs, lighting, ornamental landscaping, site furnishings and similar elements; utilities and access to utilities necessary to serve the Lilac Hills Ranch Specific Plan area; recreational uses such as picnic and play areas, tot lots, nature observation and seating areas; and both existing and new agriculture land uses in the manufactured, or other open space areas, including community gardens, local and regional trails.

- d) The HOA will be responsible for the maintenance of such properties including the required maintenance of all fuel management zones on HOA property.
- e) All agricultural operations within the Community are limited to properties owned and maintained by the HOA. The HOA is responsible to ensure that all agricultural operations conform to applicable County regulations and ordinances to include limiting use of spray products on fruit trees to those approved for organic operations. Aerial pesticide applications are prohibited within the project site.
- f) Lilac Hills Ranch will use commercially acceptable farming practices for on-site agriculture that are consistent with surrounding uses and County Ordinances.
- g) Manufactured slopes shall be planted for erosion control, fuel modification, Community identity, and aesthetics in conformance with the plant palettes and standards contained in this Specific Plan.
- h) Native oaks shall be preserved or moved to open spaces to the maximum extent feasible.
- i) Trails that are part of the County Regional Trail System (Regional Trails Linkages) shall be developed in accordance with the County's Trail Standards. The County Regional Trail System trails shall accommodate equestrians, bicyclists, and pedestrians and shall be dedicated to the County of San Diego.
- j) The Lilac Hills Ranch Community trail system shall be designed to accommodate bicyclists and pedestrians on all trails. Equestrian use of this trail system will be limited to the trails on the County Master Trail System and the Ranch Multi-Use Trail that connects the two trails on the County Master Trail System.
- k) The private trails shall be constructed per the trail standards described within this Specific Plan.
- l) Trails shall avoid fragile root areas of trees and shrubs, where feasible. Regional trails crossing roads shall be within ten degrees of a right angle. Traffic signs denoting all trail crossings shall be located along roadways to promote safety. Buttons at equestrian crossings shall be installed at signalized intersections. Motorcycles and off-road vehicles shall be strictly prohibited on both the regional and Community/neighborhood trails.

N. GREEN BUILDING PERFORMANCE STANDARDS

The following performance standards, combined with other standards contained within Section III of the Specific Plan are included to demonstrate how the Community is designed to meet the criterion in Land Use Policy LU-1.2.

1. SUSTAINABLE SITE DESIGN**a. Household and Green-waste Recycling**

The Implementing Site Plan shown in Phase 2 shall include a site for a Recycling Facility for the recycling of containers and compost to conserve energy and raw materials.

b. Farmers Market

Prior to the recordation of the last Final Map within the Town Center, the HOA shall be required to obtain the appropriate County permit for a regularly scheduled Farmer's Market.

c. Community Gardens

Each Implementing Site Plan containing single-family attached or mixed use within the Town Center or Neighborhood Center(s), shall include a site for a community garden to be owned and maintained by ~~an~~the HOA.

d. Environmental Stewardship

The HOA shall have an ongoing obligation to coordinate with the third party owner/manager of the biological open space to ensure effective communication of issues of mutual importance and concern.

The HOA shall also have an ongoing obligation to manage and operate the agricultural uses allowed by the Specific Plan within the biological open space areas in coordination with the RMP manager.

e. Innovative Landscaping

The landscape plan for implementing Site Plans shall contain landscape buffers planted with orchard trees to simultaneously grow food for the community while beautifying the trail and open space network.

f. Erosion and Stormwater Management

Require each Implementing Map to be accompanied with Erosion Control, Stormwater and Drainage Best Management Practices, as incorporated within the Specific Plan, the accompanying Project plans such as the Stormwater [Quality](#) Management Plan, the Water Conservation Plan and other appropriate County regulations.

g. [Water Quality Standards and Requirements](#)

[Construction and development associated with cumulative projects, such as those identified in subchapter 1.8 of the EIR could contribute both point and non-point source pollutants to downstream receiving waters resulting in violations of water quality standards. However, development and construction proposed under most cumulative projects would be subject to regulations that require the inclusion of project design features ensuring compliance with water quality standards, including the CWA, Porter-Cologne Water Quality Control Act, NPDES, applicable basin plans, and local regulations and policies.](#)

[Critical Coarse Sediment Yield Areas \(CCSYA\) are an active or potential source of bed sediment to downstream channel reaches. Priority Development Projects can](#)

potentially disrupt the critical coarse sediment (CCS) delivery to downstream reaches which can lead to degradation of receiving waters. The disruption can occur from both encroachment into on-site CCSYAs or impedance of water courses that transport the CCS from off-site upstream areas through the project site. Steep slope lands are considered to be the source of critical coarse sediments. The County of San Diego Resources Protection Ordinance (RPO) identifies steep slope lands as all lands having a slope with a natural gradient of 25% or greater and a minimum rise of 50 feet.

There are approximately 20.0 acres of the above-defined steep slopes within the project boundary, 1.6 acres of it or 8% is within the proposed development footprint. The remainder remains undisturbed. Since the disturbance is less than 10%, it satisfies both the RPO steep slope and critical coarse sediment yield area protection requirements of the County of San Diego.

Additionally, to mitigate for the potential to disrupt the delivery of critical coarse sediment to downstream reaches, this project proposes bypass culverts to transport upstream runoff through the project site, into existing downstream natural channels, without intermingling with any on-site runoff. This prevents all upstream, offsite runoff from being affected by this project. The proposed flow within these bypass culverts will have higher velocities than the natural stream beds which ensures all potential critical coarse sediments from upstream areas are transported to downstream undisturbed channels without being deposited into the bypass culverts.

2. INTEGRATED TRANSPORTATION PLANNING

~~a.~~ **Traffic Demand Management Plan**

~~a.~~ **Performance Standards for Transportation Demand Management Program**

Performance Standards for TDM Program are found in Section III-B-4 of this Specific Plan. This plan fully implements requirements for the reduction of offsite trips and to reduce vehicle ~~trips~~miles traveled in favor of alternative modes of transportation.

~~a.b.~~ **Integrated Trail System**

The Community Integrated Trail System includes over 16-miles of public access multi-use trails including connections to two planned County regional trails. The Trail System provides complete access to all the neighborhoods within the Community and to the County Master Trail System.

~~b.c.~~ **Complete Streets**

The Specific Plan includes a detailed section on street design (See Section III-B) which include a variety of widths and configurations all designed pursuant to the standards established for the Complete Streets approach to safe and accessible street design.

~~e.d.~~ Transit

The Specific Plan includes a detailed section including the description of the integrated Transit system required by the Specific Plan (See Section III-B.4 & 5). This system provides for internal transit opportunities and a site for a private ride-share, shown on **Figure 130**. The Specific Plan also includes an interim private-sponsored transit program to connect the community with the ~~existing public transit stop located at the intersection of I-15 and SR-76~~ Escondido Transit Center, which provides connections to BREEZE bus, LIFT shuttle, and SPRINTER light rail lines operated by NCTD.

3. SUSTAINABLE BUILDING**~~d.~~ Dual wiring for solar and electric car charging:****~~e.a.~~ Zero Net Energy Residences with Zero Emission Vehicle Infrastructure**

Each implementing Site Plan shall be conditioned to require that ~~buildings~~ residential units shown on the Site Plan: (1) will be designed to achieve the California Energy Commission's Zero Net Energy standards, as most recently defined in the 2015 Integrated Energy Policy Report; and, (2) will include ~~dual wiring for solar electric, and electrical car charging.~~ the installation of one (1) Level 2 electric vehicle charging station in the garage or carport for each residential unit.

~~f.b.~~ Plumbing for Solar Water Heating:

Each implementing Site Plan shall be conditioned to require that buildings shown on the Site Plan will be designed to include plumbing for solar water heating.

~~g.c.~~ Recycled Water Systems

Each implementing Site Plan shall be conditioned to require that common area landscaping shown on the Site Plan will be designed to allow plumbing for recycled water systems.

~~h.d.~~ Rain-water Rainwater **Harvesting**

Each implementing Site Plan shall be conditioned to require that ~~buildings~~ all residential dwellings shown on the Site Plan will be designed to include ~~plumbing for a~~ rainwater harvesting system.

~~i.e.~~ Heat Island Reduction

The Landscape Plan for each Park Site Plan, or Park Major Use Permit shall include on the Landscape Plan an average of 77 trees per acre from the specimen list shown in Section III-D.6 (Community Park Landscaping Standards) of this Specific Plan.

The Landscape Plan for the internal private road Improvement Plans associated with each Final Map shall include on the Landscape Plan an average of 30 trees (on center) along both sides of the road, (and in the median where a median is provided) from the specimen list shown in Section III-D.3 (Road Landscaping Standards) of this Specific Plan. Tree planting locations shall take into account public safety concerns in regards to sight distance.

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The Landscape Plan for each development Site Plan shall include on the Landscape Plan an average of 298 trees per acre from the specimen list shown in Section III-D.4 (Neighborhood Landscaping Standards) of this Specific Plan from the specimen list shown in Section III-D.6 (Community Park Landscaping Standards) of this Specific Plan.

~~j. Energy Conservation~~

~~f. In order to meet State of California standards~~ Solar/Photovoltaic Systems for energy efficiency and indoor air quality, all buildings shown on Non-Residential Buildings with Zero Emission Vehicle Infrastructure

Each implementing Site Plan for non-residential development shall be required conditioned to require the provision of on-site, solar photovoltaic systems on a minimum of 45% of non-residential building roof space and on all covered parking areas. Additionally, at least 26 Level 2, dual-port EV charging stations shall be installed in parking areas for the non-residential buildings and related uses. The minimum specifications for a Level 2 charging station is 40amp / 19.1 kW.

g. Carbon Neutrality

Through a combination of land use design, transportation planning and sustainable building, and environmental mitigation measures identified in the EIR, the Community will achieve no net increase in GHG emissions, and thereby avoid adversely contributing to exceed 2008 Title 24 standards by 30% global climate change.

O. WIRELESS FACILITIES

Wireless facilities are allowed only in the three areas of the Community with the C34 Use Regulation. All proposed wireless facilities will be required to obtain the permits and go through the review process required in Section 6980 of the Zoning Ordinance.

P. GENERAL PLAN AMENDMENT

In order for the Lilac Hills Ranch Specific Plan to be implemented a General Plan Amendment must first be approved. The Lilac Hills Ranch General Plan Amendment includes a proposal to amend the County of San Diego's General Plan by: 1) Amending the Regional Land Use Map to change the Regional Category from Semi-Rural to Village Category; 2) Amending the Valley Center and Bonsall Community Plan maps to change the Land Use designations to VR 2.9 and Village Core and amending the texts to insert descriptions of the Specific Plan; and 3) Amending the Mobility Element ~~road classification and Table M-4 for West Lilac Road to relocate~~ add the location where the classification segment of West Lilac Road transitions from 2.2C to 2.2F from east of the project to the the west side of the Community project to the intersection of Old Hwy 395.

The General Plan Amendment proposes for the 608-acre project to replace the Semi-Rural category on the Regional Land Use Map with the Village Regional Category (**Figure 8 – Proposed Regional Land Use Categories**). The Project is proposing a planned Community that meets the requirements of the Community Development Model. It contains a central core in which the highest intensities of development are to be located. This Village-core would contain the densest neighborhoods and a broad range of commercial and civic uses that are supported by

a network of local roads, containing bicycle lanes and walkways that link the Project's proposed parks, schools, and public areas. Typically future growth is directed to areas where existing or planned infrastructure and services can support growth. The Lilac Hills Ranch Community is located within the boundaries of the Valley Center Municipal Water District and the Deer Springs Fire Protection District.

1. COMMUNITY PLAN DESIGNATIONS

The General Plan Amendment proposes for the 608-acre project to replace the existing Semi-Rural 4 and the Semi-Rural 10 land use designations (**Figure 7 –Existing Regional Land Use Categories**) which allow a gross density of one unit per 4 and 10 acres respectively to the Village Residential (VR 2.9), and the Village Core /Mixed-Used (C-5) designations.

The majority of the property will be designated with the VR 2.9 designation which allows a maximum of 2.9 dwelling units per acre over the 580.2 acres with this designation. The proposed Specific Plan includes a Town Center in the north central portion of the project which will be designated with the Village Core /Mixed-Use designation which as the name suggests allows a mix of commercial, residential and mixed-use development within the 27.8 acres within the Town Center. Two smaller Neighborhood Centers (8 and 0.4 acres) south of the Town Center will also be designated with the C-5 designation (**Figure 10 - Proposed Community Plan Land Use Designations**).

All of the approximately 78 acres in the northwest corner of the property located in the Bonsall Community Plan will be designated with the Village Residential (VR 2.9) land use designation.

Q. EXISTING STRUCTURES TO REMAIN

Within the Community there are 16 existing parcels all with existing residential structures, some including ancillary structures located in Phases 1, 2, 3, 4, and 5. These dwelling units (and structures) pre-exist the approval of the Community and are not included in the tables describing the distribution of the 1,746 dwelling units planned and authorized pursuant to this Specific Plan. Implementing Tentative Maps may recognize the existing structure by locating it on a new, reconfigured lot. As such the reconfigured lot will not be included as part of the residential unit count for the phase or for the project at large. Each Implementing Tentative Map will identify which of the existing structures shall remain after completion of such phase of the Project. Upon Project completion, many of the existing homes will be on the Property together with the new homes provided for in this Specific Plan.

Subdivision Process: The existing structures are located on Assessor Parcels (APN 128-280-10, 27, 37 and 42; 128-290-07; 127-072-38; 128-290-07, 09, 69, 74; 128-440-02, 05, 06, 14 and 22; and 129-300-09). A note will be placed on the subdivision maps allowing them to remain following the recordation of the implementing subdivision maps. In each case the Final Map will create a legal lot, which will require a Certificate of Compliance prior to sale, meeting the appropriate zoning requirements for minimum lot size setbacks etc.

Design Review for New Structures: When in the future the existing structures on these lots are removed, all new structures, except for the existing structures on APN 128-280-42 including the

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barn, will be required to meet the minimum standards on the **Single Family Development Standard Table** and the architectural facades in this specific plan.

Figure 71 - Zoning Plan

Figure 72 - Town Center Concept Plan / Conceptual Transit Stop

Figure 73 - Country Inn Concept Plan

Figure 74 - Country Inn Elevation

Figure 75 - Town Center Sections

Figure 76 - Town Center Sections

Figure 77 - Town Center Sections

Figure 78 - Community Purpose Facility - Conceptual Site Plan

Figure 79 - Single Family Attached Design Vignettes

Figure 80 - Single Family Attached Design Vignettes

Figure 81 - Single Family Attached / Mixed Use Design Vignettes

Figure 82 - Town Center & Neighborhood Center Development Standards Table

Figure 83 - Single Family (S.F.A-1) Attached Layout

Figure 84 - Single Family (S.F.A-2) Attached Layout

Figure 85 - Single Family (S.F.A-2) Attached Layout

Figure 86 - Single Family (S.F.A-3) Attached Layout

Figure 87 - Single Family (S.F.A-4) Attached Layout

Figure 88 - Commercial Mixed-Use (M.U.-5) Layout

Figure 89 - Residential Mixed-Use (M.U.-6) Layout

Figure 90 - Residential Mixed-Use (M.U.-7) Layout

Figure 91 - Residential Mixed-Use (M.U.-7) Layout

Figure 92 - Residential Mixed-Use (M.U.-7) Layout

Figure 93 - Community Clock Tower

Figure 94 - Park (P-11) Senior Center (plan & rendering)

Figure 95 - Group Care Facility Conceptual Site Plan

Figure 96 - Group Care Facility Elevation

Figure 97 - Conceptual Senior Center Elevation

Figure 98 - Single Family Residential Development Standards

Figure 99 - Single Family Residential Development Standards

Figure 100 - Single Family (S.F.-1) Lot Layout

Figure 101 - Single Family (S.F.-2) Lot Layout

Figure 102 - Single Family (S.F.-3) Lot Layout

Figure 103 - Single Family (S.F. 4) Lot Layout

Figure 104 - Single Family (S.F.-5) Lot Layout

Figure 105 - Single Family (S.F.-6) Lot Layout

Figure 106 - Single Family (S.F.-6) Lot Layout

Figure 107 - Single Family (S.F.-7) Lot Layout

Figure 108 - Single Family (S.F.-8) Lot Layout

Figure 109 - Single Family (S.F.-8) Lot Layout

Figure 110 - Single Family (S.F.-8) Lot Layout

Figure 111 - Single Family (S.F.-9) Lot Layout

Figure 112 - Single Family (S.F.-10) Lot Layout

Figure 113 - Single Family (S.F.-11) Lot Layout

Figure 114 - Single Family (S.F.-12) Lot Layout

Figure 115 - Single Family (S.F.-13) Lot Layout

Figure 116 - Single Family (S.F.-14) Lot Layout

Figure 117 - Single Family (S.F.-15) Lot Layout

Figure 118 - Single Family (S.F.-16) Lot Layout

Figure 119 - Single Family (S.F.-17) Lot Layout

Figure 120 - Single Family Conceptual Elevations

Figure 121 - Single Family Conceptual Elevations

Figure 122 - Single Family Conceptual Elevations

Figure 123 - Single Family Conceptual Elevations

Figure 124 - Single Family Conceptual Elevations

Figure 125 - Senior Neighborhood Gated Entry Guard House Concept

Figure 126 - Institutional Site Concept Plan & Elevation

Figure 127 - Project Entry Monuments

Figure 128 - Fitness Center Park Concept (P-1)

Figure 129 - Sport Park (P-2) Concept

Figure 130 - Interim Mail Pick-Up Station / HOA Ride Share Facility

Figure 131 - Garden Park (P-3) Concept

Figure 132 - Private HOA Recreation Center (P-4)

Figure 133 - Neighborhood Park (P-5) Concept

Figure 134 - Village Green (C-4) Concept

Figure 135 - Vineyard Park (P-6) Concept

Figure 136 - Community Joint Use Public Park (P-7) Concept

Figure 137 - Interim Park Concept Plan

Figure 138 - Fence & Wall Concepts

Figure 139 - Parking Area Landscaping

Figure 140 - Parking Area Landscaping

Figure 141 - Lighting Concepts

Figure 142 - Fire Protection Plan

Figure 143 - Fuel Management Setback Zones

Figure 144 - Agricultural Buffer / Limited Building Zone

Figure 145 - Covey Lane Conceptual Road Design

Figure 146 - Covey Lane Conceptual Road Design

Figure 147 - Covey Lane Conceptual Road Design

Figure 148 - Covey Lane Conceptual Road Design

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IV. IMPLEMENTATION

~~A. Community Phasing~~

~~B. Subsequent Government Actions~~

~~C. Amending the Specific Plan~~

~~D. Maintenance Responsibilities~~

~~Public Facilities Financing Plan~~

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IV. IMPLEMENTATION

A. COMMUNITY PHASING

1. COMMUNITY PHASING PLAN DESCRIPTION

Construction is anticipated to occur over an eight to twelve-year period in response to market demands and in accordance with a logical and orderly expansion of roadways, public utilities, and infrastructure. The five phases of the project are shown in **Figure 15a**. Phasing is implemented through the recording of the Final Maps. Due to changing market conditions, the actual construction of dwelling units in Lilac Hills Ranch is non-sequential. For example, Phase 3 may be constructed after Phase 1, followed by Phase 2, etc. As long as infrastructure necessary to serve the planned development is in place, and the San Diego County Department of Public Works approves the proposed infrastructure phasing (see **Figure 15(a) - Phasing Plan and 15(b) – Conceptual Sub-Phasing Plan**), sub-areas may develop in any order.

The project when constructed will include specialty retail and commercial development within one-half mile (10-minute walk) or less for all residential dwelling units and will therefore accomplish the goal of providing a “walkable community.” ~~County and national standards do not require that the commercial units be established and available for the first or any other particular phase of development as the commercial uses need to first have the market base in order to move forward~~ Pursuant to Section IV below, the applicant shall construct the Town Center after 1,000 homes are built, ensuring that this goal is accomplished.

The Proposed Community would require grading and improvements, including fuel modification zones, to approximately 504 acres of the site. Grading has been designed to minimize impacts to areas that meet the County RPO steep slope criteria with 99.7% of all grading outside of the RPO steep slope area. Both cuts and fills are proposed within each grading area. Fill material would be transferred between the areas as required. Roadways would be constructed as traffic demand requires. Depths of cuts have been minimized to reduce the possible need for blasting.

The maximum (worst case) assumed grading/construction conditions would entail 50 acres under grading at the same time. The total anticipated disturbance area on site would be 504 acres. Less than 50 acres of the site would be disturbed on any given day under this worst-case scenario. Required roadway improvements would be constructed in phases, as needed to ensure that improvements are in place at the time of need. The draft Traffic Impact Study outlines when the roadway improvements would occur in relation to Community phasing.

2. COMMUNITY PHASING STANDARDS AND CONDITIONS

The following standards shall become conditions of each Tentative Map or Tentative Parcel Map approved within Lilac Hills Ranch:

- a) Prior to recordation of an implementing final subdivision map, improvement plans and/or landscape plans shall be submitted to the County Department of Planning and Development Services for approval. The improvement plans or landscape plans shall include: 1) final grading plan, 2) street improvement plans; 3) fence treatment plans; 4)

special treatment or buffer area treatment plans, and 5) irrigation plans prepared by a certified landscape architect.

- b) Each Final Map within Phases 1, 2 and 3 shall show all private road easements and indicate that they are open to the public to the satisfaction of PDS.
- c) Prior to recordation of any implementing final subdivision map, a Park Site Plan for that phase shall be submitted to and approved by the Director of the County Department of Parks and Recreation. Park Site Plan shall include full plans and specifications.
- d) Concurrent with the recordation of the Final Map for phase 3 of development, the developer shall enter into an agreement with the County Department of Parks and Recreation to construct and convey a turn-key public park P-7 concurrent with the construction of Phase 3. This agreement shall require completion of the P-7 park prior to occupancy of the 231st residential unit in Phase 3. The developer desires to make the improvements of this public park per the plans and standards included in this specific plan text. The improvement is not a requirement or obligation required by County policy or ordinance. The maintenance of this public park will be an obligation of the project HOA. If requested by the County the HOA may choose to defer the maintenance of the park to the County of San Diego through the appropriate county process.
- e) The first Final Map recorded for each Specific Plan phase shall include all Open Space planning areas within the Phase in a dedicated open space easement.
- f) Each Planning Area shall include development of adjacent landscaped areas and applicable infrastructure.
- g) Construction of the development identified herein, including recordation of final subdivision maps, may be staged progressively, provided adequate vehicular access, public facilities, and infrastructure are constructed to adequately service the dwelling units, or as needed for public health and safety.

3. PUBLIC PARK PHASING STANDARDS

- a) Pursuant to the Park Lands Dedication Ordinance (PLDO), Lilac Hills Ranch shall provide land for private and public parks to serve future residents of the development. In combination with the private parks within each phase of development, a 13.5-acre net public park (P-7) would be constructed within Phase 3 and will provide the park acreage that meets the PLDO requirements for the entire development as outlined in Table 4. Net area will be determined by the Department of Parks and Recreation pursuant to the definition of active recreational use in the PLDO.
- b) To ensure that the project complies with PLDO in the event that Phase 3 is not developed, the first Tentative Map of development shall include a condition requiring the construction of or an agreement to construct an interim park (**Figure 137**). If the developer elects to defer construction of the interim park, the timing of the development of the interim park shall be as specified below in this section of the Specific Plan. The interim park shall be constructed by the developer and shall be dedicated to the County upon completion as if it were a permanent public park.

- c) Ownership of the interim park will revert to the developer in accordance with a condition subsequent (power of termination) when the 13.5-acre net public park (P-7) has been constructed by the developer and dedicated to and accepted by the County.

3.1 Conditions of approval for the first Tentative Map within Phase 1

The conditions of approval for the first Tentative Map in Phase 1 of the Lilac Hills Ranch Specific Plan area shall include the following conditions:

a) Prior to Approval of the First Grading Plan:

- i. A Park Site Plan (see definition in Specific Plan, Section III. (M)(14)) including detailed plans and specifications for a 1.5 acre net interim park shall be submitted to the Department of Parks and Recreation for review and approval. The Park Site Plan shall conform to the concept park exhibit in the Lilac Hills Ranch Specific Plan, park design and construction standards as specified by the Department of Parks and Recreation, and the PLDO.

b) Prior to Final Map Recordation:

- i. Grant an Irrevocable Offer of Dedication (IOD) to the County of San Diego for the interim park. The IOD shall be recorded by separate document because the site is not located within Phase 1. The IOD will include a condition subsequent (power of termination) whereby title will revert to the grantor (applicant) once the 13.5-acre net public park (P-7) has been constructed by the developer and dedicated to and accepted by the Department of Parks and Recreation.
- ii. Improve the 1.5-acre net interim park or execute a secured agreement with the County to improve the 1.5-acre net interim park if no other Final Map has been recorded for Phases 2, 3, 4, or 5 within 5 years of the recordation of the first Final Map. Park improvements shall include all roads, utilities, and associated mitigation necessary to complete the construction and allow public use of the park.
- iii. The secured agreement shall comply with the requirements for improvement security as specified in the Subdivision Map Act at Government Code section 66499 et seq. and the County Subdivision Ordinance at County Code section 81.407 et seq.
- iv. The applicant shall obtain the Department of Parks and Recreation's written approval of a construction timeline prior to starting construction. The construction timeline shall not exceed 1.5 years.
- v. Applicant or HOA shall enter into an agreement with the County to operate and maintain the interim park prior to the completion of permanent park in Phase 3.

3.2 Conditions of approval if the second phase of development is Phase 2, 4 or 5.

If the second phase to be developed in the Lilac Hills Ranch Specific Plan Area is Phase 2, 4 or 5, the conditions of approval for the first Tentative Map (or Tentative Parcel Map) in that phase shall include the following conditions:

a) Prior to approval of first Grading Plan:

- i. A Park Site Plan including detailed plans and specifications for the 8-acre net interim park shall be submitted to the Department of Parks and Recreation for review and approval. The 8 acre net interim park shall be developed in conformance with the concept park exhibits within the Lilac Hills Ranch Specific Plan, standards determined by the County Department of Parks and Recreation, and the County Park Lands Dedication Ordinance (PLDO).
- b) Prior to Final Map Recordation
 - i. Grant an Irrevocable Offer of Dedication (IOD) for the interim public park. The IOD for the interim park shall be recorded by separate document because the park is not located within Phases 2, 4, or 5. The IOD will include a condition subsequent (power of termination) whereby title will revert to the grantor (applicant) once the 13.5-acre net public park (P-7) has been constructed by the applicant and dedicated to and accepted by the Department of Parks and Recreation.
 - ii. Improve or agree to improve the 8-acre net interim park, if the 13.5-acre net public park (P-7) has not been constructed within 7 years of the recordation of the first Final Map. Improvements shall include all necessary roads, utilities, and associated mitigation to complete the construction and allow public use of the park.

The agreement shall include the following conditions:

- If the construction of the 13.5-acre net public park (P-7) within Phase 3 has not been completed within 7 years of the recordation of the first Final Map, the applicant shall begin constructing the 8-acre net interim park within 6 months after the 7-year deadline.
 - The applicant must receive DPR approval of the construction timeline prior to commencing construction. The construction timeline may not exceed 1.5 years.
 - If the applicant does not begin constructing the park by the six-month deadline specified above, the County may accept the IOD, pursue any performance bond security and use the security (performance bond security, cash deposit, etc.) to construct the 8-acre net interim park.
- iii. Provide security for the construction of the 8-acre net interim park. Security shall be based on:
 - Requirements for improvement security as specified in the Subdivision Map Act at Government Code section 66499 et seq. and the County Subdivision Ordinance at County Code section 81.407 et seq.
 - Interim funding to cover operations and maintenance costs for the period of time between the completion of park construction and the generation of special tax revenue.
 - Applicant or HOA shall enter into an agreement with the County to operate and maintain the interim park for the time between the completion of permanent park in Phase 3.

If the second phase to be developed in the Lilac Hills Ranch Specific Plan Area is Phase 2, 4 or 5 and if the 13.5-acre net public park (P-7) has been constructed and has been accepted by the Department of Parks and Recreation prior to the recordation of the first Final Map or Parcel Map in the second phase, the conditions listed in section 3.2 above would not apply.

If the second phase to be developed is Phase 3, then the conditions listed in Section 3.3 below would apply.

3.3 Conditions of approval for Phase Three

The conditions of approval for the first Tentative Map or Tentative Parcel Map in Phase 3 in the Lilac Hills Ranch Specific Plan Area shall include the following conditions:

a) Prior to Grading Plan Approval

- i. A Park Site Plan including detailed plans and specifications for the 13.5-acre net interim park shall be submitted to the Department of Parks and Recreation for review and approval by PDS. The 13.5-acre net interim park shall be developed in conformance with the concept park exhibits within the Lilac Hills Ranch Specific Plan, standards determined by the County Department of Parks and Recreation, and the County Park Lands Dedication Ordinance (PLDO).

b) Prior to Final Map Recordation

- i. Improve the 13.5-acre public park (P-7) or enter into an agreement with the County to improve the public park. The agreement shall specify that the public park be constructed and accepted by the Department of Parks and Recreation prior to the occupancy permits which represent more than 50 % of lots or units within this phase within the third phase of development. Improvements shall include all necessary roads, utilities, and associated mitigation to complete the construction and allow public use of the park.
- ii. No security for the construction of the 13.5-acre net public park (P-7) will be required because the applicant will develop the park site per the approved Park Site Plan, and will turn over the fee title of the completed park to the county as a completed public park for inclusion in the county park system. Prior to the release of the public park to the county the developer shall provide acceptable written documentation to demonstrate that the HOA has sufficient funds in hand and a sufficient revenue stream to guarantee the ongoing maintenance of the public park (P-7) property.

3.4 Conditions of approval for each Tentative Map and Tentative Parcel Map that includes one or more private parks

The conditions of approval for each Tentative Map (or Tentative Parcel Map) within the Lilac Hills Ranch Specific Plan Area that includes one or more private parks shall include the following conditions:

a) Prior to approval of the first Grading Plan

- i. For each private park in the Tentative Map/Tentative Parcel Map, submit a Site Plan to the Department of PDS for its review and approval in accordance with the Zoning Ordinance. Each Site Plan shall be developed in conformance with the concept park exhibits within the Lilac Hills Ranch Specific Plan, standards determined by the County Department of Parks and Recreation, and the County PLDO. All Site Plan approvals shall include the following in the condition of approval:
 - No occupancy permit shall be issued for any building that exceeds 50% of the total number of units in that Phase until all grading, improvements and landscaping for

the private parks within the Tentative Map/Tentative Parcel Map have been completed and accepted by the Department of Parks and Recreation.

b) Prior to Each Final Map Recordation

- i. Dedicate an easement to the County that (a) restricts the use of the private parks for park and recreational purposes; (b) specifies that the parks are open to the public as identified within the Specific Plan; (c) specifies that the parks shall be maintained by the Home Owners' Association; and (d) includes a defense and indemnity provision in favor of the County that is satisfactory to the County. The easement shall be submitted to the Department of Parks and Recreation for review and approval before recordation. The easement may be recorded before or with the Final Map for the phase or unit in which the private park is located.
- ii. Provide written evidence to the satisfaction of Director of Parks and Recreation that adequate maintenance will be provided for the private parks within the phase. An example of satisfactory written evidence is documentation of the formation of a Home Owners' Association which has adequate authority and budget to maintain the park facilities.

4. OTHER FACILITY PHASING STANDARDS

4.1 Major Facilities and Improvements

The conditions of approval for each Tentative Map (or Tentative Parcel Map) within Phase 1 shall include the following conditions:

- a) Require that the applicant improve the wastewater facility no later than the 100th home.
- b) Require the applicant to fund and build a turn-key K-8 school at a time and location to be determined by the school district.
- c) Require that the applicant construct the Town Center after 1,000 homes are built.
- d) Prior to approval of the Implementing Final Map that creates any lot outside of the five minute travel time standard set forth in General Plan Policy S-6.4 and Table S-1, the Applicant shall enter into an agreement, to the satisfaction of the Department of Planning and Development Services, to implement one of the four fire service options identified in subchapter 2.7.2.4 of the EIR or some combination thereof that provides an equivalent option agreed to by all of the parties, which would not require any additional environmental review and would ensure fire services are provided to the project as set forth in General Plan Policy S-6.4 and Table S-1.
- e) A signed letter from the fire service provider shall be provided to the County of San Diego confirming that the agreement has been signed by the parties and that the fire service provider can provide a travel time of 5 mins to the development . The Applicant shall provide:
 - i. a copy of the agreement to provide fire services described above signed by all parties; and
 - ii. the signed letter from the fire service provider confirming that an agreement has been executed by the parties and will be implemented as set forth in the agreement.

- f) Require the construction of Main Street concurrently with the development of Phase 2 or 3. Provide access from Phase 4 to either West Lilac Road via Lilac Hills Ranch Road or Residential Road 10 concurrently with the development of Phase 4 and provide access to either Covey Lane or Rodriguez Road concurrently with the development of Phase 5.
- g) Require that all Site Plans located on the periphery of the project include a 50-foot buffer (setback) with two rows of trees or similar vegetation along the exterior specific plan boundary, except along the frontage of West Lilac Road, which will have a 30-foot buffer. In areas that overlap with the fuel modification zones, the vegetation would comply with Fire Code requirements analyzed within the Project's approved Fire Protection Plan (FPP).

4.2 Conditions of approval for Phase One

- a) The Project shall be required to coordinate with North County Transit District (NCTD) on the future siting of the transit stop in Phase 2, and provide full transit stop improvements concurrently with development of Phase 2. The project will also be required to provide an interim transit stop (shelter and bench) and interim transit service (on-demand vanpool) concurrently with Phase 1. The interim transit service shall provide daily service between the community and the nearest off-site transit stops (Route 388 along Valley Center Road & SR-76 and/or Escondido Transit Center) through the SANDAG iCommute program until transit service is provided to the site.

4.3 Conditions of approval for Phase Five

- a) Prior to approval of the Implementing Tentative Map for Phase 5, require the applicant to confirm access rights to Mountain Ridge Road including rights to construct Mountain Ridge Road to a 25 mph design speed.
- ~~a)~~ Prior to the approval of the Implementing Tentative Map for Phase 5, resolve of the overburdening of Mountain Ridge Road.

B. SUBSEQUENT GOVERNMENT ACTIONS

4.1. COUNTY OF SAN DIEGO

Subsequent actions by the County include, but are not limited to, final maps, site plans, major and/or minor use permits, and grading and building permits. All implementing discretionary and other permits as appropriate are required to include the mitigation requirements included in the Certified EIR for this project.

a. Site Plans

All areas proposed for subdivision which include single family residential development (detached or attached) will require a Site Plan, per the "V" Setback Regulator and "D" Special Area designator, to be submitted and approved prior to the issuance of building permits.

The "V" Setback requires a Site Plan to establish the setbacks for all lots within a given development application. Each Site Plan shall show the setbacks conforming to the minimum standards shown in the appropriate Development Standards table in Section III. The

residential Site Plans required to implement the “V” setback and the “D” development regulators shall be combined into one application.

Uses subject to the Valley Center Design Guidelines (including mixed-use development) within the Town Center and within the Neighborhood Centers will be further regulated by the application of the “B” Special Area Development Regulator which requires that development applications shall also include a Site Plan which shall be reviewed by the Valley Center Design Review Board prior to a decision on such Site Plan being made by the Department of Planning and Development Services. The review process by the VCDRB is to determine whether the Site Plan conforms to the standards for the particular use under the Valley Center Design Guidelines. Their review and recommendation is forwarded to the PDS for consideration. The review and decision process by PDS shall be based on determining whether such Site Plan is in substantial compliance with the standards and guidelines of this Specific Plan and the VC Design Guidelines.

The following Civic Uses allowed by the Specific Plan will require approval of Site Plans: The private parks (P1 through P-11), the recycling facility (RF) in Phase 2 which is co-located with the trailhead (although not required, those details are included on the Site Plan) and the Village Green (C5).

b. Minor Use Permits

The Community clock tower in the Town Center will require a Minor Use Permit per Section 2344-a. The conceptual design of the tower is shown in **Figure 93 - Community Clock Tower**, and the structure is allowed to be a maximum of 60 feet in height. The tower may include radio and cellular facilities with the approval of the necessary regulatory permits.

c. Major Use Permits

- i. The on-site WRF located in Phase 3, if constructed, will require a Major Use Permit from the County of San Diego;
- ii. The site designated CPF on the Specific Plan map will allow a community purpose facility that will be a major impact services Use Type and will require a Major Use Permit per Section 2345-a.
- iii. ~~The Group Care facility in~~ Phase 4 includes a Group Care facility which requires a Major Use permit;
- iv. The Senior Community Center located in a private park in Phase 4 will be a major impact services Use Type and will require a Major Use Permit per Section 2345-a.; and,
- v. The Institutional Use site in Phase 5 will also require a Major Use Permit. There are several land uses that can be accommodated on this site, all of which are limited to the kinds of uses detailed in Section 1348 of the Zoning Ordinance (Civic Assembly) and all are permitted with the approval of a Major use permit.

5.2. OTHER REGULATORY ACTIONS

Other actions by regulatory and trustee agencies include:

- a) 4(d) Habitat Loss Permit issued by the County of San Diego the U. S. Fish and Wildlife Service and the California Department of Fish and Game;
- b) Section 404 Permit by the U.S. Army Corps of Engineers;
- c) 1603 Streambed Alteration Agreement is required from the California Department of Fish and Game for any channel modifications;
- d) National Pollution Discharge Elimination System (NPDES) General Permit for Stormwater Discharges is required from the State Water Resources Control Board. In addition, an NPDES Municipal Storm Water Permit Compliance must be issued from the County of San Diego and the California Regional Water Quality Control Board. This same Board must also issue a General Waste Discharge Permit for Groundwater Extraction Waste Discharges and a Waste Discharge Permit for the WRF;
- e) Water Treatment Device Certification from the California Department of Health Services for the WRF;
- f) Operating Permit for the emergency generators for the pump stations by the Air Quality Management Board and the WRF;
- g) Section 401 Water Quality Certification or a waiver thereof from the Regional Water Quality Control Board pursuant to the federal Clean Water Act; and,
- h) Encroachment permits maybe required from Caltrans.

6-3. STATE OF CALIFORNIA

Lilac Hills Ranch includes a Senior Citizen Neighborhood as a major component of the Specific Plan. The Senior Citizen Neighborhood (Phases 4 and 5) includes 173.9 acres and 468 dwelling units. The Senior Citizen Neighborhood will be exclusively reserved for senior citizens over the age of 55 per Civil Code Section 51.3 (b-1).

To comply with concerns regarding civil rights discrimination in housing the State of California enacted Section 51.3 of the Civil Code to provide an exclusion for senior residential housing development which has a minimum of 35 dwelling units. The Lilac Hills Ranch Community clearly meets the standard and is therefore required under Section 51.3 (b-4) to file for and obtain a Public Report pursuant to as a senior citizen housing development under Section 11010.05 of the Business and Professions Code.

C. AMENDING THE SPECIFIC PLAN

This specific plan can be amended pursuant to a valid permit application being submitted and processed to final hearing before the Board of Supervisors pursuant to the process published by the County of San Diego; and minor modifications that substantially conform to the provisions of the specific plan may be approved by the PDS Director provided the overall character of the Community is maintained. Minor modifications include changes such as; the addition of public or private parks, relocation of parks within the same planning area, reconfiguration of parks so long as the total park area does not decrease, minor reconfigurations of the individual planning areas to accommodate unforeseen circumstances providing the gross area of any planning area is not changed by more than fifteen percent and minor adjustments in the location of private road segments so long as they still fulfill their assigned traffic function as described in the Traffic Impact Analysis. Amendments to the

boundaries between the residential and commercial areas will require amendments to the General Plan maps, rezones and amendments to the Specific Plan.

D. MAINTENANCE RESPONSIBILITIES

Maintenance responsibilities for Lilac Hills Ranch shall be as follows:

1. The public park site (P-7) shall be owned by the County of San Diego Parks and Recreation. The Major Use Permit for the public park (P-10) shall include an on-going condition that either (a) the HOA has the maintenance responsibility for the park in perpetuity, or (b) that the HOA has granted maintenance authority to the County and (c) that the park will be maintained to county park standards.
2. Maintenance of the two County Master Trails System trails on-site shall be the responsibility of the Lilac Hills Ranch HOA.
3. Maintenance of the Lilac Hills Ranch Public Trails System on-site shall be the responsibility of the Lilac Hills Ranch HOA.
4. Maintenance of the Lilac Hills Ranch private parks system shall be the responsibility of the Lilac Hills Ranch HOA.
5. Maintenance of the dedicated biological open space shall be the responsibility of an appropriate entity recognized to protect the public interest and having the ability to maintain and enforce protection of open space, as described in the Resource Management Plan.
6. Maintenance of landscaping for any brush management areas within individual lots will be the responsibility of the homeowner or HOA.
7. Private streets, landscaped parkways, entry monuments and gates, and common area slopes, shall be maintained by property owners in the Community through the HOA or assessment mechanism such as a Landscape Maintenance District.
8. The WRF is anticipated to be owned and operated by the VCMWD.
9. The private road system within the Community boundaries shall be maintained by the HOA or assessment mechanism such as a Landscape Maintenance District (LMD).
10. The landscaping within the pathway for the on-site portion of the West Lilac Road shall be maintained by an LMD.
11. The Recycling Facility (RF) will be owned by the HOA which will be responsible for the site's maintenance.
12. All agricultural operations within the Community are limited to properties owned and maintained by the HOA. The HOA is responsible to ensure that all agricultural operations conform to applicable County regulations and ordinances to include limiting use of spray products on fruit trees to those approved for organic operations.

E. PUBLIC FACILITIES FINANCE PLAN (PFFP)

Development of Lilac Hills Ranch requires the provision of adequate public facilities and services. The following summary identifies on and offsite services required to be available at the time of need as

well as a description of financing options for their implementation. Required Facilities may include the following:

1. CIRCULATION IMPROVEMENTS

Public road improvements and mitigation measures for traffic impacts are identified in the *Traffic Impact Analysis for the Lilac Hills Ranch Community*. Community improvements may include the following:

a. West Lilac Road;

Additional off-site and on-site public road improvements are to be identified in the traffic study.

b. Mountain Ridge Road;

Additional off-site public road improvements are to be identified in the traffic study.

c. Circle R Drive and Hwy 395 Intersection;

Additional off-site public road improvements are to be identified in the traffic study.

d. West Lilac Road and Hwy 395 Intersection;

Additional off-site public road improvements are to be identified in the traffic study.

e. Gopher Canyon and East Vista Way Intersection;

Additional off-site public road improvements are to be identified in the traffic study.

f. I-15 Northbound and Southbound Interchange Signals;

Additional off-site public road improvements are to be identified in the traffic study.

2. DRAINAGE FACILITIES AND STORM WATER MANAGEMENT IMPROVEMENTS

The Lilac Hills Ranch *Preliminary Drainage Study* and the Lilac Hills Ranch Storm Water [Quality Management Plan \(SWMP/SWQMP\)](#) identifies required facilities to control drainage and protect water quality. Improvements include detention basins as described in the Drainage Study and Best Management Practices as described in the [SWMP/SWQMP](#). All drainage facilities within the Community will be owned and maintained by the HOA.

3. WATER FACILITIES

The *Water Service for the Lilac Hills Ranch Community in the Valley Center Municipal Water District* describes the required water facility improvements including off-site extensions of water mains. New water service within the development consists of a 12-inch backbone water line extending from north to south through the Community. This new 12-inch water main will connect to the existing 12-inch water line in West Lilac Road as well as connecting to the existing 18-inch water line running east-west through the south portion of the Community. Extending from the 12-inch backbone water main will be 8-inch lines in the residential neighborhoods and appropriately sized lines to serve the schools and park area. Pressure regulators are provided to maintain appropriate pressure in lower elevations of the site.

Offsite water facilities are not anticipated because the existing network of potable water distribution piping in the vicinity of the Community is capable of providing adequate flow and pressure to the site. In addition, existing potable water storage within the water service zone is sufficient to accommodate the storage needs of the Community. The Community shall make improvements to existing storage facilities as required by the VCMWD.

4. WATER RECLAMATION FACILITY

Wastewater collection, conveyance, treatment, and disposal will be achieved based on plans reviewed and approved by the Valley Center Municipal Water District (VCMWD). The Wastewater Management Alternatives Report for the Lilac Hills Ranch Community identifies four alternatives for the treatment of the project's wastewater. The VCMWD preferred alternative is that the on-site generated wastewater for the initial phases be treated at the VCMWD Lower Moosa Canyon Water Reclamation Facility. Effluent generated by the project (as well as the 16 existing home sites and six not-a-part parcels) would be pumped into a force main and would be routed south, off-site to the existing VCMWD Lower Moosa Canyon Water Reclamation Facility. A Water Reclamation Facility may also be constructed on-site to treat wastewater generated by the project. An A MUP is being processed concurrent with this EIR for the on-site treatment facility. The on-site Water Reclamation Facility could be either of the following: 1) on-site Water Reclamation Facility with solid treatment or 2) on-site Water Reclamation Facility without solid treatment (scalping plant). The ultimate treatment of wastewater for future phases of the project would be under the discretion of the VCMWD. [If the VCMWD determines to require the use of the offsite WRF, it will be constructed and in operation by the issuance of the 100th residential unit.](#)

Wastewater will be collected in gravity sewers; gravity flow will be maintained to the extent possible. Due to the Community topography, up to four wastewater lift stations may be necessary to pump wastewater to the main gravity flow collection system. The backbone gravity wastewater system will convey wastewater to the designated wastewater treatment plant for treatment. Disposal of treated wastewater will be by recycling the treated effluent for irrigation of landscaping within the community or as otherwise approved by the VCMWD.

Under all scenarios, a recycled water booster pump station will be incorporated into the treatment facility site plan. This pump station could deliver recycled water to the irrigation system within the community or service area of the VCMWD. Some of the alternatives include offsite infrastructure improvements and new facilities.

5. FIRE, PARAMEDIC AND LAW ENFORCEMENT SERVICES AND FACILITIES

The Project is located within the Deer Springs Fire Protection District- [\(District\), which is the Fire Authority Having Jurisdiction \(FAHJ\).](#) Three (3) fire stations are located in the District; Station 11 (District Headquarters) at 8709 Circle R Drive, Escondido, CA 92026; Station 12 at 1321 Deer Springs Road, San Marcos, CA 92069; and Station 13 at 10308 Meadow Glen Way East Escondido, CA 92026.

The "closest" fire station to the project site is CAL FIRE's Miller Station (Station 15) operated in conjunction with DSFPD at 9127 West Lilac Road, located adjacent to the proposed development and approximately 2.3 miles from the furthest structure when the development is fully constructed. Miller Station consists of a 3,000 square foot fire station located on a 2-acre parcel and is staffed by a three member crew. This station receives funding from the County of San Diego, for extension of its use during the non-fire season under an Amador contract. The travel time from the Miller Station site to the furthest structure when all phases

of the proposed development are completed would be approximately 4.5 minutes, below the 5-minute travel time requirement.

As required by the County's Guidelines, the District submitted a PFAF for the project which stated that based upon the "capacity and capability of the District's existing and planned facility, fire protection facilities are currently adequate or will be adequate to service the project." The District determined that it can provide emergency services to the entire project and the community within District's standard travel time of 7 to 9 minutes, which the District determined to be acceptable to protect the health, safety and the general welfare of the community. The District has indicated that the addition of another station to the District would raise funding concerns because of the increased operational costs associated with a new station. For the reasons described in the "Deer Springs Fire Protection District Response Time to Lilac Hills Ranch Memorandum," by Dudek dated June 1, 2015, and attached to the Capabilities Assessment ("Updated Analysis"), providing emergency services within 7 to 9 minutes to the project would adequately protect the health, safety and general welfare of the community.

The FPP, that was approved by ~~DSFPD~~, the ~~FAHJ~~ District, determined that pursuant to the County's Guidelines, impacts associated with adequacy of fire service and response time would be less than significant because of the additional factors that would allow adequate emergency services to be provided to the project site. These factors are listed below and include project features that minimize fire hazards and the Miller Station's ability to respond within the General Plan Travel Time standard. The following mitigating factors are included in the FPP that was approved by the ~~Deer Springs Fire Protection District (FAHJ)~~.

- a) The District can augment response with ALS capable equipment to the entire project within 7-9 minutes, which is an acceptable District Standard travel time and would ensure adequate fire services to protect health, safety and the general welfare of the community;
- b) The analysis shows that the DSFPD has existing capability and capacity to respond to fire emergency incidents on the project;
- c) The project will pay statutory mitigation fees and annual assessments that will be provided to the District, which can be used by the District to upgrade and provide new facilities if necessary, as determined by the District;
- d) The project can be provided with fire services from three fire stations within 10-minutes to the furthest structure and nearby fire departments pursuant to mutual aid agreements;
- e) Sufficient mitigation measures (as set forth in the FPP) that minimize fire hazards are included in the project, such as fire resistant construction methods and fuel modification zones;
- f) Travel time from the closest fully staffed fire station - Miller Station - to the furthest structure within the project would meet the travel time identified by the County General Plan;
- g) The project's water supply meets the requirements of the San Diego County's Consolidated Fire Code and the Fire Code for a commercial/business/residential development; and,

- h) Fire access to the project will meet the requirements of the County and Deer Springs Fire Protection District.

The County could also conditionally approve the Project based upon the implementation of one of the four fire service Options (“Options”) that would provide the Project with emergency services in accordance with the Travel Time Standards set forth in the General Plan Policy S-6.4. The four Options have been incorporated into the Project as a project design feature and are addressed within the EIR and Capabilities Assessment. The Fire Response Capabilities Assessment, prepared by Dudek and Hunt, dated May 24, 2014, (“Capabilities Assessment”) outlines in detail how the Travel Time Standard would be met by each of the Options, the estimated costs of each Option, and how the Options could be financed and implemented. (See Capabilities Assessment Sections ES-2 and 5.2) The County would ensure that emergency services (fire and medical) would be provided within the 5 minute travel time described in General Plan Policy S-6.4 by conditioning the project to implement one of the four options listed below. In addition, fire and medical emergency services could be provided to the project in a manner not explicitly described under the options identified below, provided an agreement is entered into by the appropriate parties and approved by the County that ensures that such services will be provided: consistent with the intent of the four options outlined below; from one of the fire station sites identified by the options; and satisfies the 5 minute travel time standard in accordance with General Plan Policy S-6.4. The four fire service Options are described below and are detailed further within the Capabilities Assessment.

Fire Option 1: Under this option, Deer Springs Fire Protection District and/or CALFIRE would provide fire and medical emergency services from the Miller Station site to the project within the 5 minute travel time standard pursuant to an agreement as specified herein. The existing Miller Station’s location is optimal for serving the entire project site within a 5 minute travel time. This option may involve a co-located facility at the Miller station site, improvements to the Miller Station or another approach that would ensure that emergency services would be provided to the project from the Miller station site consistent with the 5 minute travel time standard. An agreement that is satisfactory to Planning & Development Services, Deer Springs Fire Protection District, and CAL FIRE that provides assurances that emergency services will be provided to the project within 5 minutes travel will be required.

Fire Option 2: This option would include a separate DSFPD fire station facility on the Miller Station site in order for such a facility to be completely independent from CALFIRE. (Although the new facility would be staffed by CALFIRE personnel under contract with DSFPD). This option would include an agreement between the project applicant, DSFPD with CALFIRE to either remodel Miller Station to co-locate and staff a DSFPD Type I paramedic engine on the site within the existing CALFIRE station or the construction of a completely separate DSFPD station. The Project will be required to fund the capital expenditures that are needed to provide services to the project as set forth in the Capabilities Assessment , and emergency services will be funded from the project based upon the ongoing revenues available from property taxes and other assessments.

Fire Option 3: Under this option, DSFPD could agree to build a neighborhood fire station within the community purpose facility site located within Phase 3 of the Lilac Hills Ranch project. A Type I paramedic engine with a 3-person crew and the third position as a reserve firefighter or a firefighter 1 could be added at this station by DSFPD.

Fire Option 4: This option includes a new DSFPD fire station within Phase 5, the southern portion of the project site. This option is identified as the Mountain Ridge Road Fire Station Alternative in the EIR. The Mountain Ridge Road Fire Station Alternative must be adopted under this option with the requirement to provide a fire station within Phase 5 (see subchapter 4.9).

Interim Fire Facility: The Fire Protection Plan has identified a number of options available for providing interim fire and emergency services to the Project; (1) Lilac Hills Ranch may construct a temporary fire station within the Project, at any of the locations allowed in the Specific Plan, prior to the issuance of the 72nd residential building permit within Phase 1 or prior to the issuance of the first residential building permit in which such facility is needed in order to meet the General Plan's Travel Time standards for the Project, whichever occurs first, (2) by providing other mitigation measures, if such measures are approved by the County as a part of the Project's approval, (3) by receiving fire and emergency medical services from CAL FIRE, or (4) by another option determined appropriate by the County for providing such services.

6. SCHOOLS

School services are provided by the Valley Center-Pauma Unified School District and the Bonsall Unified School District. School fees are paid prior to building permit. [An area designated for](#) a K-8 school site is provided in the Lilac Hills Ranch Community.

7. PARKS, OPEN SPACE AND TRAILS

Lilac Hills Ranch provides 104.1 acres of biological open space that will be preserved within a permanent biological open space easement. P-7 is a public park in accordance with requirements of the County's Park Lands Dedication Ordinance. The park site would be located adjacent to the school site and private recreation facility that will ensure its location near other Community oriented public facilities. The facility will be both dedicated to the County and constructed by the developer as a 'turnkey' facility by the Project and maintained as a County public recreational facility. The HOA shall provide written documentation prior to the acceptance of the facility by the county that an on-going and irrevocable maintenance and funding agreement has been established and adequate revenue will be generated prior to the County accepting the public park into the park system. There will, in addition, be at least 10 private parks maintained by the HOA throughout the Community. Private parks will be included in the design of each Implementing Tentative Map. The Community implements both public and private multi-use trails as components of the County trails system.

8. FINANCING OPTIONS

Financing the above-mentioned facilities requires utilizing appropriate public facilities financing mechanisms to secure their acquisition, construction, and maintenance. No property

outside of the project will be included in any of these financing options. The financing options include:

a. County Service Area

Property owners within the County have the option of assessing their properties for a higher level of service. These services could include construction, operation, and maintenance of facilities. For example, a County Service Area could be established for the construction and maintenance of the local park, park site, and recreational trails in Lilac Hills Ranch.

b. Mello-Roos Community Facilities Act

This Act authorizes the formation of Community Facilities Districts (CFD) which authorize the financing of certain public services or facilities through approved special taxes. The Mello-Roos Act can provide funding for the purchase, construction, expansion, rehabilitation, or maintenance of open space, parks, recreation, or parkway facilities, on and off-site streets, drainage and storm water management, water, sewer, recycled water facilities, community power generation, fire, paramedic, and police/sheriff facilities, public service facilities, and educational facilities. At the appropriate time, the Community will submit a completed CFD Application as required under the Counties adopted CFD Goals and Policies (Board of Supervisors Policy I-136). The Community understands that any CFD formed through the County requires approval from the County Board of Supervisors.

c. Infrastructure Financing District

An Infrastructure Financing District (IFD) is a financing mechanism used to finance infrastructure improvements from tax increment growth in assessed values. An IFD can provide funding for facilities of a Community wide benefit including but not limited to roadways, sewer and water, flood control and park and recreational facilities.

d. Assessment Districts

This financing mechanism is used where the value or benefit of a particular improvement is assignable to particular properties. Assessments are levied in exact amounts on individual properties based on the specific benefits each parcel receives from the said improvement. Special assessments are used for both publicly dedicated on-site and off-site improvements.

Generally, public type improvements are financed through Assessment Districts, including Community Facilities Districts (CFD), County Maintenance Districts (CMD), and Landscape Maintenance Districts (LMD). Assessments are levied and bonds issued to fund the construction of public improvements. Bonded indebtedness is a collective responsibility of all parcels within the Assessment District. The bond issue is a lien against each property with a special assessment. Bonds are not issued to represent individual parcels but are pooled in marketable denominations. Assessments for the construction of infrastructure improvements are predominantly administered through the following legislation: the Improvement Act of 1911; the Municipal Improvement Act of 1913; and the Improvement Bond Act of 1915.

e. Dedication

Dedication of land by developers for public facilities is a simple and direct financing tool used throughout the State. Land dedications may include: road and utility rights-of-way; park sites; open space and trails; Community purpose facility sites; wastewater treatment plant sites including pump station and treated effluent storage sites.

f. Subdivision Exaction

The exaction of local or Community level public improvements are required by jurisdictions under the Subdivision Map Act (SMA) for subdivisions. The SMA requires individual development projects to fund and/or construct local street, utility and associated recreational improvements. Projects are conditioned for specific exaction, where appropriate, to insure the construction of facilities phased with the actual development.

g. Development Fees

As an alternative to direct exaction, an increasing number of communities require payments of impact or development fees to finance local public improvements. These fees compensate the Community for the costs of public facilities that are needed as a result of the impact of development. The fee is typically collected at time of a building permit issuance, with the proceeds placed in a fund designated for the construction of certain facilities. Generally, fees are collected to fund traffic mitigation; parks and recreational facilities; fire facilities and services; schools; drainage and flood control facilities; as well as water and sewer facilities.

h. Developer Reimbursement Agreements

For area-wide facilities required to be constructed on-site, off-site, and/or oversized to accommodate future development, a Developer Reimbursement Agreement provides a mechanism for future payback (reimbursement) to the developer for the additional costs of these facilities. Subsequent development Communities pay their "fair share" portion of the appropriate costs for a shared facility with area wide benefits. Upon collection of a developer's share, the County reimburses the initial developer.

i. Habitat Management

The recently amended Lighting and Landscaping Act, Streets and Highways Code, Section 22500 et. seq. allows for the establishment of a Habitat Maintenance District (HMD) for maintenance of open space areas dedicated to the County (or habitat management agency acceptable to the County). An HMD is an assessment district established by the County to provide long-term maintenance of natural habitats.

9. FINANCE PLAN

The public facilities and services required to support Lilac Hills Ranch are intended to be financed on an equitable basis to ensure that all parcels within the Specific Plan area, and no parcels outside of the Specific Plan area are equitably assessed for the benefit accruing from the public improvements, using various sources and methods of public and private financing. Infrastructure improvements require long term financing. However, long-term financing strategies may be combined with short-term financing methods when advantageous for reasons of timing or economics with prior approval of the County.

Development of Lilac Hills Ranch requires the provision of adequate public facilities and services. Technical studies prepared for Lilac Hills Ranch identifies the Community's impact on existing facilities and the improvements required to serve the Community. These studies include the Lilac Hills Ranch Traffic Impact Study, prepared by Chen Ryan and Associates; the Overview of Water Service for Lilac Hills Ranch and the Wastewater Management Alternatives for the Lilac Hills Ranch Community, prepared by Dexter Wilson Engineering, Inc.; and, the Fire Protection Plan and Evacuation Plan, prepared by FireWise 2000, Inc. The public facilities and services required to support Lilac Hills Ranch are to be available when needed and financed to ensure that all parcels within the Specific Plan area are equitably assessed for the benefit accruing from the public improvements, using various sources and methods of public and private financing.

Table 10 below summarizes on and off-site services required to be available at the time of need as well as a description of the recommended financing option(s) or 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 certain proceedings as established by special districts, the County of San Diego, and relevant State and Federal laws.

Table 11 - Facility and Improvement Financing

Required Facility	Recommended Financing Mechanism(s)
Off-site Highway and Street Improvements	Developer and/or Formation of Assessment District (AD)/Community Facilities District (CFD)/Infrastructure Financing District (IFD) and/or Reimbursement Agreements
Circulation Street Improvements and Expansion	Developer and/or Formation of AD/CFD/IFD and/or Reimbursement Agreements
Drainage and Storm Water Management	Developer and/or Formation of AD/CFD/IFD and/or Reimbursement Agreements
Water	Developer improvements and/or Payment to Valley Center Municipal Water District of capacity, and connection fees. All of which may be financed through Formation of AD/CFD/IFD.
Sewer	Developer improvements and/or Payment to Valley Center Municipal Water District of connection fees. All of which may be financed through Formation of AD/CFD/IFD.
Schools	Payment of fees, dedication of land, construction of facilities or financed through a CFD
Parks and Trails	Land dedication, Park land Dedication Ordinance funds, County Service Area participation for maintenance and/or AD/CFD/IFD
Open Space Preserve	Habitat Management District and/or applicable application of Habitat Management Plan, and/or Landscape Maintenance District(LMD)/CFD
Fire, Paramedic and Law Enforcement	Fees, and/or AD/CFD

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V. GENERAL PLAN CONFORMANCE

~~1. San Diego General Plan~~

~~A. Guiding Principles~~

~~B. Chapter 3 — Land Use Element~~

~~C. Chapter 4 — Mobility Element~~

~~D. Chapter 5 — Conservation and Open Space~~

~~E. Chapter 6 — Housing Element~~

~~F. Chapter 7 — Safety Element~~

~~G. Chapter 8 — Noise Element~~

~~2. Valley Center Community Plan~~

~~3. Bonsall Community Plan~~

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V. GENERAL PLAN CONFORMANCE

Policies applicable to the Lilac Hills Ranch are contained in the Valley Center and Bonsall Community Plans, and San Diego County General Plan. These policies address a variety of issues, including development at appropriate densities and in accordance with existing community character, protection of steep slopes, conservation of sensitive habitats, provision of open space and recreational opportunities, protection of visual amenities, regulation of signage and lighting, and protection against incompatible land uses.

A. SAN DIEGO GENERAL PLAN

The San Diego County General Plan includes six elements, each with a series of Goals, each one of which is supported by a number of policies which address how the Goal is to be accomplished. The goals, and therefore the policies, all flow from the Guiding Principles which are stated in Chapter 2 of the General Plan. A summary of how the project complies with the Guiding Principles and with each element of the County General Plan is provided below.

Guiding Principles

Guiding Principles; Chapter 2 includes ten Guiding Principles which are intended to provide guidance for how the County's future growth can be accommodated while still retaining the County's rural character, economy, sensitive resources and unique communities.

1. Support a reasonable share of projected regional population growth.

The project supplies a small percentage of the projected regional housing need. The recently adopted General Plan Update was accompanied by an EIR which included estimates about numbers of housing units in this area of the County. These estimates included existing units which could be counted, and assumptions about un-built, approved land development projects and pending land development projects which have been subsequently approved. Although the estimates regarding the amount of residential units in a given area is important in the development of General Plan documents as they provide a baseline for assessing impacts of future development, actual development in any city or county is a result of market forces, population growth (including birth rates and immigration) as well as ~~physical~~[physical](#) constraints, ~~availability~~[availability](#) of resources and other federal, state and local regulations.

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

Lilac Hills Ranch implements this principal because the project has been designed with the highest intensities (commercial, mixed-use and attached residential) within the central portion of the project (Town Center) and the lower-intensity residential uses around the perimeter of the site (single-family detached residential uses-~~→~~[→](#)). The Town Center includes high-density residential development, commercial and professional offices uses, various private facilities, multiple private parks, and community trails. Compact residential neighborhoods surround the Town Center towards the Project perimeter and support several small parks and community trails. There are also two Neighborhood Centers (highly abbreviated forms of the Town Center) planned southeast of the Town Center. The northern Neighborhood Center clusters 105

attached homes with commercial and retail uses on 4.3 acres, and the southern Neighborhood Center is consistent with the model concept of graduating lesser intense uses away from its core, supporting the commercial uses. The Project perimeter transitions to surrounding semi-rural areas by featuring: wider, ranchette-style lots, a 50-foot wide orchard-planted buffer, and a 104.1-acre natural open space preserve. These three ~~complexes~~centers ensure that services are available to all residents within a 10 minute (1/2 mile) walk. A one-half mile radius is the de facto standard for walkable communities, which corresponds to the distance over which someone from the edge of the circle can reach a mixed-use center within 10 minutes walking at 3 mph. The road network leads to the Town Center and Neighborhood Centers and there are over sixteen miles ~~of~~ multi-use community trails providing a pedestrian ~~linkage~~linkage to every part of the community, which also connects to the County regional trail system. The project is located less than a half-mile from the I-15 corridor and includes all necessary public services. The project is located within existing service facility districts (water, sewer, fire, school) and is planned to include the construction and improvement of water and sewer infrastructure, roadways, and other public facilities to serve the project. A recycling facility will provide residents with an additional option to sell their recyclables and pick up mulch made from green waste. The Community will locate housing close to retail, services, schools, and jobs allowing for the preservation of an increased amount of open space, natural habitat, and agriculture that will contribute to the retention of the rural setting and lifestyle of the adjacent community. The commercial and mixed-use Town Center together with the two Neighborhood Centers, school, and facilities related to the age restricted neighborhood will provide new jobs within this compact community.

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

The Community is located less than a half-mile from the I-15 corridor. The Valley Center Community Plan area is one of the larger adopted planning areas in the County. The General Plan Update identified Valley Center and Bonsall as areas with a greater capacity to grow than other communities in the County. The two existing village core areas of Valley Center are located some 10 miles east of Lilac Hills Ranch while the Village of Bonsall is located approximately ~~12.5~~ miles to the west. It is not anticipated that this village will compete with the existing North and South Villages of Valley Center or with the existing Village of Bonsall since they are approximately 15-25 minutes away from the Community by car.

Due to the close proximity of the I-15 corridor, Lilac Hills Ranch as proposed is similar in size, scale and intensity of uses to a number of other large scale projects both north and south on I-15 such as Hidden Meadows, Welk Village, Castle Creek, Meadowood and Pala Mesa Resort. The services and commercial opportunities built into Lilac Hills Ranch will be sized to meet the needs of the project but will be available to area residents as well. The Specific Plan includes design guidelines for the Town Center and Neighborhood Centers that ensure consistency with the Bonsall Community and Valley Center Community Plans. The commercial and Mixed-Use Town Center together with the two Neighborhood Centers, school, and facilities related to the age restricted neighborhood will provide a significant number of new jobs, enhancing the economic vitality of this portion of northern San Diego County. Compliance with the project's

design guidelines and other provisions of the Specific Plan assures the project's compatibility with the adjacent off-site land uses and within the project. Overall, the project is consistent with the relevant policies of both the Bonsall Community and Valley Center Community Plans.

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

Lilac Hills Ranch utilizes the compact model of sustainable village development and includes a variety of small lot sizes and residential mixed-use homes in a compact development footprint. Consequently, the development of the less sensitive upland Impacts to wetlands will be minimized and has been designed so that each wetland has no more than one crossing. Lilac Hills Ranch includes approximately 104.1 acres of sensitive biological resources. These are generally located to preserve a major drainage and riparian woodland that forms a major tributary to Moosa Canyon. Moosa Canyon generally parallels I-15 and is a valuable part of the proposed North County MSCP preserve system. While Lilac Hills Ranch is located outside of the proposed Pre-Approved Mitigation Area (PAMA) where the preserve is to be located, the proximity of the biological open space is such that it could provide a valuable addition to the proposed regional preserve system. Any additional mitigation for biological impacts will be provided within the proposed North County MSCP PAMA as feasible or in some other manner approved by the County. In this manner, a significant contribution will be made to an interconnected preserve system, minimizing the habitat fragmentation that results at a regional level from attempting to save resources on a project-by-project basis.

5. Ensure that development accounts for physical constraints and natural hazards of the land.

During the ~~designing~~design of the Lilac Hills Ranch, the development footprint was adjusted to account for the few physical constraints on Lilac Hills Ranch. As a ~~consequence~~result approximately 99.7 percent of the RPO 'steep slopes' are avoided. The few areas that are flood prone are located in open space. The Community comprehensive Fire Protection Plan analyzes the potential fire safety issues of the project area and includes detailed fire prevention measures that will be incorporated into the project design. In addition a 50 to 100 feet wide fuel modification zone is provided around the perimeter of the property and along natural open space areas as required by the Fire Protection Plan. Additional measures are included to ensure that safety is not compromised. Ignition resistant construction provides additional safety.

6. Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation.

Lilac Hills Ranch will make improvements to West Lilac Road, a Mobility Element road addressing long standing safety issues resulting from the sub-standard curves and improvements that exist today. Many of the substandard horizontal and vertical issues present in the existing road will be brought up to standard with the improvements to West Lilac Road. Improvements to West Lilac Road will include development of a major east-west County Master Trail linkage, which is also connected into the extensive project trail network. In

addition, the project design is based on a compact form of development that includes an extensive network of trails, sidewalks, paseos, and paths that will encourage residents to walk or bike to the Town Center, Neighborhood Centers, and school-park complex. The trail system complements the interconnected network of roads included within the project. As discussed in the Specific Plan text, when the Community reaches a point in its development the NCTDB system could locate a transit stop that has been reserved in the Lilac Hills Ranch community. As the discussion included with the Principal indicates the transportation system in the unincorporated areas of the County will rely primarily on the public road network. The project includes a ~~Transit~~Transportation Demand Management ~~Plan~~(TDM) Program that ensures project linkage to the regional transit system through implementation of an interim plan and through long-term coordination with regional transportation agencies. In addition, the TDM Program includes an interim transit service to transport residents to the nearest transit ~~stop~~center until the NCTD establishes a transit route to the Project.

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

Lilac Hills Ranch will be developed in accordance with the compact development model resulting in reduced automobile use and increased opportunities for walking and bicycling. The project entrance from West Lilac Road is approximately 1.6 to 1.8 miles from the I-15 on and off-ramps, and as shown in Table 4.12 of the Traffic Impact Study (Appendix E), would reduce trip lengths within the Valley Center community by 0.08 miles, assuming the construction of Road 3, and 0.09 miles without the construction of Road 3. ~~The proposed Project is projected to have an average vehicular trip length of 7.6 miles, which is over a half mile lower than the rest of the Valley Center community, both with and without the construction of Road 3. Some of the relevant underlying objectives for this topic area include: reducing effects on natural resources, improving water quality, and reducing heat islands. The Project's buildings will exceed the State's Building Code efficiency standards (2008 Title 24) by thirty percent; construction activity will meet all air and water pollution prevention regulatory requirements; landscaping will be drought tolerant and consist of native and regionally appropriate species; stormwater management plans will reduce pollution; the project will install 2,000 kilowatts (kW) of on-site solar/photovoltaic systems, which are estimated to produce 3,400,000 kW hours of electricity, or approximately 22 percent of the project's total electricity needs at build-out (see REIR GHG Section); waste disposal will be reduced by 20 percent through the construction of an on-site recycling facility; potable water consumption will be reduced by 20 percent; and light pollution reduction measures will protect night skies; project-related construction activities shall use a minimum of Tier III U.S. EPA/CARB-certified construction equipment for the majority of construction equipment used, during the entire construction period; The project will install high-efficiency public street and area lighting to achieve an overall minimum 15 percent lighting energy reduction; The project will install Energy Star appliances (including clothes washers, dish washers, fans, and refrigerators) in 95 percent of the single-family, mixed-use residential, and senior community residential uses; Project design shall include the installation of Smart Meters; All fireplaces installed in residential uses must be natural gas or equivalent non-wood burning fireplaces; The project requires that only~~

~~electric-powered landscaping equipment be used on property managed by the homeowners' association (HOA); and lastly, in addition to the Specific Plan policies, performance measures, and project design features, the project's GHG emissions also would be reduced as a result of several existing statewide regulations: Pavley I and II (the latter of which also is sometimes referred to as LEV III or ACC), the LCFS, the RPS, and the Tire Pressure Program.~~ In 2050, the proposed Project is projected to have an average vehicular trip length of 7.6 miles, which is over a half-mile lower than the rest of the Valley Center community, both with and without the construction of Road 3.

Some of the relevant underlying objectives for this topic area include: reducing effects on natural resources, improving water quality, and reducing heat islands. The project is consistent with these objectives as follows:

- The Project's residential units will exceed the State's Title 24 building standards by being designed to achieve Zero Net Energy, as that term is defined by the California Energy Commission;
- Non-residential buildings will exceed the State's Title 24 building standards by installing on-site, solar photovoltaic systems on a minimum of 45% of non-residential building roof space and on all covered parking areas;
- Construction activity will meet all air and water pollution prevention regulatory requirements, and shall use a minimum of Tier III U.S. EPA/CARB-certified construction equipment for all of construction equipment used, during the entire construction period;
- Potable water consumption will be reduced by 20 percent;
- Landscaping will be drought tolerant and consist of native and regionally appropriate species;
- Stormwater management plans will reduce pollution;
- 22 on-site Level 2 electric vehicle charging stations will be provided throughout the residential and non-residential development areas (one charging station for every residence and charging stations serving 44 parking spaces in non-residential development areas), a commitment that exceeds existing code-based requirements (which, as of the publication of this Specific Plan, only require pre-wiring for such residential home EV charging stations);
- 13 off-site Level 2 dual EV charging stations will be provided (which is a commitment that is not required in any State or Local Code).
- Waste disposal will be reduced by 25 percent through the construction of an on-site recycling facility;
- Light pollution reduction measures will protect night skies;
- Exclusive utilization of high-efficiency (LED or equivalent) indoor and outdoor lighting in all non-residential buildings ;

- Energy Star appliances (including clothes washers, dish washers, fans, and refrigerators) will be installed in 95 percent of the single-family, mixed-use residential, and senior community residential uses;
- Smart Meters shall be installed;
- All fireplaces installed in residential uses must be natural gas or equivalent non-wood burning fireplaces;
- Only electric-powered landscaping equipment shall be used on property managed by the HOA; and,
- With implementation of the EIR's recommended CEQA mitigation framework, the project's GHG emissions will be reduced to net zero.

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

The General Plan designated the project site as Semi-Rural Lands pursuant to General Plan Land Use Policy LU-7.1. The project proposes to amend the General Plan Semi Rural Lands land use designation to create a new Village. While the project would increase the density allowed and convert existing agricultural lands to non-agricultural uses, the project would still comply with the intent of this policy in the following ways: (1) The project would preserve approximately 43.8 acres of agriculture off-site through the purchase of PACE program mitigation credits or through the preservation of off-site agricultural resources based on the County's Guidelines for the Determination of Significance for Agriculture (CEQA). (2) The site is not located within a Williamson Act Contract or an Agricultural Preserve. (3) Approximately 20.3 acres of agriculture would remain on-site within the biological open space and agricultural buffers, and agriculture could be established within the manufactured open space areas, which could include community gardens (page II-19). (4) Impacts to off-site agriculture would be less than significant through the implementation of mitigation measures, including agricultural buffers, fencing, and fuel modification zone restrictions. (5) Other compatible agricultural uses would be allowed by the Specific Plan, such as farmers' markets (page III-62), community gardens (page III-55) and vineyards (see Vineyard Park P-9).

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

Lilac Hills Ranch implements this principal because it is a mixed-use, sustainable, compact planned community located in close proximity to existing and planned infrastructure and services. Because of its' compact design it requires a less extensive road network and infrastructure to meet its' needs. The Project is located within the Valley Center Municipal Water District and the Deer Springs Fire Protection District. The overwhelming majority of the streets within the project are proposed as private streets but are built to ensure that emergency and safety vehicles can easily access all parts of the new Community. As private streets they will be maintained by the project HOA, and will not therefore require any public costs for their maintenance and upkeep. Services will be phased to ensure they are available when needed. The cost of services will be borne by the residents of Lilac Hills Ranch.

Infrastructure and public services will be paid for by the developer or through a financing mechanism that is applied only to the residents of Lilac Hills Ranch. Payment of transportation impact fees, school fees and other similar fees will ensure that the cost to the public is minimized. Recreation and school facilities will be closer, potentially eliminating or reducing long bus rides for children.

Lilac Hills Ranch also implements this principal in that it includes a number of innovative new technologies seldom seen in County development proposals. A wastewater recycling facility will provide reclaimed water for irrigation. Additionally, an on-site recycling facility will provide additional opportunity for residents to sell their recyclable materials.

10. Recognize community and stakeholder interests while striving for consensus.

The Community proponents have conducted a multi-year community outreach process including surveys, open houses and workshops, group discussions and one-on-one meetings. The project was extensively redesigned in response to the comments and issues raised during the meetings and workshops held over the past several years. The project has been the subject of review by the VCCPG, BCSG, and VCDRB. Each of these groups will have an opportunity to review and comment on certain future implementation development proposals based on the standards and review authority of each entity.

B. CHAPTER 3 – LAND USE ELEMENT

Several of the eighteen Land Use Element goals (3, 5, 6, 9, and 11) seek to encourage and establish compact and efficient land uses that reduce vehicle trips and include a variety of housing types to accommodate a diversity of lifestyles. The Goals express the need for Villages to be compact and include a variety of commercial and civic uses that, again, reduce reliance on the automobile. Villages are expected to be a Community focal point that fosters the development of community pride.

There are several specific Land Use Element goals and policies that merit a short discussion in this summary.

The Regional Categories Map and Land Use Maps are graphic representations of the Land Use Framework and the related goals and policies of the General Plan. The Land Use Maps are to be used and interpreted only in conjunction with the text and other figures contained in the General Plan. Since the amendment to the Regional Category Designation and Land Use Designations must be consistent with the goals and policies of the General Plan, changes to the Maps will also be consistent with the General Plan.

Policy LU1.2 - Leapfrog Development. Prohibit leapfrog development which is inconsistent with the Community Development Model. Leapfrog Development restrictions do not apply to new villages that are designed to be consistent with the Community Development Model, that provide necessary services and facilities, and that are designed to meet the LEED-Neighborhood Development Certification or an equivalent. For purposes of this policy, leapfrog development is defined as Village densities located away from established Villages or outside established water and sewer service boundaries.

Policy LU-1.2 *Leapfrog Development* defines the term, and specifically notes that development proposals which conform to the Community Development Model are *not* by definition Leapfrog Development. In essence this policy states that new Villages, outside of existing urban designated areas may be proposed and approved as consistent with the General Plan so long as they;

1. Conform to the Community Development Model, and
2. Provide necessary services and facilities, and
3. Are designed to meet the LEED-Neighborhood Development Certification or an equivalent, and
4. Are within established water and sewer service boundaries.

The Lilac Hills Ranch Specific Plan has been designed to meet and achieve all of these criteria. The application of LEED-ND or an equivalent provisions and project compliance with the other bullets in LU 1.2 are discussed extensively in the EIR, General Plan Conformance Matrix (EIR, Appendix W). In summary;

1. The Project Conforms to the Community Development Model.

The Lilac Hills Ranch Project is a new village whose structure, design and function are based on the Community Development Model. The Project proposes a “Village” Regional Category, surrounded by Semi-Rural Regional Category land uses that transitions to Rural Regional Category. This gradation of land use densities is illustrated at the Project level in the Specific Plan at **Figure 8**, entitled, **“Proposed Community Plan Land Use Designations.”** The following illustrates how the Project is designed to meet the community development model described in The General Plan at page 3-20.

Under the Community Development Model, the edge of a “Village” can be defined by a boundary which is designed to differentiate permitted development densities and design standards. The Project’s perimeter is designed to adhere to this model boundary concept. The Project edge contains the following features: ranchette-style lots that are 100 feet wide with grade separations and matured planting buffers, a multi-purpose pathway with low, rustic stone and wood-rail fencing that is equestrian-friendly, a 50-foot wide agricultural buffer planted with two rows of orchard trees (avocado, citrus, olives), and a 104-acre Biological Open Space Preserve. These developed and managed features differentiate the “Village” from the surrounding “Semi-Rural” densities and corresponding design standards. Outside of the “Village,” “Semi-Rural” areas would continue to maintain low-density residential neighborhoods, small-scale agricultural operations, and rural commercial businesses.

The Project is designed under the Community Development Model to contain the densest neighborhoods and a broad range of commercial and civic uses supported by a dense network of local roads containing bicycle lanes and walkways linking the neighborhoods with parks, schools, and public areas. The highest intensities (commercial, mixed-use and attached residential) are to be located within the central portion of a Project (Town Center) with the lower-intensity residential uses (single-family detached) around the perimeter.

The Project contains a Village that is anchored by a 21.4-acre Town Center that consists of an integrated mixed-use core that is pedestrian-oriented and includes higher-density attached residential, retail commercial, and professional office uses, as well as private and public facilities, such as a park, a civic center, a country inn, and a recycling facility, that serve the entire community.

The composition includes 270 mixed-use homes, such as attached units, live/work lofts and row homes, zoned for a minimum of 1,000 square feet, with the retail, commercial, and professional office spaces both at the ground level and free standing up to three stories high.

The residential-oriented Neighborhoods will radiate out from the Town Center to the Project perimeter with the largest, ranchette-styled lots feathering the edges. The composition includes 1,371 single family detached homes, zoned for a minimum of 2,800 square feet, one and two stories high. There are two Neighborhood Centers (highly abbreviated forms of the Town Center) planned southeast of the Town Center. The closer one clusters 105 attached homes with commercial and retail uses on 4.3 acres, and the further one is consistent with the model concept of graduating lesser intense uses away from its core, supporting the commercial uses.

The project is located within existing service facility districts (water, sewer, fire, school) and is planned to include the construction and improvement of water and sewer infrastructure, roadways, and other public facilities to serve the project. The local road network is densest at the Town Center. The Project trail network consists of 16 miles of community trails, feeder trails and ranch multi-use trails, connected at key points to county regional trails. The trail network will be designed for pedestrian and bicycle uses, with bike lanes and community trails placed alongside the local road network. Equestrian trails and a staging area will be placed nearer the Project edges, and there will be a parking area for visitors who wish to access the Project trail network. This trail network threads the higher intensity urban uses at the Town Center to the lower intensity residential-oriented uses in the Neighborhoods and weaves the “Village” as a whole to the still lesser intensity rural uses in the surrounding “Semi-Rural” and “Rural Areas.”

2. The Project will provide all necessary services and facilities

The Project will provide all of the necessary facilities and services required to meet the needs of the Project. Lilac Hills Ranch is located within the County Water Authority, Valley Center Municipal Water District (VCMWD), Valley Center School District, Bonsall School District and the Deer Springs Fire Protection District (DSFPD). As detailed in EIR Chapter 1, the project includes parks and recreational facilities, an ~~opportunity for an~~ on-site [K-8](#) school, an internal private road system, storm drain facilities, underground utility lines, water lines, and an on-site water reclamation facility with distribution system, detention basins and wet weather storage ponds. The Project includes a looped potable water system and a water reclamation facility that would provide service from the VCMWD. The “Lilac Hills Ranch Fire Protection Plan,” prepared by FIREWISE 2000, Inc., described how the DSFPD will provide fire services to the Project and the Capabilities Assessment Report by Dudek and Hunt, attached as Appendix ~~“D”~~, [4](#), demonstrates that the District has the capacity to provide fire protection services. In addition, the project includes [the requirement to implement one of the](#) four options [studied in the EIR](#) in conformance with the travel time standard of General Plan Policy S-6.4- (see subchapter 2.7).

3. The Project is designed to meet the LEED-ND Certification or equivalent program

In addition to the Project being in conformance with the NGBS program, attached as Appendix ~~“G”~~ and ~~“Appendix H”~~, [4](#), the Project was also designed in a manner that is equivalent or corresponding in performance or outcome with the LEED®-ND Certification program. In order to make this

determination, the following method was established by which to compare the Project against the principles of LEED®-ND. First, 18 fundamental development practices ("Green Development Practices") were identified from the various categories of credits that could be received under the LEED®-ND Certification model. These green Development Practices were chosen because they are the key tenements of LEED®-ND and recognized smart growth principals. The Project was then evaluated under each of the Green Development Practices as well as against the intent provisions of the corresponding relevant credit categories under LEED®-ND. Subparagraph (a) below describes each of the three topic categories of LEED®-ND, the principles it promotes, and how the Project complies. Subparagraph (b) below outlines each of the Green Development Practices used to design the Project, describes how the practices correlate with the principles of the relevant credit categories of the LEED®-ND program, and how the Project complies.

a. The project is designed to be equivalent to LEED®-ND in that:

1) Smart Location and Linkage: For purposes of this evaluation, some of the relevant underlying objectives for this topic area include: reducing vehicle miles traveled, encouraging daily physical activity associated with walking and bicycling, locating within a water and wastewater service area, conserving natural resources, preserving water quality, natural hydrology, habitat and wetlands, protecting prime and unique soils on farmland from development, and enhancing natural hydrological systems. The Project's location is within existing water and sewer service district boundaries; it protects and restores habitat for sensitive species, wetlands, and natural drainages, and long-term management is ensured through implementation of a resource management plan; it would promote on-going agriculture land uses on-site; is not in a flood plain; contains 16 plus miles of walkable and bikeable trails; and complies with the Resource Protection Ordinance (RPO) by avoiding 99.7 percent of the RPO defined steep slopes. [The project entrance from West lilac Road is approximately 1.6 to 1.8 miles from the I-15 on and off-ramps.](#)

2) Neighborhood Pattern and Design: For purposes of this evaluation, some of the relevant underlying objectives for this topic area include: promoting transportation efficiency, promoting walking, encouraging physical activity, promoting internal connectivity and to the community at large, clustering diverse land uses, promoting diversity of housing opportunities, improving physical and mental health, promoting local food production, and reducing urban heat. The Project's neighborhood pattern and design creates walkable streets, compact development, mixed-use neighborhood centers, and mixed-income diverse communities; implements traffic calming; provides for a mass transit bus stop and includes a Transit Demand Management program; provides close access to civic and public spaces and to recreational facilities; promotes local food production; has tree-lined streets, parks, and trails; and a neighborhood school that is walkable and bikeable by students because of traffic calming measures.

3) Green Infrastructure and Building: For purposes of this evaluation, some of the relevant underlying objectives ~~for this topic area include: reducing~~ [the following topics to reduce](#) effects on natural resources, ~~improving~~[improve](#) water quality, and ~~reducing~~[reduce](#) heat islands-;

[Building & Landscape Features](#)

- The Project's residences will be designed to achieve Zero Net Energy, as that term is defined by the California Energy Commission (CEC).
- The project's non-residential buildings ~~will exceed the State's Building Code efficiency~~ would be required to comply, at a minimum, with the 2016 Title 24 standards (2008 Title 24) by thirty percent; because the building construction activity will meet all air and water pollution prevention regulatory requirements; phase would commence after January 1, 2017.
- landscaping will be drought tolerant and consist of native and regionally appropriate species;
- stormwater management plans will reduce pollution;
- ~~the project will install 2,000 kilowatts (kW) of on-site solar/photovoltaic systems, which are estimated to produce 3,400,000 kW hours of electricity, or approximately 22 percent of the project's total electricity needs at build-out (see REIR GHG Section); waste disposal will be reduced by 20 percent through the construction of an on-site recycling facility; potable water consumption will be reduced by 20 percent;~~
- ~~and~~ light pollution reduction measures will protect night skies;
- ~~project-related construction activities shall use a minimum of Tier III U.S. EPA/CARB-certified construction equipment for the majority of construction equipment used, during the entire construction period;~~ The project will install high-efficiency public street and area lighting ~~to achieve an overall minimum 15 percent lighting energy reduction; The project will install Energy Star appliances (including clothes washers, dish washers, fans, and refrigerators) in 95 percent of the single family, mixed-use residential, and senior community residential uses; Project design shall;~~
- All buildings will be designed to include the installation of Smart Meters; plumbing for solar water heating – the effect of which is to reduce the consumption of electricity and natural gas consumption in the project's built environment;
- All fireplaces installed in residential uses must be natural gas or equivalent non-wood burning fireplaces; ~~The project requires that~~
- A landscape plan will be implemented that revegetates the project site and increases the number of on-site trees;
- Only electric-powered landscaping equipment be allowed to be used on property managed by the homeowners' association (HOA);
- Construction Features:
- The project's construction activity will meet all air and ~~lastly, in addition to~~ water pollution prevention regulatory requirements;
- waste disposal will be reduced by 25 percent through the ~~Specific Plan policies, performance measures, and~~ construction of an on-site recycling facility;
- project-related construction activities shall use a minimum of Tier III U.S. EPA/CARB-certified construction equipment for the majority of construction equipment used, during the entire construction period;

Mobile Source/Vehicle Features & Green House Gas Offsets:

- A TDM Program will be implemented;

- Level 2 electric vehicle (EV) charging stations will be installed as follows: one (1) EV charging station for each of the 1,746 residential units and at least 22 dual-port Level 2 EV charging stations (serving 44 parking spaces) in parking areas for the non-residential uses, including the recreation center, park, school, senior center and commercial uses located within the Project site;

Through implementation of the various design features, described above and mitigation measures (M-GHG2 and M-GHG-3) will reduce the project's GHG emissions ~~also would be reduced as a result of several existing statewide regulations: Pavley I and II (the latter of which also is sometimes referred to as LEV III or ACC), the LCFS, the RPS, and the Tire Pressure Program.~~

~~—b.to net zero.~~ The following information (as found in ~~REIR~~the EIR and related Appendixes) provides support that the Project has been designed to meet an equivalent of LEED®ND Certification by incorporating the following 18 Green Development Practices: Building Site Selection, Compact and Efficient Development Footprints, Mixed-use Development, Innovative Zoning and Design, Conservation of Wildlife Habitat, Soil Conservation, Storm Water Management, Natural Filtering and Drainage, Water Efficient and Native Palette Landscaping, Operation and Maintenance Plans for Project Plans and Facilities, Recycling and Innovating Wastewater Technology, Pedestrian and Bike Paths Connecting the Community Amenities, Topographic Preservation, Floodplain Avoidance, Sustainable Location, Sustainable Building, Integrated Transportation Planning and Dark Sky Protection. The following provides a description of each of the foregoing Green Development Practices” of the Project that support its design as an equivalent to LEED®ND Certification as well as the equivalent principles of LEED®ND Certification described in the “Intent” provisions of the LEED®ND that it also meets. (Reference Guide “LEED v4 for Neighborhood Development,” updated July 1, 2014, USGBC.

4. Sustainable Location.

- ~~a.~~The project is located within existing water and sewer district boundaries, namely the County Water Authority and the Valley Center Municipal Water District.
- ~~b. Although the project would add traffic to the area, the project will reduce trip length and vehicle distances traveled as a result of locating services in the vicinity of residential uses.~~
The project incorporates principles of smart location as required by the County General Plan, which requires new villages to be located within existing water and sewer districts and near existing infrastructure and facilities. In addition, State and Local planning policies (for example, SB-375 and AB-32) encourage locating Projects near major transportation corridors, in part to reduce commuting distances and carbon footprints by lowering vehicle miles travelled (“~~VMT's~~VMTs”). The project entrance from West Lilac Road is approximately 1.6 to 1.8 miles from the I-15 on and off-ramps. Also, the project's TDM Program and associated measures would achieve an 8.1 percent reduction in the project-related VMT. Finally, Linscott, Law & Greenspan, Engineers (LLG), the project's transportation/traffic consulting firm, prepared a memorandum that calculated the project's total Year 2020 and 2030 project trip lengths (LLG Engineers 2017; see

Attachment C to Appendix O). Based on LLG's calculations and as shown in Table 4.12 of the Appendix E (Traffic Impact Study (Appendix E), would reduce trip lengths, Chen Ryan 2015-TIS), the project shows a steady downward reduction over time in trip length and vehicle distances traveled. The downward trend is the result in part of more land uses being completed within the Valley Center community by 0.08 project that allows for shorter trips (such as non-residential uses being built that result in residential project trips not having to drive as far) and more transportation networks being completed that results in shortening individual trips. In year 2020, project trip length was calculated to be 12.8 miles, assuming the construction of Road 3, and 0.09 in year 2030 the project trip length will be 12.57, and by 2050 it had decreased to 7.603 miles without the construction of Road 3. The proposed Project is projected to have an average vehicular trip length of 7.6 miles, which is over a half-mile lower than the rest of the Valley Center community, both with and without the construction of Road 3.

- c) ~~c~~ The Project would encourage daily physical activity associated with walking and biking. The project also locates neighborhood services within short walking and biking distances as follows:

1. The project village core will reserve a future site for a mass transit stop, which is located within a short walk or bike ride from all points within the community.
2. A 16-plus mile landscaped community path and trail network supports pedestrians, bicyclists, and equestrians. Trails are crisscrossed throughout the project encouraging their use from all points. The trail system will tie into the planned County trail system at the north and south ends of the Project. Streets are designed to promote traffic calming through the use of narrow roads, curvatures, roundabouts, landscaping, and parallel parking. The proposed paths are placed parallel to the streets to reduce vehicle speeds, promote pedestrian connections and increase roadway safety.

~~d~~ 3. The project would include bike parking facilities and additionally, a Bike Sharing program to encourage use of bicycles to travel within and around the community.

- d) The Project is designed so that all homes within the project will be located within one-half mile distance of at least seven neighborhood assets or "diverse uses" which are located in the Town Center and neighborhood centers. Among the LEED®ND®-defined "diverse uses" proposed are the following: general store/market, farmer's market, bank, coffee shop, bakery, drug store, senior care center, gym, recreational center, school, civic offices, public park, and commercial office. Project zoning would allow "diverse uses" within one-half mile of the project's geographic center on account of the dense, mixed-uses permitted in the Town Center, the Neighborhood Centers, and the location of the Senior Center and the Group Residential/Group Care Facility.

Therefore the project **Sustainable Location** practice is equivalent to the **Smart Location** principle of LEED®ND (SLL Prerequisite 1), to locate projects within existing water and sewer service district boundaries, to encourage reducing vehicle trips and vehicle distance traveled, to improve health by encouraging daily physical activity associated with walking and

bicycling, as well as locating “neighborhood assets” or “diverse uses” within ½ mile walking and biking distance of project residents.

5. **Compact and Efficient Development Footprint.**

The Project densities under the County’s standards, ranging from 24 du/acre to 2.9 du/acre, result in a compact, pedestrian-oriented planning and design. Project densities are illustrated in the Specific Plan in Table 3, Land Use Summary by Phase. The project also complies with the Community Development Model as explained previously under section 1, which is the County’s model for compact development. The Project also includes an extensive and thoroughly integrated, 16 plus mile Trail Network, including community pedestrian and bike paths, linking together the project components, including the Town Center, the Neighborhood Centers, all the Neighborhoods, the school site, the 13.5 acre central park, and the dozen smaller parks and green spaces located throughout the Project. This promotes the project’s walkability and livability. The trails include a staging area in the Town Center, and three trail connections at the north and south ends of the Project to trails defined in the County Master Trail Plan. See REIR, **Figure 1-4a (Lotting Study)** and **Figure 1-8 (Trails Plan)**. Project parks and trails are designed to be wholly integrated with the dedicated 104.1 acre Biological Open Space. The REIR, **Figure 1-9 (Open Space and Parks)** illustrates this for example, in showing adjacency of the Biological Open Space to four parks, including the 13.5 acre central park, and to the school site and adjoining recreational and play fields areas. Certain trails, towards the Project perimeters connect to the County Master Trail Plan and will also allow equestrian usage.

The foregoing Compact and Efficient Development Footprint Practice is equivalent to the LEED®ND Compact Development principle (NPD Prerequisite 2), to conserve land and promote livability, walkability, transportation efficiency and reduce vehicle distance traveled the LEED®ND Walkable Streets principle (NPD Prerequisite 1), to promote walking by providing safe, appealing and comfortable street environments that support public health by encouraging daily physical activity and the LEED®ND Bicycle Facility principle(SLL Credit 4), to promote bicycling and transportation efficiency and reduce vehicle distance traveled, as well as to improve public health by encouraging utilitarian and daily physical activity.

6. **Mixed-Use Development.**

The Project’s Town Center, consisting of 21.4 acres, and the northern Neighborhood Center, 4.8 acres, provide for mixed-use development as shown in REIR, **Project Lotting Study, Figure 1-4a**. These areas will be zoned to allow an urban core of mixed use, clustered development, including 375 higher-density, up-to-three-story, attached residential units, including live/work and row homes, some with minimums of 1,000 square feet, along with specialty retail, community serving commercial, professional offices, a town green, a civic center, a country inn, and a central recycling facility, where a trail staging area leads to 16 plus miles of trails. At the southern portion of the Project there will be a senior group residential care facility. The inclusion of smaller, denser homes in the core areas, a senior care facility, and surrounding residential neighborhoods provide a variety of housing types.

The foregoing Mixed-Use Development practice is equivalent to the LEED®ND Mixed Use Neighborhood Center principle (NPD Credit 3), to reduce automobile dependence, encourage daily walking, biking, and transit use, and support car-free living by providing access to diverse land uses, and the LEED®ND Mixed Income Diverse Communities principle (NPD Credit 4), to promote socially equitable and engaging neighborhoods by enabling residents from a wide range of economic levels, household sizes, and age groups to live in a community.

7. Innovative Zoning and Design.

a. Variation in Design and Clustering. The Project was designed in accordance with the Community Development Model establishing a new “Village” Regional Category that is surrounded by Semi-Rural Regional Category lands, which transitions to Rural Regional Category areas. (See **Specific Plan, Figure 8.**) The project has been designed with the highest intensities (commercial, mixed-use and attached residential) within the central portion of the project (Town Center) and the lower-intensity residential uses around the perimeter of the site (single-family detached residential uses.) The Town Center includes high-density residential development, commercial and professional offices uses, various private facilities, multiple private parks, and community trails. Compact residential neighborhoods surround the Town Center towards the Project perimeter and support several small parks and community trails. There are also two Neighborhood Centers (highly abbreviated forms of the Town Center) planned southeast of the Town Center. The road network leads to the Town Center and Neighborhood Centers and there are over sixteen miles of multi-use community trails providing a pedestrian lineage to every part of the community, which also connects to the County regional trail system. The Project is compact enough to encourage residents to walk to amenities and service, as all residences would be within half (½) a mile, and less than 10-minute walk from the Town Center or from one of the two Neighborhood Centers.

A snapshot of the compact, village model is seen in the REIR, Project Lotting Study at **Figure 1-4a**. The Project design also illustrates how residential areas are attractively interspersed among and defined by predominant swaths of open space, parks, and an extensive community path network thus preserving the natural and scenic qualities of the site, which further encourage walking and biking and further reduce auto dependence.

b. Local Design Criteria. The County Zoning Ordinance allows for a variety of innovative techniques to address local development criteria and standards. The Specific Plan text includes detailed development design criteria and standards for both subdivision design and for architectural design. All development will require Site Plan approval, pursuant to the “D” Special Area Designator, for implementation to ensure compliance with the Design Guidelines and developments standards included respectively in the Specific Plan’s Section III, Design Guidelines, and in Section III, Development Standards and Regulations. These guidelines address the design elements that contribute to Project planning concepts for pedestrian-oriented residential and commercial/mixed use design. Guidelines are provided for architectural styles, facade elements, garage location and design, and landscape themes. Conceptual site plans and architecture for the residential and commercial/mixed use areas of the project are illustrated at the end of Section III of the Specific Plan. The development of the single family detached areas of the project is regulated by **Figures 98 and 99**, which identify 17 different lot configurations. The Site Plan required for all detached single family

development requires that each lot must show a specific lot configuration from the table coupled with one of 14 single family architectural configurations. This results in a permutation of numerous combinations of lot sizes and architectural styles ensuring that the compact form of development has a wide range and diversity of designs.

c. Traffic Calming Design. Pedestrian safety is essential to encouraging a pedestrian-oriented community, and a community where children can safely walk to school. Thus, the Project includes multiple approaches to traffic calming throughout the Project. Traffic calming features include roadway design (such as roundabouts, one-way streets and slightly curved streets), road features (such as bulb-outs and on-street parking) and landscaping such as, landscaping areas for trees to be planted close to the curb, to cause automobile drivers to reduce their travel speeds without having to resort to less effective measures (such as speed bumps). The Project includes one public road, West Lilac Road that is designated as part of the County maintained road system. Furthering pedestrian safety, the Project will dedicate and construct a portion of West Lilac Road with a multi-purpose pathway to be built within a 12- to 15-foot section of the road right of way and includes an 8-foot Decomposed Granite (DG) pathway and landscaping per the guidelines and standards set forth in the Specific Plan. (Specific Plan, p. 1-20, **Figure 1-8**)

The foregoing **Innovative Zoning and Design** practice is equivalent to the LEED®ND **Walkable Streets** principle (NPD Credit 1), to promote transportation efficiency and reduce vehicle distance traveled and to improve public health by providing safe, appealing, and comfortable street environments that encourage daily physical activity and avoid pedestrian injuries, the LEED®ND **Community Outreach and Local Input** principle (NPD Credit 12), to encourage responsiveness to community needs by involving the people through the HOA who live or work in the community in project design and planning and in decisions about how the project should be improved or changed over time, and the **Neighborhood Schools** principle (NPD Credit 15), to promote community interaction and engagement through traffic calming and thereby improve students' health by encouraging walking and bicycling to school.

8. Conservation of Wildlife Habitat.

a. Conservation by Design. The project includes the preservation of 104.1 acres of open space that includes native habitat to support a variety of wildlife species. See REIR, Ch. 2.5, Biology Resources Report, Section 8.0 and Table 10 for a summary of impacts and mitigation measures. Mitigation measures will restore, enhance, and maintain open space subject to a Resource Management Plan, funded through an endowment or community facilities district, will enhance and create wetlands, under the jurisdiction of local, state, and federal resource agencies, and will include a Revegetation Plan, with numeric success criteria, and subject to local, state, and federal review and approval prior to issuance of wetland and the first and all subsequent grading permits. The wildlife habitat to remain in the 104.1 acres Biological Open Space on-site will be subject to an open space easement and maintained according to the guidelines contained in the Conceptual Resource Management Plan. See Table 1 and Section 4.0 of the Conceptual Resource Management Plan. Measures employed to establish and promote wildlife habitat include the preservation of 104.1 acres of biological open space for wildlife use, the on-site creation of 6.0 acres of wetland habitat for wildlife use, and the enhancement of 12 acres of existing disturbed riparian habitat to native riparian habitat for wildlife

use. See REIR, Ch. 2.5 Biological Resources Report, Section 8.0 and Table 10. The biological open space being preserved on the project site conserves the local important wildlife corridors. See Figures 14a and 14b of the REIR, Ch. 2.5 Biology Resource Report.

b. Environmentally Sensitive Areas Restored, Mitigated or Avoided. The Project's 104.1 acre Biological Open Space plan assures the permanent conservation of wetlands and associated riparian upland habitats, the restoration of degraded wetland habitat, and the provision of opportunities for wetland enhancement, in accordance with a prior-approved and funded Resource Management Plan (for example the County's MSCP) that meets wetland conservation and mitigation criteria required by local, state, and federal natural resource agencies. For example, the County RPO limits impacts to wetlands, wetland buffers, and sensitive habitat lands and requires a wetland buffer where development is adjacent to wetland areas. According to the REIR Biological Resource Report, current wetland buffers, as contained within the designated limits of the proposed biological open space areas are a minimum of 50 feet wide for the preserved wetlands, with some wetland buffer widths exceeding 100 feet for limited distances. The Project, in total, will mitigate for all impacts to wetlands and associated riparian and upland areas, onsite and offsite, through the following mitigation: coast live oak woodland (preserve 3.3 acres on-site; purchase 1.2 acres off-site); coastal sage scrub (preserve 2.9 acres on-site; purchase 39.4 acres off-site); coastal/valley freshwater marsh (preserve 0.5 acre on-site; create 0.3 acre off-site); southern coast live oak riparian woodland (preserve 22.8 acres on-site; create/purchase 4.8 acres off-site); southern mixed chaparral (preserve 27.1 acres on-site; purchase 26.9 acres off-site); southern willow riparian woodland (preserve 4.2 acres on-site; create/purchase 1.5 acres off-site); southern willow scrub (preserve 5.8 acres on-site; create/purchase 1.8 acres off-site); mule fat scrub (create/purchase 0.3 acre off-site), open water/freshwater wetland (create/purchase 1.5 acres off-site); and disturbed wetland (preserve 0.3 acre on-site; create/purchase 0.3 acre off-site). In addition, the Project will create 6.0 acres of wetland and enhance 12.0 acres of existing disturbed wetland resources on-site to help offset a portion of the creation/purchase of wetland habitat mitigation off-site. Conceptual Resource Management Plans have been prepared that proscribes the protection and maintenance of wetland areas and associated riparian and upland habitats being preserved on the site. See REIR, Ch. 2.5, Biological Resource Report, Attachments 15 (Wetlands) and 16 (Biological Open Space). These plans require, among other measures, the removal of invasive species and fencing and signage to prevent site disturbance and degradation. As stated, the final Resource Management Plan must be reviewed and approved by local, state and federal resource agencies and must meet all sensitive habitat and wetland regulatory standards including no net loss of habitat functions and values. The 104.1 acre Biological Open Space will require a permanent conservation easement and Revegetation Plan for impacts to wetlands. In addition, while the project uses avoidance as the foremost site design concept to minimize impacts to wetlands, where unavoidable impacts may occur, the Project is required to obtain the following permits for project-related impacts. These permits ensure no net loss of habitat functions and values and protect wetland from exposure to pollutants, hydro-modification, vegetation clearing, and the introduction of invasive species, and ensure that the feasibility of alternatives will have been considered:

- 4(d) Habitat Loss Permit issued by the County, U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife. (See REIR, Habitat Loss Permit application and Habitat Loss Permit Exhibits)
- Section 404 Permit by the U.S. Army Corps of Engineers.
- 1603 Streambed Alteration Agreement from the California Department of Fish and Wildlife.
- NPDES General Permit for Stormwater Discharges (State Water Resources Control Board) and NPDES Municipal Stormwater Permit Compliance (County and Regional Water Quality Control Board).
- Section 401 Water Quality Certification or waiver from the Regional Water Quality Control Board.

The foregoing **Conservation of Wildlife Habitat** practice is equivalent to the LEED®ND **Imperiled Species and Ecological Communities (SLL Prerequisite 2)** and the **Wetland and Water Conservation (SLL Prerequisite 3)** principles, to promote open space and habitat conservation, preserve and enhance water quality and natural hydrologic systems, and protect habitat and biodiversity through conservation of wetlands and water bodies.

9. Soil Conservation.

a. Soil Disturbance and Erosion During Grading. The Project must comply with major grading provisions of the San Diego County Grading Ordinance and with the Regional Water Quality Board Order R9-2007-0001, as implemented through the County Standard Urban Stormwater Mitigation Plan for Land Development and Public Improvement (SUSMP) which will require a broad range of construction best management practices to minimize soil disturbance and erosion during construction, further described in the County Stormwater Ordinance/Stormwater Standards Manual, and will include practices such as staking the limits of clearance and grading prior to construction, fencing or flagging limits of no disturbance, covering and protecting stockpiles of soil, minimizing soil compaction using materials capable of distributing equipment weight, stabilizing disturbed areas before grading, and amending soils with organic material and mulch.

b. Soil Disturbance and Erosion Minimization During Construction. The Project construction activities are scheduled per the Community Phasing Plan to minimize the length of time soils are exposed. The total disturbance area on the site would be 504 acres but less than 50 acres would be disturbed at any given time under the worse-case scenario. The Project Stormwater Plan must comply with the Regional Water Quality Board Order R9-2007-0001, as implemented through the County Standard Urban Stormwater Mitigation Plan for Land Development and Public Improvement (SUSMP) will require a broad range of construction best management practices to minimize soil disturbance and erosion during construction, further described in the County Stormwater Ordinance/Stormwater Standards Manual.

The foregoing Soil Conservation practice is equivalent to the LEED®ND Construction Activity Pollution Prevention principle (GIB Prerequisite 4), to reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust.

10. Storm Water Management, Natural Filtering and Drainage.

Project stormwater is managed through the use of low-impact development techniques to preserve natural drainages and minimize concentrated hydrological flows. As for preservation, the Stormwater Plan does not include disturbance of natural drainages and all flows would be directed on-site, grass-lined detention basins, as described in the project Drainage Plan, for settling and filtration prior to discharge off-site through both natural and man-made drainages. The Drainage Plan includes measures such as planting shallow drainage slopes to prevent erosion and siltation. The Project Drainage Plan must meet applicable local, state and federal standards, be approved by the Department of Public Works, and maintained by either the Public Works Flood Control Division or the HOA. Natural drainages within the project site are further protected by the Resource Management Plan, to protect 104 acres of biological open space, including natural drainages throughout the site, as detailed in REIR S-1, Mitigation Measures M-BIO-2. To minimize concentrated hydrological flows, the project General Use and Performance Standards as described in the Specific Plan allows the use of permeable road pavers, that meet private road and Consolidated Fire Code requirements, throughout the private road system within the project area. In conjunction with the reduced detention basins, bio-retention area and other BMP facilities, pavers add another component to the storm water runoff treatment that further enhances the runoff water quality leaving the project site. The Specific Plan's Infrastructure/Public Facilities and Services Plan allows for cisterns and roof collection systems for the storing and use of rain water on single family homes. The Project trail network will include permeable materials such as decomposed granite. Project area parking lots will include interior tree planting areas. The Project would also incorporate long-term water quality controls pursuant to the County Stormwater Ordinance, Stormwater Standards Manual, and related National Pollutant Discharge Elimination System Municipal Permit requirements. Short-term erosion and sedimentation impacts would be addressed through conformance with the NPDES Construction Permit and County Stormwater Ordinance/Stormwater Standards Manual which include developing and implementing an authorized SWPP for proposed construction, including erosion and sedimentation BMPs. The foregoing Stormwater Management, Natural Filtering and Drainage practice is equivalent to the LEED®ND Stormwater Management principle (GIB Credit 8), and Minimized Site Disturbance in Design principle (GIB Credit 7) to reduce runoff volume and improve water quality by replicating the natural hydrology and water balance of the site, based on historical conditions and undeveloped ecosystems in the region, and the LEED®ND Reduced Parking Footprint principle (NPD Credit 5), to minimize the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff.

11. Water Efficient and Native Palette Landscaping.

The Project Landscape Plan which is incorporated into the Specific Plan is designed to limit water and energy use while preserving and enhancing the environment. The Landscape Plan conserves water through the use of native and drought resistant species and integrates existing field agriculture, orchards, riparian corridors, and native oaks into the project design. Oaks and Sycamores will accent channel crossings and drainages. All three public parkways will be planted with regionally appropriate native trees and shrubs such as Olives, Sycamores, Oaks, Madrone, Currant, Toyon, as well as Apricot, Lemon, Orange, Guava, and Avocado. Medians will be landscaped in accordance with County Water Conservation and Landscape Design Manual guidelines including drought tolerant and native plant materials where appropriate. Community recreational areas will use groves, drought

tolerant and naturalizing plant material to transition to natural open space areas. Native vegetation will be emphasized, supplemented by compatible, non-invasive ornamental plant materials. Street trees will be planted at close intervals to assure overlapping foliage along West Lilac Road. Trees will be protected by planting wells and retaining walls. The Landscape Plan also encourages turning tree trimmings into mulch. The community Recycling Facility will accept residential and community compost waste. To limit water and energy usage, all of the reclaimed water from the Water Reclamation Facility treated to Title 22 Standards will irrigate on-site parks, street parkways, private residential lots, private and public open space, agricultural land in both common areas and in Biological Open Spaces, manufactured slopes and the school site, or as allowed by the Valley Center Municipal Water District and other regulatory agencies, thus preserving and protecting the environment. Irrigation systems will be designed in accordance with the Irrigation Association's *Turf and Landscape Best Management Practices* consistent with the applicable requirements of the Water District. All landscape plans will be submitted for County review and approval prior to the start of construction. Such plans shall comply with the County Water Conservation Landscaping Ordinance, the Water Efficient Landscape Design Manual, the Specific Plan Design Guidelines, the County Grading Ordinance, the Off Street Parking Design Manual and the Valley Center MWD policy Article 190.7 regarding Conservation and Local Supply Use Requirements.

The foregoing Water Efficient and Native Palette Landscaping practice would be equivalent to the LEED®ND Minimized Site Disturbance in Design principle (GIB Credit 7) and Water-Efficient Landscaping principle, (GIB Credit 4) to reduce outdoor water consumption.

12. Operation and Maintenance Plans for Project Plans and Facilities Project Wide.

Conceptual Resource Management Plans have been prepared setting forth guidelines for the operation and maintenance of preserved environmental resources both on and off site. (REIR, Ch. 2.5, Biological Resources Report, Attachments 15 (Wetlands), 16 (Biological Open Space) Attachment 17 (Off-site Habitat Mitigation). These plans must be reviewed and approved by local, state, and federal resource agencies before being finalized. A Revegetation Plan with numeric success criteria and subject to local, state, and federal review and approval is also required. Prior to Final Map an HOA Operations and Maintenance Manual will be prepared and adopted by the HOA. The manual will provide guidelines and standards for the common open space management activities. In addition, the onsite stormwater system, including the detention basins, will be owned and managed by the HOA. Prior to Final Map a Stormwater Management and Operations Manual, approved by the RWQCB, will be prepared and adopted by the HOA. The manual will provide guidelines and standards for the operations and management activities for the storm drain system. Included with the documentation will be contact information so that the HOA and the County Department of Public Works can effectively coordinate issues and concerns regarding the operation of the system. The Recycling Facility licenses and permits will require operation and maintenance plans, which must comply with 16 performance standards, and with all local, state, and federal environmental, health and safety laws, as applicable. The Wastewater Treatment Facility MUP will require operation and maintenance plans. All wastewater systems will be owned and managed by the Valley Center MWD which is responsible to ensure the system complies with 16 particular performance standards, and with all other local, state, and federal environmental, health and safety laws, as applicable.

The foregoing Operation and Maintenance Plans for Project Plans and Facilities Project Wide practice would be equivalent to the LEED®ND Long-Term conservation Management of Habitat or Wetlands Principle (SLL Credit 9) to create and commit to implementing a long term management plan for native habitats and water conservation areas, and create guaranteed funding sources.

13. Recycling and Innovating Wastewater Technology.

A Major Use Permit is being processed concurrently with the Specific Plan for construction of a Water Reclamation Facility (WRF) located on a 2.4-acre site in the southwestern portion of the site. Depending on which option is implemented by the Project, wastewater generated by the Community may be treated at the proposed on-site WRF, which would accommodate up to 356,510 gallons per day of wastewater from the development or by the other options identified in the REIR. Recycled water will be subject to Valley Center Municipal Water District policy on reclaimed water uses (Article 190.7 Conservation and Local Supply Use Requirements section (c)). Recycled water distribution pipelines may be installed within the Community roadways to deliver the recycled water to the targeted on-site areas. The reclaim wastewater generated by the project will be used for community open space irrigation. Also planned within the site, in the Town Center is a Recycling Facility (RF) to be located in the Town Center at a trail head staging area. (**Specific Plan, Figure 1-4a**) The purpose of this facility is to provide and encourage recycling among project residents in addition to the weekly collection of waste. The RF would be available for use by project residents, as well as those residing in the surrounding area. (Specific Plan, Section I)

Therefore the foregoing Recycling and Innovating Wastewater Technology practice is equivalent to the LEED®ND Wastewater Management principle (GIB Credit 14) to reduce pollution from wastewater and encourage water reuse, and the LEED®ND Solid Waste Management Infrastructure principle (GIB Credit 16), to reduce the volume of waste deposited in landfills by including a recycling or reuse station.

14. Pedestrian and Bike Paths Connecting the Community Amenities.

The project includes an extensive and thoroughly integrated, 16 plus mile Trail Network, including community pedestrian and bike paths, linking together the major project components, including the Town Center and Neighborhood Centers, Neighborhoods, the school, and the and 13.5 acre central park. The trails include a staging area in the Town Center, and three trail connections at the north and south ends of the project to trails defined in the County Master Trail Plan. See REIR, **Figure 1-4a (Lotting Study)** and **Figure 1-8 (Trails Plan)** showing the integration of the project as whole with the Trail Network. Also, project parks and trails are designed not to disturb the dedicated 104.1 acre Biological Open Space. Certain trails, towards the project perimeters, linking to the County Master Trail Plan will also allow equestrian usage.

Therefore the foregoing Pedestrian and Bike Paths Connecting the Community Amenities practice is equivalent to the LEED®ND Access to Civic and Public Space (NPD Credit 9) to improve physical and mental health and social capital by providing a variety of open spaces close to work and home and LEED®ND Compact Development (NPD Prerequisite 2) to promote livability, walkability, to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

15. Topography Preservation.

The County of San Diego has adopted the Resource Protection Ordinance (RPO), which regulates the development of steep slopes. All 608-acres of the Project have been designed so that 99.7% of all grading will occur outside of the RPO defined steep slope areas. Less than 1.6 acres of RPO-defined steep slopes would be disturbed by the project, which complies with the RPO. The project is designed to minimize slope disturbance through preservation and alignment of project forms to the natural topography. Construction activities must conform to the project Grading Plan Development Standards governing contour grading, manufactured slopes and material import/export balance. For example, the project will not import or export any soil. The project site grading plan complies with the San Diego County Grading Ordinance, the Hillside Development Policy (1-73) and complies with the 10 percent steep slope encroachment limit allowed under Resource Protection Ordinance as only 0.8 percent (1.6 acres) encroachment of steep slopes is proposed. Further, the Specific Plan's Landform Grading Guidelines, the techniques for blending and rounding slopes, roadways and building pads to reflect the natural contours will minimize long-term erosion effects.

This Topography Preservation practice is equivalent to the LEED®ND Steep Slope Protection principle (SLL Credit 6), to minimize erosion, protect habitat, and reduce stress on natural water systems by preserving steep slopes in a natural, vegetated state.

16. Agricultural Land Conservation.

The project would support continued agricultural operations as follows: The project would permanently preserve 43.8 acres of agriculture off-site based on the County's Guidelines for the Determination of Significance for Agriculture or purchase agricultural mitigation credits at a 1:1 ratio through the County's PACE (Purchase of Agricultural Conservation Easement) program. The site is not located within a Williamson Act Contract or an Agricultural Preserve. Approximately 23.8 acres of active agriculture would remain on-site within the biological open space and 18.3 acres of orchards will be planted within the project agricultural buffers. An additional 20 acres of common area open space could include community gardens and agriculture. Other compatible agricultural uses would be allowed by the Specific Plan, such as farmers' markets, community gardens and vineyards.

Therefore this Agricultural Land Conservation practice also incorporates the equivalent principle as the LEED®ND Agricultural Land Conservation principle (SLL Prerequisite 4), to preserve irreplaceable agricultural resources by protecting prime and unique farmland from development, and as the LEED®ND Local Food Production principle (NPD Credit 12) to promote the environmental and economic benefits of community-based food production and improve nutrition through better access to fresh produce.

17. Floodplain Avoidance.

The project is not located in a flood plain and therefore would meet the equivalent principle as the LEED®ND Floodplain Avoidance principle, to protect life and property, promote open space and habitat conservation, and enhance water quality and natural hydrologic systems.

18. Building Site Selection.

The project conducted an initial inventory of the natural resources (REIR, Ch. 2.5 Biological Resources Report, and Tables 1-2) across the site to create a development plan that would maximize avoidance of natural resources. This is reflected in the Open Space and Recreation Plan, and to varying other extents other resource-attentive plans, such as the Drainage Plan, the Landscape Concept Plan, and the Water and Wastewater Plan. These plans are assured proper implementation, though several county, state, and federal government agency approvals and oversight mechanisms, to protect project site natural resource areas both during construction and in perpetuity. Two plans in particular, both Conceptual Resource Management Plans (Attachments 15 and 16 have been prepared that provide the guidelines for the protection and maintenance of natural resources and areas being preserved. (REIR, Ch. 2.5, Biological Resources Report, Attachments 15 (Wetlands) and 16 (Biological Open Space) Three top priority resources to preserve include Coast Live Oak Woodland, Riparian Woodlands (southern coast live oak riparian woodland, southern willow riparian woodland) and Riparian Scrubs (southern willow scrub, mule fat scrub). See REIR, Ch. 2.5, Sec. 1.4 Biology Resources Report. Project streets, buildings, homes, facilities, and all built features are sighted to avoid and thus conserve natural resources, natural drainages and several high priority vegetation communities.

The Project's Building Site Selection Green Building Practice is equivalent to the LEED®ND intent of Minimize Site Disturbance (GIB Credit 7) by preserving existing noninvasive trees, native plants, and pervious surfaces.

19. Sustainable Building.

~~The project includes the following performance measures related to energy use: Lilac Hills Ranch homes and buildings will be designed, constructed and built to exceed 2008 Title 24 Energy Standards by 30%, and the project will install 2,000 kilowatts (kW) of on-site solar/photovoltaic systems, which are estimated to produce 3,400,000 kW hours of electricity, or approximately 22 percent of the project's total electricity needs at build-out. In order to achieve this total photovoltaic energy production volume, the project shall produce or cause to be produced renewable electricity by one of the following methods to be determined by the applicant: (1) installation of the equivalent of one photovoltaic (i.e., solar) power system no smaller than 2 kW on 500 single family homes, and a photovoltaic power system(s) no smaller than 1,000 kW on 90,000 square feet of non-residential roof area; or (2) the installation of the equivalent of one photovoltaic (i.e., solar) power system no smaller than 2 kW on 1,000 single-family homes. The actual capacity and/or conversion efficiency of the photovoltaic panels may alter the actual number of roofs or non-residential roof space requirements to meet the annual 3,400,000 kW-h requirement at project build-out.~~

The project's residential buildings will be designed to achieve Zero Net Energy, as that term is defined by the California Energy Commission (CEC). Also, the project's non-residential buildings would be required to comply, at a minimum, with the 2016 Title 24 standards since building construction will commence after January 1, 2017. Additionally, photovoltaic systems will be installed on a minimum of 45% of non-residential building roof space and on all covered parking areas. All buildings also will be designed to include plumbing for solar water heating – the effect of which is to reduce the

consumption of electricity and natural gas consumption in the project's built environment. Additionally, Level 2 electric vehicle (EV) charging stations will be installed as follows: one (1) EV charging station for each of the 1,746 residential units and at least 22 Level 2 EV charging stations (serving 44 parking spaces) in parking areas for the non-residential uses, including the recreation center, park, school, senior center and commercial uses located within the Project site. All buildings would have dual pipe irrigation systems to conserve fresh water resources. The project would also plant shade along streets, trails, in parks, in parking lots, in the commercial centers and in civic and public spaces, which would negate the formation of urban heat islands and reduce energy demand during the hottest weather.

Therefore the project Sustainable Building practice would be equivalent to the LEED®ND Certified Green Building principle (GIB Prerequisite 1), to encourage the design, construction, and retrofit of buildings using green building practices, the LEED®ND Building Energy Efficiency principle (GIB Credit 2), to encourage the design and construction of energy-efficient buildings that reduce air, water, and land pollution and environmental damage from energy production and consumption, the LEED®ND Solar Orientation principle (GIB Credit 2), to encourage energy efficiency by creating optimum conditions for the use of passive and active solar strategies, and the LEED®ND Tree-Lined Streets principle (NPD Credit 12) to, encourage walking and bicycling and discourage speeding, and to reduce urban heat island effects, improve air quality, increase evapotranspiration, and reduce cooling loads in buildings

20. Integrated Transportation Planning.

The project site is less than a half-mile from I-15, with access to regional destinations, and approximately a mile of frontage along West Lilac Road (a Mobility Element roadway), maximizing efficient community access within Valley Center and Bonsall. The village core will reserve a future mass transit stop, which is located within a short walk or bike ride from all points within the community and would include an interim transit service to transport residents to the nearest transit stop until the NCTD establishes a transit route to the Project. A 16-plus mile community path and trail network supports pedestrians, bicyclists, and equestrians and is connected to the planned County trail system at the north and south ends of the Project. Streets are designed to promote traffic calming through the use of narrow roads, curvatures, roundabouts, landscaping, and parallel parking. The proposed paths are placed parallel to the streets to reduce vehicle speeds, promote pedestrian access and increase roadway safety. ~~Finally, the Project will implement a Transportation Demand Management Plan and private interim transit program until regional transit plans are coordinated.~~ Finally, the Project will implement a TDM Program that would work to reduce the project's VMT (and corresponding GHG emissions). The project's TDM Program and associated measures would achieve an 8.1 percent reduction in the project-related VMT through four primary strategies: (1) land use and design measures that would create an environment that promotes alternative mode choice (e.g., land use diversity and pedestrian/bicycle networks); (2) commute/travel services for residents that would reduce out-going single occupant vehicle trips; (3) commute services for employees of the project's commercial center that would reduce incoming single occupant vehicle trips (e.g., transit fare subsidies for employees); and (4) travel services for hotel guests that would reduce single occupant vehicle trips. The Specific Plan also requires planning and integration of transit facilities within the project to meet the standards of the North County

Transit District which are described in the project's ~~Transportation Demand Management~~^{TDM} Program: will coordinate with the NCTD as to the future sighting of transit stops/stations within the project site. As the project is built-out, the NCTD may adjust routes and services to meet the needs of the growing community. The project would allocate a site for public transportation within the Town Center. The applicants will continue to coordinate with NCTD and MTS regarding potential transit options for the project site.

Therefore this Integrated Transportation Planning practice would be equivalent to the LEED®ND Transit Facility principle (NPD Credit 7) to encourage transit use and reduce driving by providing safe, convenient, and comfortable transit waiting areas, and LEED®ND Transportation Demand Management principle (NPD Credit 8) to reduce energy consumption, pollution from motor vehicles and adverse public health effects by encouraging multimodal travel.

21. Dark Sky Protection.

The project is 3,700 feet beyond the Zone A radius for Palomar Observatory. The project is however, designed to comply with the safety standards of the County Light Pollution Code. Street lighting will include downward directed lighting, shielded lighting, low voltage decorative lighting, and lighting lower than what would typically be found on an urban street. See Specific Plan, Section III.D. The project Lighting Fixture Schedule illustrates sensitive and rural-themed lighting designs.

This Dark Sky Protection practice is equivalent to the LEED®ND Light Pollution Reduction principle (GIB Credit 17) to increase night sky access, improve nighttime visibility, and reduce the consequences of development for wildlife and people.

Policy LU-1.8 Density Allocation on Project Sites states that projects which have more than one Land Use Designation, and which are subject to a Specific Plan are allowed to transfer densities within the project, even across Land Use Designation boundaries. This is a new policy and reverses the practice under the previously adopted General Plan.

The Lilac Hills Ranch includes more than one land use designation, and also establishes 1,746 units as the maximum number of units that will be allowed. The Specific Plan text includes a statement that provides for the distribution of densities within the Specific Plan's development footprint, so long as the maximum number is not exceeded.

Policy LU-2.2 Relationship of Community Plans to the General Plan establishes as a matter of General Plan policy that:

1. Community Plans are part of the General Plan and
2. As legally required by State law, Community Plans must be internally consistent with General Plan goals and policies of which they are a part, and
3. That they cannot undermine the policies of the General Plan,
4. Community Plans are subject to amendment by the Board of Supervisors.

This policy explains the relationship between the County's community plans and the General Plan. It clearly states that community plans must be internally consistent with the General Plan's Goals and

Policies and cannot be used to undermine the policies of the General Plan. This means that community plans must be read and interpreted in the context of the goals and policies set forth in the General Plan. This policy in particular should be used for guidance when addressing this project's consistency with Goals and Policies of the Valley Center and Bonsall Community Plans.

C. CHAPTER 4 – MOBILITY ELEMENT

The Mobility Element includes twelve goals. Three of these (Goals 1, 3 and 4) require road networks that are interconnected and safe with multiple points of ingress and egress. The road network within Lilac Hills Ranch consists of public and private streets that form a modified grid which provides multiple points of ingress and egress to the project. The private streets will be to not only accommodate project traffic, but to also meet applicable fire safety standards, ensuring safety and emergency vehicle access. The major point of entry will be provided by West Lilac Road, which forms the northern project boundary, and which is a Mobility Element road. The road will be built ~~so as to provide the County with the needed frontage right of way for the revised~~ classification of 2.2F as proposed by 2C, consistent with the County Mobility Element GPA (Policy M-3.1). An off-site segment of West Lilac Road located to the west of the Project (between Old Hwy 395 and Main Street) will also be improved to 2.2C road standards. The project will minimize traffic congestion in the established surrounding neighborhoods by not including any direct access points from the project's residential driveways, increase travel operations on the road, and provide more area in which to better incorporate buffers and other environmental measures as may be needed.

Access to the Community will also be provided at Covey Lane, Rodriguez Road by Street "B," and Mountain Ridge Road. Covey Lane includes both an on-site private road portion of the roadway located entirely on the Project site and an off-site extension which portion of the roadway that will become be a dedicated public road through upon the County's acceptance of existing Irrevocable Offers of Dedication. Both Street "B" and Mountain Ridge Road are private roadways which will be built to meet private road standards (except as modified). Private roads within the senior community will have gates that will provide the rural community character compatible with the surrounding neighborhoods a number of which also include gates on their private access roads. The gates will be able to be opened in the event of an emergency and will increase safety by providing additional evacuation routes for all area residents. Goals 4 and 12 encourage walkability and the creation of trails that, again, encourage walking and biking instead of driving. Lilac Hills Ranch includes sidewalks and paseos along streets within the village and hard and soft surface trails through the open space. (Attached to the EIR is a complete analysis of each Mobility Policy and its applicability to the Project) The onsite portion of Covey Lane will be located south of the existing alignment, entirely on the project site and will be improved to County private road standards, while the off-site portion, between the Phase 4 eastern boundary and West Lilac Road, will be improved to Public Road standards to provide access to and from the eastern connection with West Lilac Road.

D. CHAPTER 5 – CONSERVATION AND OPEN SPACE ELEMENT

The Conservation and Open Space Element seeks to conserve and protect all resources to "ensure that they are available for the future." This element includes twenty-four goals. Goals 1, 2, and 3 insure that the natural environment is protected and remains sustainable. Lilac Hills Ranch is a compact, efficient village located in an area with few sensitive resources. Major drainages,

supporting wetlands and large stands of oaks are preserved in open space. These drainages form a major tributary to Moosa Canyon, called out as a proposed Pre-Approved Mitigation Area (PAMA) in the draft North County Multiple Species Conservation Program (MSCP). On-site preservation of these areas provides a valuable contribution to the proposed integrated preserve system for northern San Diego County. Lilac Hills Ranch will provide additional contribution to this regional open space system by mitigating for other upland habitats within the proposed PAMA.

The Community has been designed and engineered for the distribution and beneficial use of reclaimed and recycled water.

Lilac Hills Ranch complies with all of the Open Space and Conservation Element goals, and therefore with all of the policies, including the specific policies below:

COS14.3 Sustainable Development. Require design of residential subdivisions and nonresidential development through “green” and sustainable land development practices to conserve energy, water, open space, and natural resources.

Consistent. Please see Section 1.3 above for discussion of the project’s “green” design features and sustainable land use development practices. The GHG emissions reduction benefits of those features and practices, where quantifiable, are shown in Table 5.6 above.

COS14.7 Alternative Energy Sources for Development Projects. Encourage development projects that use energy recovery, photovoltaic, and wind energy.

Consistent. All project residences would be designed to achieve the California Energy Commission’s Zero Net Energy standards, which is expected to require the use of rooftop photovoltaic systems on the residences. Additionally, photovoltaic systems will be installed on a minimum of 45% of non-residential building roof space and on all covered parking areas.

COS14.10 Low Emission Construction Vehicles and Equipment. Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.

Consistent. All project-related construction equipment would be required to meet Tier 3 emissions standards.

COS15.1 Design and Construction of New Buildings. Require that new buildings be designed and constructed in accordance with “green building” programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.

Consistent. The project’s residences would be designed to achieve Zero Net Energy, as that term is defined by the CEC. Also, the project’s non-residential buildings would be required to comply, at a minimum, with the 2016 Title 24 standards because the building construction phase would commence after January 1, 2017.

COS15.4 Title 24 Energy Standards. Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.

Consistent. The project's residences would be designed to achieve Zero Net Energy, as that term is defined by the CEC. The commitment to design to Zero Net Energy standards exceeds the existing Title 24 energy standards. The project's non-residential buildings also would utilize on-site, solar photovoltaic systems, which exceeds the requirements of the existing Title 24 energy standards.

COS17.1 Reduction of Solid Waste Materials. Reduce GHG emissions and future landfill capacity needs through reduction, reuse, or recycling of all types of solid waste that is generated. Divert solid waste from landfills in compliance with State law.

Consistent. The project proposes to construct and operate an on-site recycling facility. The project also would provide separate waste containers to allow for simpler material separations or would pay for a waste collection service that recycles the materials. Finally, all green waste from parks and residential areas would be diverted from landfills and recycled as mulch.

COS17.2 Construction and Demolition Waste. Require recycling, reduction and reuse of construction and demolition debris.

Consistent. The Project would prepare a Construction Debris Management Plan that complies with Section 68.508-68.518 of the County Municipal Code, and would divert at least 90 percent of inert materials and 70 percent of all other materials associated with construction waste from landfills through reuse and recycling.

E. CHAPTER 6 – HOUSING ELEMENT

The Housing Element includes six goals, however only the first three are relevant to private developments like the Lilac Hills Ranch. The project is consistent with all of the applicable Housing Element goals. The Project will be served by the Valley Center Municipal Water District and the Deer Springs Fire Protection District (Policy H-1.3). The Community will provide attached single family and residential-mixed-use housing adjacent to the Town Center and two Neighborhood Centers so that residents can walk to commercial uses, recreation and a neighborhood school; and also includes a variety of single family homes on a variety of small lot configuration in keeping with the compact nature of the development footprint (Policies H-1.6 and H-2.2). The Lilac Hills Ranch Community will expand the variety of housing available in this part of northern San Diego County, accommodating a range of incomes and lifestyle choices.

Lilac Hills Ranch has been designed to resemble a village within the surrounding natural terrain. The objective of the Project is to provide an environmentally sensitive, residential community compatible with the character of the surrounding area and preserving the existing natural open space, landforms, and topography. (Policies H-2.1,) Lilac Hills Ranch will provide a Town Center, two smaller neighborhood centers, a community trail throughout the Project site, open space buffers, public parks, and a K-8 school site. (Policy H-2.2) The Community recognizes the highly varied, eclectic nature of development in northern San Diego County where well over half of the homes within five miles of the project are on lots less than two acres in size. Within this 5 mile area there are a number of compact planned communities which are surrounded by semi-rural estate lots and agricultural enterprises. In keeping with the existing character of the area, Lilac Hills Ranch proposes a compact new village that will provide a variety of housing types and densities that will provide new opportunities that do not currently exist in this part of the County.

Lilac Hills Ranch also conforms to two important Housing Element policies. Policy H 1.5, Senior and Affordable Housing near Shopping and Services directs projects to provide opportunities for senior housing and affordable housing development within Town Centers, transit nodes, and other areas that offer access to shopping and services. The Lilac Hills Ranch has identified 173.9 acres (roughly one third of the development footprint) that will be developed as a Senior Citizen Neighborhood within the Community.

In addition, Policy H 1.9 Affordable Housing through General Plan Amendments requires developers to provide an affordable housing component when requesting a General Plan amendment for a large-scale residential project when this is legally permissible. The Lilac Hills Ranch includes areas within the Town Center which are zoned to accommodate affordable housing densities (25 du/acre) as accepted by the State Department of Housing and Community Development (HCD) in approving the General Plan Housing Element.

F. CHAPTER 7 – SAFETY ELEMENT

The Safety Element includes some fifteen goals. In designing the Lilac Hills Ranch, every effort has been made to ensure that the project meets or exceeds the Goals and the Policies of this Element. The project has been designed to accommodate fire and emergency accessibility. The Fire Protection Plan, prepared by Firewise 2000, shows that the DSFPD, will have full response capability and capacity to respond to fire emergency incidents on the project.

1. FIRE PROTECTION

The entire Project site is encompassed within the boundaries of the Deer Springs Fire Protection District (“DSFPD”). (Policy S-3.4) Fire service to the Project has been determined to provide emergency services to the project in a safe manner as discussed in the FPP. Policy S-6.4 could be met with one of four options as described in detail in Section IV E (Public Facilities Finance Plan) and the attached Capabilities Assessment, Appendix “D”. The Community meets the requirements of the County and DSFPD with respect to access. (Policy S-3.5) The Project’s water supply will meet the water supply requirements of the San Diego County’s Consolidated Fire Code and County of San Diego Fire Code. (Policy S-6.1) The Community will also comply with the County’s fuel management zone requirements. (Policy S-3.6 and S-4.1) Fire resistant landscaping and ignition-resistant construction standards will be used for the Project. (Policies S-3.3, S-3.6, and S- 3.7)

2. LAW ENFORCEMENT

Law enforcement services will be provided by the San Diego County Sheriff’s Department from the Valley Center Substation, approximately ten miles northeast of the Community. (Goal S-13 and Policy S-13.1)) The Community will provide a roadway network that will provide access for law enforcement personnel throughout the site. (Policy S-14.1)

G. CHAPTER 8 – NOISE ELEMENT

The Noise Element includes six goals designed to ensure that the population is not exposed to excessive noise levels. Lilac Hills Ranch complies with all policies which implement the Noise Element goals. For example, Policy N 1.2, noise management strategies is addressed through project design. The interconnected road network disperses traffic throughout the project. Roads are two-lane and

the design of the streets keeps speed at a reduced level. Other noise generators such as the recycling facility and the wastewater treatment plant are located away from residential areas and contained in enclosed buildings.

H. VALLEY CENTER COMMUNITY PLAN

The San Diego County General Plan is augmented by the community and sub-area plans. Community Plans must be consistent with the General Plan but can provide additional guidance that reflects the unique nature of each of the unincorporated area's communities. Many of the goals and policies included in the community plan mirror those in the General Plan.

The General Plan clearly describes the relationship between the General Plan and the County's community plans. Community plans must be internally consistent with the General Plan's Goals and Policies and cannot be used to undermine the policies of the General Plan. This means that community plans must be read and interpreted in the context of the goals and policies set forth in the General Plan. This policy in particular should be used for guidance when addressing this project's consistency with Goals and Policies of the Valley Center and Bonsall Community Plans.

As currently written, the Valley Center Community Plan envisions the two existing rural Villages as the only areas recognized on the plan map where urban levels of development are permitted. The Lilac Hills Ranch proposes to add a new rural Village in the north-west corner of the Valley Center Community Plan. As discussed above, the General Plan's goals and policies permit the establishment of a new village that is designed to be consistent with the Community Development Model, provide necessary services and facilities, and designed to meet LEED-ND Certification or an equivalent.

The Lilac Hills Ranch project proposes, as part of the General Plan Amendment process, to modify the text of the Valley Center Community Plan to be consistent with the General Plan Amendment being proposed by changing the number of rural villages from two to three, and by adding a new Lilac Hills Ranch Specific Plan textual insert following similar descriptions of the other six Specific Plans in the text.

One of the major goals in the Valley Center Community Plan is to maintain its rural character. The theme of this goal is repeated in several policies. One of the general Land Use goals states; "A pattern of development that accommodates people of diverse ages, lifestyles, occupations, and interests with opportunities for village, semi-rural and rural living." Another states "A pattern of development that conserves Valley Center's natural beauty and resources, and retains Valley Center's rural character."

Lilac Hills Ranch includes many different densities and architectural styles that integrate this Community through landscaping, trails and a Town Center to provide community focus. The design guidelines and other provisions of the Specific Plan will ensure that diversity is achieved.

Several goals and policies in the Valley Center Community Plan emphasize that sensitive natural resources should be preserved. Many of these are similar to Conservation and Open Space Element goals and policies in the General Plan. Lilac Hills Ranch is located on a property which has been extensively farmed for sixty years, and as a result the property is largely devoid of sensitive habitat. The exception to this is a tributary to the offsite Moosa Canyon. This drainage and its tributaries support stands of oaks and wetland vegetation. They will be preserved as part of the project,

providing a valuable contribution to a proposed integrated open space system. Wetlands that have been disturbed over several decades by agricultural activities will be restored as mitigation for other impacts.

With respect to Mobility, the Valley Center Community Plan reflects residents' concerns about traffic congestion as well as a desire for rural roads; two concerns that are often at odds. Lilac Hills Ranch carefully balances these two concerns in a number of ways. West Lilac Road is included as 'public road' in the County maintained road system but currently exists largely without benefit of a dedicated public right of way along the Community frontage. West Lilac Road along the project's northern frontage will be ~~re-designated from~~ built as a 2.2C Light Collector ~~to a 2.2F Light Collector~~ per the ~~project's~~ County's Mobility Element ~~General Plan Amendment~~. The road improvements will also include a fully improved 8-foot pathway within the road right-of-way. The onsite portion of Covey Lane will be improved: (a) located south of the onsite portion segment existing alignment, entirely on the project site and will be improved ~~at~~ to County private road standards, while the off-site portion, between the Phase 4 eastern boundary and West Lilac Road, will be improved to Public Road standards to provide access to and from the eastern connection with West Lilac Road. Restricted access points into the Community will be provided at Street "B" to Rodriguez and Mountain Ridge Road. Controlling the access will allow these two roads to remain as rural private roads, consistent with the desire of existing residents. However, in an emergency, these two restricted access points can be opened, benefiting residents outside Lilac Hills Ranch by providing additional evacuation routes.

Within Lilac Hills Ranch, an interconnected road network is provided that gives residents multiple ways to access most areas of the new Community. These roads are designed to maintain slower speeds that are more conducive to the village function. Sidewalks and bicycle lanes will encourage the residents to access public areas by walking and biking. An extensive network of trails in the open space will provide more opportunities for residents to walk from their homes to a variety of services and will connect residents with the natural environment. The in-project trail system connects to two regional public trails, providing the public with the opportunity to walk or bike to the Town Center. The Community will dedicate and improve these two trail segments for the on-site portions only.

Finally, the Public Facilities and Services section of the Valley Center Community Plan includes goals and policies that require provision of adequate services. The Community will be provided water and sewer service by the Valley Center Municipal Water District, with the potential for recycled water that may reduce the projects reliance on imported water. The Community will be provided fire protection by the Deer Springs Fire Protection District. The project is located within ~~three~~ two school districts, with the majority of the residential homes located within the Bonsall Unified School District. A recycling facility will reduce the waste stream to existing sanitary landfills. Landscape mitigation demands may be partially augmented by existing wells. Energy conservation measures will be built into buildings while provision is also made for generation of solar energy. All facilities will be phased to ensure that they are available when needed.

I. BONSALL COMMUNITY PLAN

A portion of the Lilac Hills Ranch is also located within the Bonsall Community Plan. Approximately 201-homes are located in the Bonsall Community Plan area and approximately 76 acres of the 608-acre Lilac Hills Ranch (12.5 percent) is located in the Bonsall Community Plan.

As currently written, the Bonsall Community Plan designates three separate areas with the Village Regional Category located in the Olive Hill Road/Mission Road and SR-76 area. The Lilac Hills Ranch project proposes as part of the General Plan Amendment process to modify the text of the Bonsall Community Plan to be consistent with the General Plan Amendment being proposed by changing the number of areas with the Village Regional Category from three to four, and by adding a new Lilac Hills Ranch Specific Plan textual insert following similar descriptions of the other areas in the text.

Land Use Element policies 1.2 and 2.2 will permit the consideration of new Village as consistent with the Land Use Element and the Guiding Principles so long as the specific standards within Policy 1.2 are met.

Perhaps the major goal in the Bonsall Community Plan is the maintenance of rural character. This goal is supported by several policies emphasizing the retention of agriculture and large lot estate development.

Several goals and policies in the Bonsall Community Plan emphasize that sensitive natural resources should be preserved. Lilac Hills Ranch includes an extensive oak riparian network which will be retained. Wetland restoration and enhancement will replace disturbed wetlands, ensuring no net loss of such habitats. Additional policies call for grading to be limited in steep slope areas and for topography to be retained. Less than 15 percent of Lilac Hills Ranch meets the definition of steep slopes under RPO, and less than 1.5 acres of those steep slopes are graded. In general, the grading plan retains the rolling “shape” of the property. Less than 2,300 yards of material will be moved per house.

The Bonsall Community Plan calls for safe roads, community services provided as needed and adequate water and wastewater treatment systems. With respect to roads, only a small percentage of traffic from Lilac Hills Ranch will use roads within the Bonsall Community Plan area with the exception of West Lilac Road, Old Highway 395 and I-15. The portion of West Lilac Road in Bonsall will remain as is except for the addition of the Regional Trail link. West Lilac Road will be the major east-west collector through the project. Signal and intersection improvements detailed in the Traffic Impact Study will ensure that local roads within the Bonsall Community Plan will operate as envisioned in the General Plan Mobility Element. All Community services, such as schools and parks, will be provided by the applicant. Approximately eleven parks (totaling approximately 25.6 acres) will be provided including one public park 13.5-acres in size. These parks, and the privately-owned Village Green are accessible to all residents, including those in the Bonsall Community Plan. Water will be provided by the Valley Center Municipal Water District. VCMWD will also provide wastewater treatment via an onsite or offsite facility that will make reclaimed water available to this portion of their district.

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Lilac Hills Ranch
SPECIFIC PLAN

VI. APPENDICES

FPO

VI. APPENDICES

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APPENDIX A - 1000-SCALE VICINITY MAP

APPENDIX B - FIRE STATION PUBLIC ROAD ALTERNATIVE

APPENDIX C - PROJECT FACILITY AVAILABILITY FORMS

~~2. School(s)~~

~~3. Water~~

~~4. Sewer~~

~~5. Fire~~

~~6. Police~~

APPENDIX D - CAPABILITIES ASSESSMENT

APPENDIX E - BONSALL COMMUNITY PLAN STRIKEOUT UNDERLINE

APPENDIX F - VALLEY CENTER COMMUNITY PLAN STRIKEOUT UNDERLINE

APPENDIX G - NGBS LETTER OF APPROVAL FOR FUTURE CERTIFICATION

APPENDIX H - NGBS APPLICATION

APPENDIX I - TRANSPORTATION DEMAND MANAGEMENT PLAN



MEMORANDUM

Date: May 5, 2017
To: John Rilling, Lilac Hills Ranch
From: Katy Cole & Greg O'Donnell, Fehr & Peers
Subject: **Lilac Hills Ranch Transportation Demand Management Program - VMT Reduction Evaluation**

SD17-0239

This memorandum evaluates the level of effectiveness of the Lilac Hills Ranch Transportation Demand Management (TDM) Program. Each element of the proposed TDM Program is evaluated by reference to standards developed by the California Air Pollution Control Officers Association (CAPCOA) and other case studies, to determine the Vehicle Miles of Travel (VMT) reduction expected with implementation of the TDM Program.

This memo is organized as follows:

- **1. Project Description** – Provides a brief description of the land uses proposed as part of the Lilac Hills Ranch project and a summary of the transportation setting. Also includes a summary of the elements included in the Lilac Hills Ranch TDM Program.
- **2. Methodology** – Provides the overall methodology used to estimate the VMT reduction associated with the TDM Program.
- **3. TDM Program** – Provides a detailed description of the proposed TDM Program and supporting elements required to ensure that the Program is effective.
- **4. Evaluation of TDM Strategies** – Provides detailed calculations to determine the effectiveness of each TDM Program element at reducing project VMT.
- **5. TDM Program Metrics and Targets** – Provides performance metrics to ensure that the TDM Program is effectively implemented.



1. PROJECT DESCRIPTION

Land Uses and Transportation Setting

The proposed Lilac Hills Ranch development project (Project) is located east of Interstate-15 (I-15) at the Old Highway 395 Interchange, approximately 14 miles north of the city of Escondido and approximately 17 miles south of Temecula. The Project is located west of downtown Valley Center and south of State Route 76. The 608-acre, mixed-use Project would consist of the following land uses:

- 903 single-family detached homes
- 468 age restricted single-family detached homes
- 375 multi-family homes
- 61,500 square feet of retail/commercial space
- 28,500 square feet of office space
- 50-room country inn
- Senior center and assisted living and group residential facility with 200 beds
- Fire station/community facility site
- Kindergarten-8th Grade school site
- Church site
- 23.6 acres of public and private parks
- 0.6-acre community recycling facility
- 2.4-acre water reclamation facility

The Project would also include multi-use trails, bike lanes, and bike pathways in addition to the planned road network.

West Lilac Road comprises the northern boundary of the Project site, while Mountain Ridge Road provides southern access to the site via Circle R Drive. Interstate-15, located approximately a half-mile due west of the Project site, provides regional north-south access within the Southern California area. Highway 76, located 2.5 miles north of West Lilac Road, provides east-west access through the northern San Diego County region. As to transit, since the Project site presently is undeveloped, there currently is no transit access to the Project site. The closest public transit is North County Transit District (NCTD) BREEZE Bus



Route 389, which runs on I-15 directly east of the Project site, but does not stop near the site due to the present lack of demand for transit service. The closest public transit stop is the I-15/SR-76 Park and Ride, located at the northwest corner of SR-76/I-15 in Pala, CA 92028, approximately 1.5 miles north of the Project site, and serviced by Bus Route 388/389 (Escondido to Pala). The Project site is also approximately 10 miles north of the Escondido Transit Center, which provides connections to BREEZE bus, LIFT shuttle, and SPRINTER light rail lines operated by NCTD.

Overview of TDM Program

TDM strategies have been used for over 30 years to reduce single occupant vehicle trips. The Lilac Hills Ranch TDM Program would work to reduce the Project's impacts on the surrounding roadway network through: land use and design strategies that would create an environment that promotes alternative mode choice; commute/travel services for residents and resort guests that would reduce out-going single occupant vehicle trips; and commute services for employees of the Project's commercial center that would reduce incoming single occupant vehicle trips.

A detailed description of the TDM Program is presented in subsequent sections of this memorandum. As an overview, the Lilac Hills Ranch TDM Program would include the following VMT reduction strategies:

- **TDM STRATEGIES FOR RESIDENTS**

- Interim Transit Pool Program (Vanpool) (provided until public transit service is available)
- Interim Private Transit Services (provided until public transit services is available)
- Carpool Matching Program
- Guaranteed Ride Home Program
- Car Share Program
- Subsidized Transit Pass Program
- Bike-Share Program
- School Pool Program
- School Bus Program
- Walking School Bus Program
- Unbundled Parking Program
- TDM Strategy Marketing

- **TDM STRATEGIES FOR HOTEL GUESTS**

- Interim Private Transit Services (provided until public transit service is available)
- Bike-Share Program



- Hotel Shuttle Service
- **TDM STRATEGIES FOR EMPLOYEES**
 - Employee Vanpool/Shuttle Services
 - Employee Trip Reduction Through Telecommuting and Staggered Work Hours
 - Carpool Matching Program
 - Employee Parking Cash-Out Program
 - Subsidized Transit Pass Program
 - TDM Program Marketing for Employees
- **LAND USE AND DESIGN STRATEGIES**
 - Transit Facility Optimization (Coordination of Future Public Transit Stops)
 - Bicycle Circulation Improvements
 - Traffic Calming

2. METHODOLOGY

Fehr & Peers worked with CAPCOA to develop the transportation section of the 2010 report titled, *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA Report). This report routinely is relied upon in the CEQA context as an authoritative source of methodologies for quantifying the environmental benefits of mitigation measures, such as the Project's TDM Program. The CAPCOA Report and the methodologies therein were developed by conducting a comprehensive literature review of studies documenting the effects of TDM strategies on reducing VMT.

TDM Effectiveness Quantification

To determine the amount of VMT reduction that would be attributable to the Lilac Hills Ranch TDM Program, Fehr & Peers compared the TDM Program to CAPCOA standards. For those measures not addressed by the CAPCOA standards, Fehr & Peers utilized published case studies, other authoritative sources, and its professional judgment and expertise to estimate VMT reduction.

The detailed calculations for each TDM strategy are described in the section *Evaluation of Recommended TDM Program Strategies*. For each strategy that is based on the CAPCOA Report, the related CAPCOA strategy code (for example, CAPCOA TRT-6 or SDT-3) is provided.



VTM Modeling Data

The San Diego Association of Governments (SANDAG) Series 12 model was used to generate estimated VMT and vehicle trips that would be produced by the Lilac Hills Ranch Project. The SANDAG model provides a gross estimate of VMT prior to any reductions associated with the TDM Program. Note that the SANDAG model includes basic regional level TDM strategies, such as carpooling, telecommuting/work-from-home, and transit use. However, the regional model does not account for TDM strategies at the micro-project level and, as a result, is unable to address the specific strategies that are part of the Lilac Hills Ranch TDM program. Therefore, it is appropriate to apply the reductions in VMT due to the TDM Program identified in this memo to the total project VMT generated by the SANDAG model.

3. TDM PROGRAM

The proposed Project would include a robust TDM Program that will reduce Lilac Hills Ranch's impacts on the surrounding roadway network while striving to achieve air quality/greenhouse gas reduction goals. As noted above, the TDM Program is organized into three main types of strategies as follows:

- **TDM Strategies for Residents** - These strategies would provide residents with travel options other than private auto for trips to destinations inside and outside of the Project area:
 - Provide interim transit pool services (vanpool) for residents between the Project site and employment centers outside of the Project area through the SANDAG iCommute program.
 - Provide interim transit service between the Project site and the Escondido Transit Center and Route 388 on Valley Center Road/SR 76. Such service would be provided by the HOA with Phase 1 of the Project and would terminate when a transit linkage is proposed by the local transit district. Pick-ups and drop-offs would be at a central location in the Project's development area. Per the County's requirements: *The project will be required to provide the proposed interim transit service (on-demand vanpool) concurrently with Phase 1. The interim transit service shall provide daily service between the community and the nearest off-site transit stops (Route 388 along Valley Center Road & SR-76 and/or Escondido Transit Center) through the SANDAG iCommute program until transit service is provided to the site.*
 - Coordinate with SANDAG's iCommute program for carpool and rideshare programs that are specific to the Project or develop a ride-share matching program for Project residents, as well as a potential matching service for active adults in the community. Provide a park-n-ride area to encourage carpooling. Offer a subsidized guaranteed ride home program (through taxis or Uber/Lyft type services) for participants in the transit, carpool, or vanpool programs.



- Provide coordination/support for a car sharing system to provide shared car service for Lilac Hills residents. Car share programs for residents reduce overall household based VMT by reducing the need for households to own a car (or multiple cars).
 - Provide public transit subsidy options for residents on a daily, monthly, or annual basis.
 - Provide an on-site bike-share program. Bike-share programs provide a shared group of bicycles that can be rented. Typically, the bikes are placed at a series of stations and the bikes can be rented and returned to any station that is part of the system.
 - Provide a School Pool Program for students traveling to off-site schools. School Pool programs help to match parents to students to assist in the transportation to and from school.
 - Coordinate with the local school district to implement school bus services within the Project area to off-site schools.
 - Implement a Walking School Bus Program for students traveling to the on-site school. A Walking School Bus program is an adult-supervised walk-to-school program whereby one or more adults lead a group of students to-and-from the school.
 - Unbundle multi-family parking. An unbundled parking program separates the parking costs from the property costs. The program ensures that parking and property costs are divided by requiring individuals to pay for parking independent of the property fees. For example, an apartment could come with one parking space and additional spaces have to be rented subject to additional fees.
 - Promote the use of alternative transportation mode choices for new residents. Provide information regarding transit options and promote information regarding SANDAG's iCommute program on a regular basis for residents through newsletters and online resources.
- **TDM Strategies for Hotel Guests** – These strategies would provide hotel guests with travel options other than private auto for trips to destinations inside and outside of the Project area:
 - Provide interim transit service (shuttle) between the Project site and the Escondido Transit Center and Route 388 on Valley Center Road/SR 76. Such service would be provided by the HOA with Phase 1 of the Project and would terminate when a transit linkage is proposed by the local transit district. Pick-ups and drop-offs would be at a central location in the Project's development area.
 - Provide an on-site bike-share program. Bike-share programs provide a shared group of bicycles that can be rented. Typically, the bikes are placed at a series of stations and the bikes



- can be rented and returned to any station that is part of the system. The strategy includes providing a station at the country inn and subsidize hotel guest's use of the program.
- **TDM Strategies for Employees** – These strategies would provide employees with travel options other than private auto for trips to destinations inside and outside of the Project area:
 - Provide and promote information regarding SANDAG's iCommute program for commuters and on-site businesses. Provide informational packets to employees and online. Work with office tenants to market the services.
 - Provide interim transit service between the Project site and the Escondido Transit Center; such service would be provided by the HOA upon build-out of the community and would terminate when a transit linkage is proposed by the local transit district. Pick-ups and drop-offs would be at a central location in the Project's development area.
 - Provide commute trip reduction programs such as: promote programs to encourage workplace peak hour trip reduction, including staggered work hours and telecommuting. Coordinate with SANDAG's iCommute program for carpool, vanpool, and rideshare programs that are specific to the Project or develop ride-share matching program for Project employees.
 - Implement a parking cash out program, under which the employee can forgo their parking spot for a cash payment that is equal to the cost of the parking space to the employer.
 - Subsidize public transit passes. This program would provide public transit subsidy options for employees to and from the Project site.
 - **Land Use & Design Strategies** –These strategies include land use diversity (mixed-use) and supporting design features that encourage residents/employees to walk, bike, or take transit within the Project area:
 - Per the County's requirements: *The project shall be required to coordinate with the North County Transit District(NCTD) on the siting of a future transit stop in Phase 2 and provide transit stop improvements concurrently with the development of Phase 2 (shelter and bench)*
 - Implement bicycle circulation improvements to improve internal bicycle usage throughout the Project site. Implement secure bicycle parking facilities in locations detailed in the Specific Plan. Construct sidewalks and trails within the site.



- Implement traffic calming techniques on Project area roadways such as reduced speeds on residential streets through design features such as narrow streets, speed-humps, and curb extensions. These features slow traffic on streets, encouraging walking and bicycling.

Transportation Coordinator

To ensure the TDM Program strategies are implemented and effective, the TDM program will be implemented and monitored through the Project's home owner's association (HOA). Specifically, as part of the HOA, a staff member or consultant will be designated to serve as the on-site Transportation Coordinator for the employees, hotel guests, and residents. The Transportation Coordinator would be responsible for developing, marketing, implementing, and evaluating the TDM Program; and, the provision of dedicated personnel makes the TDM Program more robust, consistent and reliable. Additionally, residents, hotel guests, and employees would have a designated point of contact for questions about the various TDM measures, which would allow them to easily stay informed of various TDM functions and eligibility.

It is anticipated that the Transportation Coordinator role would require approximately 8-16 hours per week.

The Transportation Coordinator's duties would include, but not be limited to, the following:

- Conduct transportation alternatives orientation for new employees and new residents.
- Assist with rideshare matching for employees commuting to the Project and residents commuting from their homes.
- Provide information on transit, bicycling, and walking to and from the Project.
- Act as a source of information regarding the TDM Program, including compliance with regulatory requirements and new potential TDM benefits.
- Coordinate TDM Program monitoring (administer surveys and coordinate data collection).

Monitoring

Monitoring is necessary to ensure that the Project is implementing the TDM Program consistent with the analysis presented in this memorandum. Monitoring would start once the community achieves an 85% occupancy level and occur every 3-5 years. The Transportation Coordinator would submit a monitoring report to San Diego County to document implementation and progress of the TDM Program including descriptions of all measures implemented. Specific elements of the monitoring report will be developed in coordination with County staff.



Table 3, TDM Program Performance Metrics and Targets, sets forth the applicable performance metrics and targets for each strategy identified for implementation herein. The purpose of the performance metrics is to ensure implementation of the VMT reduction strategies consistent with the analysis presented in this evaluation.

4. EVALUATION OF RECOMMENDED TDM PROGRAM STRATEGIES

As previously explained, the CAPCOA Report was referenced and utilized to determine the VMT reduction anticipated to be achieved by implementation of each component, or VMT reduction strategy included in the TDM Program. A detailed description of that analysis is presented in this section. **Table 2, TDM Program VMT Reduction Analysis Summary**, presents a summary of the evaluation. The table lists each VMT reduction measure analyzed here with a brief description, the applicable CAPCOA reference standard, and the projected VMT reduction. As shown in **Table 2**, the total VMT reduction that would be achieved with implementation of the TDM Program's VMT reduction strategies is **8.1 percent**.

Input Data Used in Analysis

The CAPCOA Report and VMT reduction equations therein include variables related to the community population, number of on-site employees, and work-related VMT for both residents and employees. Fehr & Peers utilized data provided by the Project team and the National Household Travel Survey data (**Attachment A**) to develop estimates for these variables as follows:

- **Community Population:** The Project proposes the construction of 1,746 dwelling units. The average household size used in this study is 2.97 persons per dwelling unit. This equates to approximately 5,185 Project residents ($1,746 \text{ dwelling units} \times 2.97 = 5,185$).
- **Assisted Living and Group Residential Population:** The assisted living and group residential facility includes 200 beds; therefore, if all beds were occupied, the facility would add 200 additional residents to the Project.
- **Number of On-Site Employees:** The number of employees for each non-residential land use was determined using regional information from SANDAG that defines the floor area per employee and information from the Project applicant. The total number of on-site employees is 672 as identified in **Table 1, Lilac Hills Ranch On-Site Employees**.



TABLE 1 LILAC HILLS RANCH ON-SITE EMPLOYEES

Land Use	Size	Floor Area per Employee	Employees (Equals Land Use Size Divided by Floor Area per Employee)
Specialty Retail	61,500 sf	500 sf/employee	123
Office	28,500 sf	200 sf/employee	143
Country Inn/Hotel	60,000 sf/50 rooms	1,850 sf/employee	32
Senior Center and Assisted Living and Group Residential Facility	213,000 sf/200 beds	1,050 sf/employee	203
Fire Station/Community Center	40,000 sf	1,300 sf/employee	31
K-8 School	82,500 sf/700 students	700 sf/employee	118
Church	29,000 sf	2,700 sf/employee	11
Phase 1 Park/Recreation Facility	2 acres	NA	3
Phase 3 Park w/Sports Fields	13 acres	NA	5
Community Recycling Center	0.6 acres	NA	1
Water Reclamation Facility	2.4 acres	NA	2
TOTAL On-Site Employees			672

Notes: sf=square feet

Passive parks are assumed to not have separate employees.

Source: SANDAG, Email from Mike Calandra to Katy Cole dated 3/30/2017 and Fehr & Peers, 2017

- Number of Guests within the Country Inn/Hotel: Based on the American Hotel and Lodging Association 2014 Statistics Profile, there are on average 2 guests per hotel room. Based on PKF Hospitality Research (as reported in the San Diego Tribune on 12/16/2014), the average hotel occupancy rate in San Diego for 2014 was 74%. Assuming 74% occupancy the country inn/hotel would generate 100 guests (50 rooms * 74% occupied * 2 guests per room = 74 guests). The San Diego Tribune article is provided in **Attachment A**.
- VMT Associated with Residents, Resort Guests, and Employees: The total community residential, employee, and guest population for the proposed Project is 6,131 (5,185 residents + 200 assisted living residents + 74 country inn/hotel guests + 672 employees = 6,135). Therefore, to determine how much each TDM measure affects each specific population group, the ratio of each population group is determined. For example, several measures are only applicable to the



residents; therefore, the VMT reduction associated with those TDM measures should only be applied the residential portion of the population. The ratio of each population group is::

- Residents of single- and multi-family homes: 84% of total community population (5,185 residents/ 6,131 total community population = 84%). Single-family home residents: 66% (4,072/6,131=66%); Multi-family residents: 18% (1,113/6,131=18%)
- Residents of the assisted living facility: 3% of total community population (200 / 6,131 = 3%)
- Employees: 11% of total community population (672 / 6,131 = 11%).
- Resort Guests: 1% of total community population (74 / 6,131 = 1%).
- Since the precise VMT associated with each community group is not directly available from the SANDAG model, these population ratios serve as a proxy for how much VMT is associated with each group.
- Residential based Work VMT: It is necessary to understand the amount of VMT that is due to residents within the single and multi-family homes traveling to work outside the Project. Conservatively, we estimate that all of the residents will work outside of the Project site. Residents account for 85% of the community population. The 2009 National Household Travel Survey (summary provided in **Attachment A**) provides information on trip purpose and indicates that 25% of home based trips are work related. Therefore, 20% of the overall VMT is home-based work related (80%*25%=20%).
- Residential-based School VMT: It is necessary to understand the amount of VMT attributable to residents within the single- and multi-family homes traveling to schools both within and outside the Project site. A K-8 school for a maximum of 700 students will be constructed on the Project site. Based on information contained within the Project's EIR, the Project is projected to generate 519 K-8 students and 519 high school students. Fehr & Peers estimates that the majority of elementary school students will attend the on-site K-8 school, but some K-8 school students may attend off-site private or charter elementary schools. Based on research conducted for the San Diego Unified School District, which serves a reasonable resource for San Diego County (see **Attachment A**) 79% of the 519 K-8 school students will attend the on-site public school (410 students) and 21% will go to off-site charter/private schools (109 students). All high school students will attend off-site schools (519 students). Similarly, 79% (410 students) of high school students are assumed to attend off-site public schools and 21% (109 students) off-site schools.

As previously noted, residents would account for 85% of the community population. The 2009 National Household Travel Survey (summary provided in **Attachment A**) provides information on trip purposes and suggests that approximately 10% of home-based trips are school related. Therefore 8.0% of the overall VMT is home-based school related (85%*10%=8.0%).

The following summarizes the input data used to calculate the VMT associated with on-site versus off-site schools:



- Total number of students: 519 K-8 students + 519 high school students= 1,038 total
- There are four categories of students:
 - On-Site K-8 School Students: 410 (519*79%)
 - Off-Site K-8 School Students: 109 (519*21%)
 - Off-Site Public High School Students: 410 (519*79%)
 - Off-Site Private/Charter High School Students: 109 (519*21%)
- **40%** of the students remain on-site (410/1,038=40%)
- **60%** of the students travel off-site (109 K-8 + 519 high / 1,038=60%)
- Total home based school VMT = 8.0%; therefore, 3.3% is related to on-site school trips (8.0%*40%) and 4.7% is related to off-site school trips (8.0%*60%). 3.3% is related to off-site high school trips (8.0%*40%).

INDIVIDUAL STRATEGY EFFECTIVENESS

TDM Strategies for Residents

Commute Trip Reduction for Residents

Interim Transit/Vanpool Program for Residents (Applies to Residential-based Work Trips)

The TDM Program includes the provision of providing vanpool service for residents. The interim private vanpool services program for residents includes the provision of a resident vanpool service that will serve employment centers outside of the Project area (CAPCOA TRT-11). The CAPCOA Report provides the following formula for calculating the percent VMT reduction associated with a vanpool program under the CAPCOA TRT-11 measure (note that this program would be coordinated through the SANDAG iCommute program):

% VMT Reduction = % shift in vanpool mode share of commute trips * % residents eligible * adjustments from vanpool mode share to commute VMT * % home based work VMT

- % shift in vanpool/shuttle mode share of commute trips (2-20% annual reduction according to CAPCOA Report, page 255) = 2% (Low-range of mode share shift to reflect the suburban nature of the Lilac Hills Ranch Project)
- % residents eligible (CAPCOA Report, page 255) = 20% (Low Range: low eligibility assumed to reflect the suburban nature of the Lilac Hills Ranch Project).



- Adjustments from vanpool mode share to commute VMT = 0.67 (CAPCOA Report, page 254)
- % home based work VMT = 21%
- % VMT Reduction = $2\% * 20\% * 0.67 * 21\% = 0.1\%$

Implementation of an interim vanpool program for residents is expected to result in a **0.1%** VMT reduction.

Interim Private Transit Services (Network Expansion and Service Frequency Expansion through Local Shuttle Service)

The TDM Program includes the provision of private local shuttle service that would connect with existing transit routes/stops. A local shuttle service, whether privately operated or publicly operated, would function as a transit network expansion such that it would connect the Lilac Hills Ranch Project to existing transit stations in the surrounding areas. As a result, CAPCOA classifies the addition of shuttle services as a transit network expansion that results in a VMT reduction (CAPCOA TST-3, CAPCOA TST-6). The CAPCOA Report provides the following formula for calculating the percent VMT reduction associated with transit network expansion:

$$\% \text{ VMT Reduction} = (\% \text{ increase in transit network coverage}) * (\text{elasticity of transit}) * (\text{existing transit mode share}) * (\text{adj. factor} = 0.67) * \% \text{ VMT associated with residents}$$

Reducing headways and increasing frequency also is associated with VMT reduction (CAPCOA TST-4). The CAPCOA Report provides the following formula for calculating the percent VMT reduction associated with reductions in headways/increased frequencies:

$$\% \text{ VMT Reduction} = (\% \text{ reduction in headways}) * (\text{elasticity of transit}) * (\text{level of implementation factor}) * (\text{existing transit mode share}) * (\text{adj. factor} = 0.67)$$

According to the CAPCOA Report, increasing transit service frequency results in VMT reductions ranging from 0.02-2.5%.

For the Lilac Hills Ranch Project, the proposed shuttle service would cover the entire development area and provide service to transit hubs, park-and-ride areas, commercial areas, parks, and residential communities. The proposed shuttles would take users from the residential areas and commercial center to the Escondido Transit Center, approximately 10 miles away. This would connect Lilac Hills Ranch residents to the SPRINTER light rail and BREEZE bus lines. Additionally, any increase in the transit network would be 100% since there is no existing service in the development. Per CAPCOA standards for a suburban



development (CAPCOA TST-3), the following equation inputs are provided, resulting in the calculated percentage reduction:

- % increase in transit network coverage = 100%
- elasticity of transit = 1.01 (CAPCOA Report, page 277)
- existing transit mode share = 1.3% (CAPCOA Report, page 277, used because the Project site is currently undeveloped)
- adjustment factor = 0.67 (CAPCOA Report, page 277)
- % VMT associated with all residents: 85%
- $\% \text{ VMT Reduction} = 100\% * 1.01 * 1.3\% * 0.67 * 85\% = 0.7\%$

As to frequency, transit headways would be reduced by 100% since there is no existing service on the Lilac Hills Ranch development site. Per CAPCOA standards for a suburban development where more than 50% of the transit lines are being improved (CAPCOA TST-4), the following equation inputs are provided, resulting in the calculated percentage reduction:

- % reduction in headways: 100%
- elasticity of transit = 0.36 (CAPCOA Report, page 281)
- level of implementation factor = 85% (CAPCOA Report, page 281)
- existing transit mode share = 1.3% (CAPCOA Report, page 281, used because the Project site is currently undeveloped)
- adjustment factor = 0.67 (CAPCOA Report, page 281)
- % VMT associated with all residents: 85%
- $\% \text{ VMT Reduction} = 100\% * 0.36 * 85\% * 1.3\% * 0.67 * 85\% = 0.2\%$

Thus, the total VMT reduction for increase in transit network and service frequency is **0.9%** (0.7%+0.2%=0.9%)

Carpool Matching Program/Guaranteed Ride Home Program (Commute Trip Reduction Programs – Applies to Residential-based Work Trips)

The TDM Program includes the provision of providing carpool/guaranteed ride home programs either through SANDAG's iCommute program or coordinated by the HOA. To ensure that residents are aware of all alternative transportation mode options available, a Carpool Matching Program and Guaranteed Ride Home program will be implemented. This measure includes coordination with SANDAG's iCommute program for carpool and rideshare programs that are specific to the Lilac Hills Ranch Project or



developing a Carpool Matching Program and Guaranteed Ride Home Program for Project residents as well as a potential matching service for active adults in the community.

The utilization of a Carpool Matching Program and Guaranteed Ride Home Program and SANDAG's iCommute program falls under CAPCOA TRT-1: Commute Trip Reduction Programs. This strategy focuses on reducing the commute trips of the residents of Lilac Hills Ranch through the encouragement of alternative modes of transportation such as carpooling, taking transit, walking, and biking. The CAPCOA Report provides the following equation to calculate the VMT reduction percentage associated with this strategy:

$$\% \text{ VMT Reduction} = (\% \text{ reduction in commute VMT}) * (\% \text{ population eligible}) * \% \text{ home based work VMT}$$

- $\% \text{ reduction in commute VMT} = 5.2\%$ (CAPCOA Report, page 219, for low density suburban development)
- $\% \text{ population eligible} = 20\%$ (CAPCOA suggests an eligibility rate of 20-100%; for Lilac Hills Ranch, 20% is used conservatively as it is a low-density suburban development)
- $\% \text{ home based work VMT} = 21\%$
- $\% \text{ VMT Reduction} = 5.2\% * 20\% * 21\% = 0.2\%$

Implementation of commute trip reduction programs is expected to result in a **0.2%** VMT reduction.

Car Share Program

The TDM Program includes the provision of providing an on-site car share program. Car share programs are membership-based programs that provide members access to a shared fleet of vehicles (CAPCOA TRT-9). Cost is generally based on a per mile or hourly basis. There are three common categories of car share programs: transit station-based, employer-based, or residential-based/citywide. Each of these programs has slightly different uses. Transit station-based car share generally is intended to close the "last mile" gap by allowing users to drive from the transit station to their final destination. Residential-based/citywide car share programs generally replace entire home-based trips.

The CAPCOA Report's methodology calculates the reduction in overall VMT attributable to car share programs as follows:

$$\% \text{ VMT Reduction} = (\% \text{ reduction in car share member annual VMT}) * (\text{number of car share members per shared car}) * (\text{deployment level based on urban or suburban context})$$



As to Lilac Hills Ranch, which is suburban in context, the calculations for % VMT reduction are as follows:

- % reduction in car share member annual VMT = 37% (CAPCOA Report, page 246)
- number of car share members per shared car = 20 (CAPCOA Report, page 246)
- deployment level (urban context) = 1 shared car / 2,000 population (CAPCOA Report, page 246). Suburban value used because of the low density suburban nature of the project.
- $\% \text{ VMT Reduction} = 37\% * 20 * (1 / 2,000) = 0.4\%$

Implementing a car share program for the Lilac Hills Ranch Project that provides at least one car per 2,000 residents would result in a **0.4%** VMT Reduction.

Transit Fare Subsidy for Residents (Applies to Residential-based Work Trips)

The TDM Program includes the provision of subsidizing transit fares for residents. The CAPCOA Report associates certain levels of transit fare subsidy with corresponding levels of commuter participation in transit based on locational context (CAPCOA TRT-4). Although the CAPCOA Report's methodology is applied to subsidies for employees, the same methodology can be used for the Lilac Hills Ranch residents (CAPCOA Report, page 232). For the Suburban context, CAPCOA estimates that a subsidy of \$2.98 per person per day incentivizes a 7.9% reduction in commute VMT when residents are given a subsidy at their place of employment.

The CAPCOA Report provides the following formula for calculating the percent VMT reduction associated with resident transit fare subsidies of \$2.98 per person per day:

$$\% \text{ VMT Reduction} = (\% \text{ residents eligible to participate}) * (7.9\% \text{ reduction in commute VMT}) * (\text{adjustment from commute VT (vehicle trips) to overall VMT}) * (\% \text{ Home based Work VMT})$$

The transit fare subsidy will be offered in conjunction with the Local Shuttle Service program previously discussed. Based on the above equation, the following are the inputs and resulting percentage reduction for this category:

- % residents eligible to participate = 20% (CAPCOA suggests an eligibility rate of 20-100%; for Lilac Hills Ranch 20% is used to reflect the suburban nature of the Project).
- reduction in commute VMT = 7.9% (CAPCOA Report, page 231)
- adjustment from commute VT (vehicle trips) to VMT = 1 (CAPCOA Report, Appendix C)
- % home based work VMT = 21%
- $\% \text{ VMT Reduction} = 20\% * 7.9\% * 1 * 21\% = 0.3\%$



At the level of \$2.98 per day, which equates to between 60% and 100% of an existing round trip NCTD fare, depending on service class, a transit subsidy corresponds to a **0.3%** VMT reduction.

Bike-Share Program

The TDM Program includes the provision of an on-site bike share program. According to CAPCOA TRT-12, bike sharing programs have a minimal impact on VMT when implemented alone, but in conjunction with other strategies, a bike-share program can further enhance VMT reduction. Though the CAPCOA Report lists bike sharing as a strategy, it does not provide associated estimates for VMT reduction.

In membership surveys of an established urban bike-share system, a self-reported VMT reduction of 5.5% per year was observed. Based on additional investigation done by Fehr & Peers into the effectiveness of this strategy, in combination with our professional judgment, it is estimated that the availability of bike-share bicycles throughout the project site, in conjunction with subsidized membership packages, can reduce overall VMT by between 0.2% and 0.5%.

Since the bike-share program in this case will be provided in conjunction with bicycle lanes and trails, in conjunction with the fact that Lilac Hills Ranch is a mixed-use project where residents could use bike share to access on-site retail/restaurants, 0.5% was chosen. The 0.5% estimate was then calculated in combination with the % VMT associated with the residents, which is 85%. The final result of $0.5\% \times 85\% = 0.4\%$, is the predicted %VMT reduction of the planned bike share program.

School Pool Program

The TDM Program includes the provision of the HOA coordinating a school pool program for students traveling to off-site schools. CAPCOA TRT-10 states that the implementation of a school pool program involves the coordination and planning of parents to transport students to off-site public or private schools, or to schools where students cannot walk or bike but do not meet the requirements for bussing. The degree to which the school pool program would reduce school VMT (i.e., those vehicles miles generated by student travel to and from a school) ranges from 7.2% to 15.8% dependent upon the number of families participating in the program. The range of family participation in a school pool program according to CAPCOA TRT-10 is between 16% and 35%.

Based on the CAPCOA Report's methodology, the reduction in school VMT associated with implementation of a school pool program is calculated as follows:



% Reduction in School VMT = Participation rate of Families * 45% (CAPCOA TRT-10 Adjustment to convert from participation to daily VMT to annual school VMT) * % of home based school VMT outside the project site

- Participation rate of Families = 16% (CAPCOA TRT-10 indicates that typical participation rates are 16-35%; for Lilac Hills Ranch analysis, 16% was utilized to present a conservative analysis and reflect the suburban nature of the project.
- % of home based school VMT outside the Project Site = 4.7%
- % VMT Reduction = $16\% * 45\% * 4.7\% = 0.4\%$

Thus, based on this methodology, the calculated VMT reduction associated with implementation of a school pool program for students attending schools outside of the Project site is **0.4%**.

School Bus Program

The TDM Program includes the provision of coordinating with the Bonsall Unified School District to provide school bus services for high school students within the Project. According to the CAPCOA Report, the implementation of a school bus program involves coordinating with local school districts to provide school bus service in the project area and local community (CAPCOA TRT-13). The degree to which the school bus program would reduce school VMT (i.e., those vehicles miles generated by student travel to and from a school) ranges from 38% to 63% dependent upon the number of families participating the program. For the Project, since the school busing provision is specific to public schools and all K-8 students attending public school would attend the on-site school, only the off-site high school students attending public schools would be affected by this program.

Based on the CAPCOA methodology, the reduction in school VMT associated with implementation of a school bus program is calculated as follows:

% Reduction in School VMT = Participation rate of Families * 39 school weeks / 52 weeks * % of home based school VMT outside the Project site

- Participation rate of Families = 50% (CAPCOA TRT-13 indicates that typical participation rates are 50-85%; for a conservative analysis, 50% was utilized to reflect the suburban nature of the project).
- % of home based school VMT outside the Project Site for the public high school students = 3.3%



- $\% \text{VMT Reduction} = 50\% * (39/52) * 3.3\% = 1.3\%$

The calculated VMT reduction associated with implementation of a school bus program is **1.3%** for students attending off-site schools.

Walking School Bus Program

The TDM Program includes the provision of providing a walking school bus program for K-8 students attending the on-site school. The calculation for a walking school bus program is the same as a typical school bus program but can only be applied to homes within walking distance of the on-site school. Based on a review of the Project's conceptual land use map, approximately 50% of the residential units are located within a walkable proximity (approximately 10-minute walk, which equates to ½ mile) to the on-site school.

Based on the CAPCOA Report's methodology, the reduction in school VMT associated with implementation of a walking school bus program is calculated as follows:

- $\% \text{ Reduction in School VMT} = \text{Participation rate of Families} * 39 \text{ school weeks} / 52 \text{ weeks} * \%$
 $\% \text{ of home based school VMT inside the Project site}$
- Participation rate of Families = 25% (CAPCOA TRT-13 indicates that typical participation rates are 50-85%; for a conservative analysis and to reflect the suburban nature of the project 50% was assumed and applied to only residential units within walking distance to the school (i.e., ½ mile): $50\% * 50\% = 25\%$
- $\% \text{ of home based school VMT inside the Project Site} = 3.3\%$
- $\% \text{ VMT Reduction} = 25\% * (39/52) * 3.3\% = 0.6\%$

The calculated VMT reduction associated with implementation of a walking school bus program for students attending the planned elementary school within the Project site is **0.6%**.

Unbundle Parking Program (applies only to residents of multi-family units)

The TDM Program includes the provision of unbundling multi-family parking costs (i.e. charging separately for access to parking spaces). According to the CAPCOA Report, separating the costs associated with the provision of parking spaces from the property costs associated with the dwelling unit then requires residents to purchase parking space in addition to the property price (CAPCOA PDT-2).



The CAPCOA Report's PDT-2 discussion assumes monthly parking costs to range from \$25 to \$125 dollars (CAPCOA Report, page 212). For purposes of this analysis, Fehr & Peers conservatively estimates that an unbundled parking program would cost residents who wished to purchase a parking space \$25 dollars a month. A lower cost for parking results in a conservative VMT reduction estimate because the more expensive the parking, the more likely it is for residents to choose to not have a car or multiple cars, leading to higher VMT reductions.

Based on the CAPCOA Report's methodology, the reduction in residential VMT associated with implementation of an unbundled parking program is calculated as follows:

% Reduction in Residential VMT = Change in vehicle costs * Elasticity of vehicle ownership with respect to total vehicle costs * Adjustment from vehicle ownership to VMT (A) * VMT associated with residents of multi-family units

- Change in vehicle costs = monthly parking costs (\$25) * (12 / \$4,000), with \$4,000 representing the annual vehicle cost per the Victoria Transport Policy Institute (CAPCOA Report, page 211) = 0.075
- Elasticity of vehicle ownership with respect to total vehicle costs (conservative estimate per CAPCOA Report, page 211) = 0.4
- Adjustment from vehicle ownership to VMT (CAPCOA page 211) = 85%
- % VMT associated with residents of multi-family units = 18%
- %VMT Reduction = $0.075 * 0.4 * 85\% * 18\% = 0.5\%$

The calculated VMT reduction associated with implementation of an unbundled parking program is **0.5%**.

TDM Program Marketing (Applies to Residential-based Work Trips)

The TDM Program includes the provision of marketing the TDM program to residents. To ensure that residents are aware of all alternative transportation mode options available, "new resident" information packets will be distributed to all new residents. A website also will be created with the same information so that this information is always accessible. These sources will include information regarding the shuttles, bike-share kiosks, iCommute, park-and-ride areas, and all other alternative transportation options.

The continued expansion and utilization of iCommute, SANDAG's TDM program, also would support the successful dispensation of transportation choice information. Using "new resident" information packets, a transportation information website, and iCommute to dispense transportation information falls under CAPCOA TRT-7: Commute Trip Reduction Marketing. This strategy focuses on reducing the commute trips



of the residents of Lilac Hills Ranch. The CAPCOA Report provides the following equation to calculate the VMT reduction percentage associated with this strategy:

$$\% \text{ VMT Reduction} = (\% \text{ reduction in commute trips}) * (\% \text{ population eligible}) * (\text{adjustment from commute VT (vehicle trips) to VMT}) * (\% \text{ Home based Work VMT})$$

- % reduction in vehicle trips = 4% (CAPCOA Report, page 241)
- % population eligible = 50% (CAPCOA suggests an eligibility rate of 20-100%; for Lilac Hills Ranch 50% is used because the entire residential population would be receive marketing information, but to present a conservative analysis, 50% is applied to represent that half of the population would actually read and use the marketing materials.
- adjustment from VT to VMT = 1.0 (CAPCOA Report, page 241)
- % home based work VMT = 21%
- $\% \text{ VMT Reduction} = 4\% * 50\% * 1.0 * 21\% = 0.4\%$

Implementation of a TDM marketing program is expected to result in a **0.4%** VMT reduction.

Commute Services for Hotel Guests

Commute Trip Reduction for Hotel Guests

Interim Private Transit Services (Network Expansion and Service Frequency through Local Shuttle Service)

The TDM Program includes the provision of private local shuttle service that would connect with existing transit routes/stops. A local shuttle service, whether privately operated or publicly operated, would function as a transit network expansion such that it would connect the Lilac Hills Ranch Project to existing transit stations in the surrounding areas. As a result, the CAPCOA Report classifies the addition of shuttle services as a transit network expansion that results in a VMT reduction (CAPCOA TST-3, CAPCOA TST-6). The CAPCOA Report provides the following formula for calculating the percent VMT reduction associated with transit network expansion:

$$\% \text{ VMT Reduction} = (\% \text{ increase in transit network coverage}) * (\text{elasticity of transit}) * (\text{existing transit mode share}) * (\text{adj. factor} = 0.67) * \% \text{ VMT associated with hotel guests}$$

Reducing headways and increasing frequency also is associated with VMT reduction (CAPCOA TST-4). The CAPCOA Report provides the following formula for calculating the percent VMT reduction associated with reductions in headways/increased frequencies:



$$\% \text{ VMT Reduction} = (\% \text{ reduction in headways}) * (\text{elasticity of transit}) * (\text{level of implementation factor}) * (\text{existing transit mode share}) * (\text{adj. factor} = 0.67) * \% \text{VMT associated with hotel guests}$$

For the Lilac Hills Ranch development, the proposed shuttle service would cover the entire development area and provide service to transit hubs, park-and-ride lots, commercial areas, parks, and residential communities. The proposed shuttles would take hotel guests from the hotel and commercial uses and to the Escondido Transit Center, approximately 10 miles away. This would connect Lilac Hills Ranch guests to the SPRINTER light rail and BREEZE bus lines. Additionally, the transit network would increase by 100% since there is no existing service in the development. Thus, per CAPCOA standards for a suburban development (CAPCOA TST-3), the following equation inputs are provided, resulting in the calculated percentage reduction:

- % increase in transit network coverage = 100%
- elasticity of transit = 1.01 (CAPCOA Report, page 277)
- existing transit mode share = 1.3% (CAPCOA Report, page 277)
- adjustment factor = 0.67 (CAPCOA Report, page 277)
- %VMT associated with hotel guests = 1%
- $\% \text{ VMT Reduction} = 100\% * 1.01 * 1.3\% * 0.67 * 1\% = 0.01\%$

As to frequency, transit headways would be reduced by 100% since there is no existing service on the Lilac Hills Ranch development site. Per CAPCOA standards for a suburban development where more than 50% of the transit lines are being improved (CAPCOA TST-4), the following equation inputs are provided, resulting in the calculated percentage reduction:

- % reduction in headways: 100%
- elasticity of transit = 0.36 (CAPCOA Report, page 281)
- level of implementation factor = 85% (CAPCOA Report, page 281)
- existing transit mode share = 1.3% (CAPCOA Report, page 281)
- adjustment factor = 0.67 (CAPCOA page 281)
- %VMT associated with hotel guests = 1%
- $\% \text{ VMT Reduction} = 100\% * 0.32 * 85\% * 1.3\% * 0.67 * 1\% = \text{negligible}$

The frequency and transit headways results in a negligible VMT reduction; therefore, the total VMT reduction related to the shuttle service is **0.01%**.

Bike-Share Program



The TDM Program includes the provision of providing an on-site bike share program. As previously noted, according to CAPCOA TRT-12, bike sharing programs have a minimal impact on VMT when implemented alone, but in conjunction with other strategies, the program can further enhance VMT reduction. Though CAPCOA lists bike sharing as a strategy, it does not provide associated estimates for VMT reduction.

Also as previously noted, in membership surveys of an established urban bike-share system, a self-reported VMT reduction of 5.5% per year was observed. Based on additional investigation done by Fehr & Peers into the effectiveness of this strategy, in combination with our professional judgment, it is estimated that the availability of bike-share bicycles throughout the Project site, in conjunction with subsidized membership packages, can reduce overall VMT by between 0.2% and 0.5%.

Since the bike-share program in this case will be provided in conjunction with bicycle lanes and trails, and combined with the fact that Lilac Hills Ranch is a mixed-use project, 0.5% was chosen. The 0.5% estimate was then calculated in combination with the % VMT associated with the hotel guests, which is 2%. The final result of $0.5\% \times 1\% = \mathbf{0.01\%}$, is the predicted %VMT reduction of the planned bike share program for hotel guests.

Commute Services for Employees

Commute Trip Reduction for Employees

TDM Program Marketing for Employees (Applies to Employee Trips)

The TDM Program includes the provision of marketing the TDM program to on-site employees. To ensure that employees are aware of all alternative transportation mode options available, employees will have access to the commute trip reduction program information provided on the website. The website will have a dedicated page related to transportation programs available to employees of the proposed Town Center. Information will be provided regarding the shuttles, transit subsidies, iCommute, Park-and-Ride lots, and other alternative transportation options.

The continued expansion and utilization of iCommute, SANDAG's TDM program, also would support the successful dispensation of transportation choice information. The commute transportation programs marketing falls under CAPCOA standard TRT-7: Commute Trip Reduction Marketing. This strategy focuses on reducing the commute trips. The CAPCOA Report provides the following methodology to calculate % VMT reduction for this strategy:



$\% \text{ VMT Reduction} = (\% \text{ reduction in commute trips}) * (\% \text{ employees eligible}) * (\text{adjustment from commute VT (vehicle trips) to VMT}) * (\% \text{ Employee Based VMT})$

- $\% \text{ reduction in vehicle trips} = 4\%$ (CAPCOA Report, page 241)
- $\% \text{ employees eligible} = 70\%$ (All office, retail and assisted living employees would receive marketing information: 469 office, retail, and assisted living employees/672 total employees=70%).
- $\text{adjustment from VT to VMT} = 1.0$ (CAPCOA Report, page 241)
- $\% \text{ employee based VMT} = 11\%$
- $\% \text{ VMT Reduction} = 4\% * 70\% * 1.0 * 11\% = 0.3\%$

The TDM Program Marketing results in a **0.3%** VMT reduction.

Employer Sponsored Vanpool

The interim private transit services program for employees includes the provision of an employer sponsored vanpool service that will serve employment centers within of the Project area either with participation from residential areas outside of the project site or by connecting to transit services (such as the Escondido Transit Center) (CAPCOA TRT-11). According to the CAPCOA Report, employer-sponsored vanpool programs involve an employer acquiring vans or shuttles for employee use, and frequently providing partial funding for the program. The driver usually receives personal use of the van, often for a mileage fee. Scheduling is within the employer's authority, and employee ridership fees are typically set on the basis of the operating cost. The CAPCOA Report provides the following formula for calculating the percent VMT reduction associated with a vanpool program under the CAPCOA TRT-11 measure (note that this program would be coordinated through the SANDAG iCommute program):

$\% \text{ VMT Reduction} = \% \text{ shift in vanpool mode share of commute trips} * \% \text{ employees eligible} * \text{adjustments from vanpool mode share to commute VMT} * \% \text{ Employee Based VMT}$

- $\% \text{ shift in vanpool/shuttle mode share of commute trips}$ (2-20% annual reduction according to CAPCOA Report, page 255) = 2% (Low-Range: low degree of implementation is anticipated for the Lilac Hills Ranch Project due to the suburban nature of the project).
- $\% \text{ employees eligible}$ (CAPCOA Report, page 255) = 70% (All office, retail and assisted living employees would receive marketing information: 469 office, retail, and assisted living employees/672 total employees=70%).
- $\text{Adjustments from vanpool mode share to commute VMT} = 0.67$ (CAPCOA Report, page 254)
- $\% \text{ employee based VMT} = 11\%$



- $\% \text{ VMT Reduction} = 2\% * 70\% * 0.67 * 11\% = 0.1\%$

Implementation of an employer-sponsored vanpool service is expected to result in a **0.1%** VMT reduction.

Employee Trip Reduction Programs

The TDM Program includes the provision of employee trip reduction programs including carpooling, guaranteed ride home, telecommuting programs, and staggered work hours. To ensure that employees of the Lilac Hills Ranch Project are aware of all alternative transportation mode options available, a Carpool Matching Program as well as other trip reduction measures, including the promotion of staggered work hours and telecommuting, will be implemented. Coordination with SANDAG's iCommute program for carpool, vanpool, and rideshare programs that are specific to the Lilac Hills Project is required.

The utilization of a Carpool Matching Program and other employee based trip reduction strategies falls under CAPCOA TRT-1: Commute Trip Reduction Programs. This strategy focuses on reducing the commute trips of the employees of Lilac Hills Ranch through the encouragement of alternative modes of transportation, carpooling, telecommuting, or staggered work hours, as a way to reduce employee-based VMT. The CAPCOA Report provides the following equation to calculate the VMT reduction percentage associated with this strategy:

$\% \text{ VMT Reduction} = (\% \text{ reduction in commute VMT}) * (\% \text{ employees eligible}) * \% \text{ employee based VMT}$

- $\% \text{ reduction in commute VMT} = 5.2\%$ (CAPCOA Report, page 219, for low density suburb)
- $\% \text{ employees eligible} = 70\%$ CAPCOA suggests an eligibility rate of 20-100%; for Lilac Hills Ranch 70% of employees are considered eligible (All office, retail and assisted living employees would receive marketing information: 469 office, retail, and assisted living employees/672 total employees=70%).
- $\% \text{ employee based VMT} = 11\%$
- $\% \text{ VMT Reduction} = 5.2\% * 70\% * 11\% = 0.4\%$

Implementation of commute trip reduction programs is expected to result in a **0.4%** VMT reduction.

Employee Parking Cash-Out Programs

The TDM Program includes the provision of employee cash-out programs allowing employees to give up a parking space in lieu of receiving the cost of the parking space. According to the CAPCOA Report,



offering employees the opportunity to “cash-out” their employer sponsored parking space can reduce employee based VMT by 0.6 – 7.7%. (CAPCOA TRT-15). When an employee is allowed to cash-out their parking space, the employer can provide the employees with their choice to give up their current employer sponsored parking space for a cash payment corresponding to the cost of the parking space to the employer.

Based on the CAPCOA Report’s methodology, the VMT reduction attributable to implementation of an employee parking cash-out program is calculated as follows:

$\% \text{ VMT Reduction} = \% \text{ reduction in commute VMT (from CAPCOA literature review)} * \% \text{ of employees eligible} * \% \text{ employee based VMT}$

- % reduction in commute VMT = 3% (low density suburb, CAPCOA Report, page 267)
- % of employees eligible = 70% CAPCOA suggests an eligibility rate of 20-100%; for Lilac Hills Ranch 70% of employees are considered eligible (All office, retail and assisted living employees would receive marketing information: 469 office, retail, and assisted living employees/672 total employees=70%).
- % employee based VMT = 11%
- %VMT Reduction = 3% * 70% * 11% = 0.2%

Based on this methodology, the calculated VMT reduction for the implementation of an employee parking cash-out program is **0.2%**.

Transit Fare Subsidy for Employees

The TDM Program includes the provision of providing transit fare subsidies to on-site employees. The CAPCOA Report associates certain levels of transit fare subsidy with corresponding levels of commuter participation in transit based on locational context (CAPCOA TRT-4). For the Suburban context, the CAPCOA Report provides that a subsidy of \$2.98 per person per day, when employees are given a subsidy at their place of employment, incentivizes a 7.9% reduction in commute VMT.

The CAPCOA Report provides the following formula for calculating the percent VMT reduction associated with employee transit fare subsidies of \$2.98 per person per day:

$\% \text{ VMT Reduction} = (\% \text{ employees eligible to participate}) * (7.9\% \text{ reduction in commute VMT}) * (\text{adjustment from commute VT to commute VMT}) * (\% \text{ employee based VMT})$



The transit fare subsidy will be offered in conjunction with the Local Shuttle Service program previously discussed. It is estimated that 70% of employees (all office, retail, and assisted living employees) who commute to jobs located within the Lilac Hills Ranch development's planning areas would be eligible to receive a transit fare subsidy provided by employers. The following calculations illustrate the process in determining VMT reduction for this category:

- % employees eligible to participate = 70%
- reduction in commute VMT = 7.9% (CAPCOA Report, page 231)
- adjustment from commute VT to commute VMT = 1.0 (CAPCOA Report, page 231)
- % employee based VMT = 11%
- % VMT Reduction = $70\% * 7.9\% * 1.0 * 11\% = 0.6\%$

At the level of \$2.98 per day, which equates to between 60% and 100% of an existing round trip NCTD fare, depending on service class, a transit subsidy corresponds to a **0.6%** VMT reduction (CAPCOA TRT-4).

Land Use and Design Strategies

Transit Facility Optimization

Per the County's requirements: *The project shall be required to coordinate with the North County Transit District(NCTD) on the siting of a future transit stop in Phase 2 and provide transit stop improvements concurrently with the development of Phase 2 (shelter and bench).* According to the CAPCOA Report, implemented transit facility or system improvements have not yet been quantified and, therefore, such improvements should be grouped together with Transit Network Expansion (TST-3) and Transit Service Frequency and Speed (TST-4). The CAPCOA calculations for Transit Network Expansion and Transit Service Frequency and speed are already incorporated into the calculations presented above and, therefore, no further VMT reduction is warranted.

Bicycle and Pedestrian Circulation Improvements

The TDM Program includes a system of on-site bicycle and pedestrian facilities. Providing a bicycle facility network that can be used by bicyclists provides the infrastructure necessary for residents to bike to different areas of the development instead of driving personal automobiles. According to the CAPCOA Report, to be effective in reducing VMT, the network should provide high accessibility and interconnectivity and supporting amenities such as bicycle parking for users so that they can walk and bike to all parts of the development. There are several CAPCOA strategies related to encouraging bicycle and pedestrian travel through design: SDT-1, SDT-6, SDT-7, and SDT-9. Each is addressed below.



The CAPCOA Report estimates that for urban and suburban projects, providing a pedestrian network within the project site that also connects to off-site pedestrian networks will reduce VMT by 0% to 2.0% depending on the extent of the Pedestrian facilities (CAPCOA SDT-1).

As to bicycle trails specifically, the research performed for the CAPCOA Report found that while bicycle trails did not result in a direct VMT reduction, providing bike trails supports the effectiveness of other TDM measures (CAPCOA SDT-9). Similarly, while providing short-term and long-term bike parking facilities throughout the development does not result in a direct VMT reduction according to the CAPCOA Report (CAPCOA SDT-6, CAPCOA SDT-7), bike parking increases the effectiveness of other measures as it provides the end user facilities necessary for bicycling. Since CAPCOA does not provide specific evidence to support VMT reductions for bicycle facilities and trails, no VMT reductions were applied.

CAPCOA SDT-1 states that pedestrian networks in a suburban context that are contained within a project site are expected to reduce VMT by 1%; therefore, a 1% VMT reduction was applied since the project is suburban in context and provides sidewalk and walking trail facilities within the project site.

As a result, a VMT reduction of **1%** for the pedestrian network within the Project area was applied.

Traffic Calming Features

The TDM Program includes traffic calming features throughout the Project site. CAPCOA SDT-2 states that implementation of traffic calming features promotes the use of active transit modes such as walking and bicycling. This mode shift away from private automobile trips can result in a reduction of VMT. Eligible traffic calming strategies should go beyond local jurisdiction requirements and can include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, and planter strips with street trees, amongst other features.

According to CAPCOA SDT-2, the percent reduction of VMT due to traffic calming features is dependent on the percentage of streets and intersections that contain such features. CAPCOA SDT-2 includes a matrix that identifies the % VMT reduction for traffic calming features based on the % of the roadways and intersections with traffic calming improvements. The TDM plan for Lilac Hills Ranch includes the provision of providing traffic calming features (such as high visibility crosswalks, reduced corner radii, speed humps) at least 25% of intersections and 25% of roadways. Based on the CAPCOA Report (page 191) the VMT reduction for 50% of intersections and 25% of roadways including traffic calming is 0.25%. The CAPCOA report indicates that traffic calming can result in a 0.25% - 1% VMT reduction; this study includes the low end 0.25% reduction to provide a conservative estimate.



Therefore, a VMT reduction of **0.25%** was applied to the overall calculation of VMT reduction.

TDM EFFECTIVENESS QUANTIFICATION SUMMARY

Based on the methodology outlined in the CAPCOA Report, when determining the overall VMT reduction, the VMT reduction separately calculated for each of the individual strategies (within their overall TDM strategy category) should be dampened, or diminished, according to a multiplicative formula to account for the fact that some of the strategies may be redundant or applicable to the same populations. The multiplicative equation to accomplish this adjustment is as follows:

$$\text{Overall \% VMT Reduction} = 1 - (1-A) * (1-B) * (1-C) * (1-D) * \dots$$

Where A, B, C, D ... = individual mitigation strategy reduction percentages

For example, if two strategies were proposed with corresponding VMT reductions of 20% and 10%, the equation would be $[1 - (1-20\%) * (1-10\%)]$ or $[1 - (80\% * 90\%)]$, which equates to a 28% reduction rather than the 30% reduction that would otherwise be seen with a direct sum. Therefore, the overall VMT reduction for the Lilac Hills Ranch Project was calculated as a dampened, or diminished, total according to the equation above, which produces a conservative overall estimate.

Moreover, several categories of VMT reduction strategies have maximum VMT reduction caps and reduction factors, as outlined where applicable in the individual TDM strategies. CAPCOA methodologies sometimes result in VMT reductions that are unreasonably large given the context of the project, so the CAPCOA Report offers category maximums and reductions to normalize the results.

The following is a summary of the VMT reductions attributed to each of the individual strategies (organized in their respective TDM strategy categories as required in the CAPCOA methodology):

TDM Strategies for Residents

- Vanpool Program: **0.1%**
- Private Transit Services: **0.9%**
- Carpool Matching Program/Guaranteed Ride Home Program: **0.2%**
- Car Share Program: **0.4%**
- Subsidized Transit Pass Program: **0.3%**
- Bike-Share Program: **0.4%**
- School Pool Program: **0.4%**
- School Bus Program: **1.3%**



- Walking School Bus Program: **0.6%**
- Unbundled Parking Program: **0.5%**
- TDM Strategy Marketing: **0.4%**
- **Residential % VMT Reduction** (Pre Adjustment) = **5.5%**
- **Residential % VMT Reduction** (multiplicative dampened formula applied) = $1 - (1 - 0.1\%) * (1 - 0.9\%) * (1 - 0.4\%) * (1 - 0.3\%) * (1 - 0.4\%) * (1 - 0.4\%) * (1 - 1.3\%) * (1 - 0.6\%) * (1 - 0.5\%) * (1 - 0.4\%) = \mathbf{5.4\%}$

TDM Strategies for Hotel Guests

- Hotel Shuttle Service (same service as the community shuttle): **0.01%**
- Bike-Share Program: **0.01%**
- **Hotel Guest % VMT Reduction** (Pre Adjustment) = **0.02%**
- **Hotel Guest % VMT Reduction** (multiplicative dampened formula applied) = $1 - (1 - 0.01\%) * (1 - 0.01\%) = \mathbf{0.02\%}$

TDM Strategies for Employees

- TDM Program Marketing for Employees: **0.3%**
- Employee Sponsored Vanpool: **0.1%**
- Employee Trip Reduction (includes staggered work hours, telecommuting and carpooling/guaranteed ride home): **0.4%**
- Employee Parking Cash-Out Program: **0.2%**
- Subsidized Transit Pass Program: **0.6%**
- **Employee % VMT Reduction** (Pre Adjustment) = **1.6%**
- **Employee % VMT Reduction** (multiplicative dampened formula applied) = $1 - (1 - 0.3\%) * (1 - 0.1\%) * (1 - 0.4\%) * (1 - 0.2\%) * (1 - 0.6\%) = \mathbf{1.6\%}$

Land Use TDM Strategies:

- Transit Facility Optimization: *Included in private transit calculations in other categories.*
- Bicycle Circulation Improvements: **1%**
- Traffic Calming Features: **0.25%**
- **Category % VMT Reduction** (Pre Adjustment) = **1.25%**
- **Category % VMT Reduction** (multiplicative dampened formula applied) = $1 - (1 - 1.0\%) * (1 - 0.25\%) = \mathbf{1.2\%}$



Summing all of the strategies results in a total of **8.2%**; however, the overall VMT reduction is calculated using the multiplicative formula to account for the fact that some of the strategies may be redundant or applicable to the same populations:

Overall VMT Reduction: $1 - (1 - 5.4\%) * (1 - 0.02\%) * (1 - 1.6\%) * (1 - 1.2\%) = 8.1\%$

Table 2, TDM Program VMT Reduction Analysis Summary, provides a summary of the TDM Program quantification described above relative to the CAPCOA standards to determine the VMT reduction that would be achieved by each individual strategy. **Table 3, TDM Program Performance Metrics and Targets**, sets forth the applicable performance metrics and targets for each strategy identified for implementation herein. The purpose of the performance metrics is to ensure implementation of the VMT reduction strategies consistent with the analysis presented in this evaluation.

TABLE 2 – TDM PROGRAM VMT REDUCTION ANALYSIS SUMMARY

Lilac Hills Ranch TDM Measure	Required Elements for TDM Measure Effectiveness	CAPCOA Reference ¹	Individual Strategy VMT Reduction	Combined Strategy VMT Reduction
TDM STRATEGIES FOR RESIDENTS				
Interim Vanpool Program	<ul style="list-style-type: none"> Provide interim vanpool services for residents between the Project site and employment centers outside of the Project area through the SANDAG iCommute program. 	TRT-11: Provide Vanpool Services for Residents	0.1%	5.4%
Interim Private Transit Services	<ul style="list-style-type: none"> Provide local shuttle service that will provide service to transit hubs, commercial centers, and residential areas. The service would provide access to the Escondido Transit Center and Route 388 on Valley Center Road/SR 76. Such service would be provided by the HOA with Phase 1 of the Project and would terminate when a transit linkage is proposed by the local transit district. The shuttle service would be available to everyone in the Project site and be an on-demand/flex system or a circulator system that provides regular service. 	TST-3: Expand Transit Network TST-6: Provide Local Shuttles	0.9%	
Carpool Matching Program & Guaranteed Ride Home	<ul style="list-style-type: none"> Coordinate with SANDAG's iCommute program for carpool and rideshare programs that are specific to the Project or develop ride-share matching program for Project residents. Offer a subsidized ride home program (through 	TRT-1: Commute Trip Reduction Programs	0.2%	



TABLE 2 – TDM PROGRAM VMT REDUCTION ANALYSIS SUMMARY

Lilac Hills Ranch TDM Measure	Required Elements for TDM Measure Effectiveness	CAPCOA Reference ¹	Individual Strategy VMT Reduction	Combined Strategy VMT Reduction
	Taxi's or Uber/Lyft type services) for participants in the transit, carpool, or vanpool programs.			
Car Share Program	<ul style="list-style-type: none"> Provide coordination/support of a car sharing system to provide residents with access to a shared vehicle. 	TRT-9: Implement Car-Sharing Program	0.4%	
Subsidized Transit Pass Program	<ul style="list-style-type: none"> Provide subsidized transit passes for residents. 	TRT-4: Implement Subsidized or Discounted Transit Program	0.3%	
Bike-Share Program	<ul style="list-style-type: none"> Implementation of a bike-share program within the Project with station connectivity to the bicycle network within the Project site. 	TRT-12: Implement Bike-Sharing Program	0.4%	
School Pool Program	<ul style="list-style-type: none"> Provide a school pool match program to help parents to transport students to off-site public or private schools. 	TRT-10: Implement a School Pool Program	0.4%	
School Bus Program	<ul style="list-style-type: none"> Coordination with the school districts to provide school bus services to high school students going to off-site schools. 	TRT-13: Implement a School Bus Program	1.3%	
Walking School Bus Program	<ul style="list-style-type: none"> Implementation of a walking school bus program for students traveling to the on-site K-8 school. 	TRT-13: Implement a School Bus Program	0.6%	
Unbundled Parking Program	<ul style="list-style-type: none"> An unbundled parking program separates the parking costs for multi-family unit from the property costs/rent. A resident would pay a separate charge to have access to parking spaces. 	PDT-2: Unbundle Parking Costs from Property Costs	0.5%	



TABLE 2 – TDM PROGRAM VMT REDUCTION ANALYSIS SUMMARY

Lilac Hills Ranch TDM Measure	Required Elements for TDM Measure Effectiveness	CAPCOA Reference ¹	Individual Strategy VMT Reduction	Combined Strategy VMT Reduction
TDM Strategy Marketing	<ul style="list-style-type: none">Provide information regarding transit/TDM options on a quarterly basis in the HOA newsletters. Provide new-residents with information packets about TDM programs.Provide and promote information regarding SANDAG’s iCommute program for residents.Encourage formal/informal networks among residents that arrange carpools for ongoing or occasional trips for commute or non-commute purposes	TRT-7: Commute Trip Reduction Marketing	0.4%	
TDM STRATEGIES FOR HOTEL GUESTS				
Interim Private Transit Services	<ul style="list-style-type: none">Provide local shuttle service that will provide service to transit hubs, commercial centers, and residential areas. The service would provide access to the Escondido Transit Center and Route 388 on Valley Center Road/SR 76. Such service would be provided by the HOA with Phase 1 of the Project and would terminate when a transit linkage is proposed by the local transit district.The shuttle service would be available to everyone in the Project site and be an on-demand/flex system or a circulator system that provides regular service.	TST-3: Expand Transit Network TST-6: Provide Local Shuttles	0.01%	0.02%
Bike-Share Program	<ul style="list-style-type: none">Implementation of a bike-share program within the Project with station connectivity to the bicycle network within the Project site.	TRT-12: Implement Bike-Sharing Program	0.01%	
TDM STRATEGIES FOR EMPLOYEES				
TDM Program Marketing for Employees	<ul style="list-style-type: none">Provide and promote information regarding SANDAG’s iCommute program and Project TDM measures for commuters and on-site businesses. Provide informational packets to employees and online. Work with office tenants to market the services.	TRT-7: Commute Trip Reduction Marketing	0.3%	1.6%
Interim Private Transit/Vanpool Services	<ul style="list-style-type: none">The interim private transit services program for employees includes the provision of an employer sponsored vanpool service that will	TRT-11: Provide Employer-Sponsored Vanpool/Shuttle	0.1%	



TABLE 2 – TDM PROGRAM VMT REDUCTION ANALYSIS SUMMARY

Lilac Hills Ranch TDM Measure	Required Elements for TDM Measure Effectiveness	CAPCOA Reference ¹	Individual Strategy VMT Reduction	Combined Strategy VMT Reduction
	serve employment centers within of the Project area either with participation from residential areas outside of the project site or by connecting to transit services (such as the Escondido Transit Center).			
Employee Trip Reduction (Includes carpool services, staggered work hours, and telecommuting)	<ul style="list-style-type: none"> Coordinate with SANDAG’s iCommute program for carpool, guaranteed ride home, and rideshare programs that are specific to the Project or develop ride-share matching program for Project employees. Promote programs to encourage workplace peak hour trip reduction, including staggered work hours and telecommuting. 	TRT-1: Commute Trip Reduction Programs	0.4%	
Employee Parking Cash-Out Program	<ul style="list-style-type: none"> This program allows employees to utilize parking “cash-out” plans. The employee can forgo their current parking spot for a cash payment that is equal to the cost of the sparking space to the employer. 	TRT-15: Implement Employee Parking “Cash-Out”	0.2%	
Subsidized Transit Pass Program	<ul style="list-style-type: none"> Provide subsidized transit passes for employees. 	TRT-4: Implement Subsidized or Discounted Transit Program	0.6%	
LAND USE AND DESIGN STRATEGIES				
Transit Facility Optimization	<ul style="list-style-type: none"> See Interim Private Transit Services 	TST-2: Implement Transit Access Improvements TST-3: Expand Transit Network	NA	1.2%
Bicycle/Pedestrian Circulation Improvements	<ul style="list-style-type: none"> Develop a comprehensive trails network that connects various Project components, land-uses, parks/open spaces, school, and the retail/commercial uses. The pedestrian facilities would provide a comfortable walking environment and include shade trees and sidewalk furniture (benches, trash cans, etc.). Provide bicycle racks and lockers along main travel corridors, adjacent to commercial 	SDT-1: Provide Pedestrian Network Improvements SDT-6: Provide Bike Parking in Non-Residential Projects SDT-7: Provide Bike Parking in Multi-Unit Residential Projects SDT-9: Dedicate Land	1%	



TABLE 2 – TDM PROGRAM VMT REDUCTION ANALYSIS SUMMARY

Lilac Hills Ranch TDM Measure	Required Elements for TDM Measure Effectiveness	CAPCOA Reference ¹	Individual Strategy VMT Reduction	Combined Strategy VMT Reduction
	developments, at public parks and open spaces, and at multi-family residential uses within the Project site.	for Bike Trails		
Traffic Calming Features	<ul style="list-style-type: none"> Project design will include traffic calming measures on at least 25% of on-site roadways and 25% of on-site intersections. Roadways will be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, & median islands. 	SDT-2: Provide Traffic Calming Measures	.25%	
VMT REDUCTION PRE-ADJUSTMENT				8.2%
OVERALL VMT REDUCTION (multiplicative formula applied)				8.1%

Notes: ¹ **CAPCOA Designations:** **SDT:** Neighborhood/Site Enhancements; **TRT:** Commute Trip Reduction Program; **TST:** Transit System Improvement; **PDT:** Parking Policy/Pricing
Source: Fehr & Peers.



TABLE 3—TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TDM Strategy	Description	Metric/ Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
TDM STRATEGIES FOR RESIDENTS						
Interim Vanpool Program	Provide interim vanpool services for residents between the Project site and employment centers outside of the Project area through the SANDAG iCommute program.	Program implemented and utilized.	Program implemented. Based on the CAPCOA effectiveness calculation, 21 residents participate.	Transportation Coordinator Reports & Resident Surveys	Annually after Phase 1 of project.	Phase 1 of project.
Interim Private Transit Services	<ul style="list-style-type: none">Provide local shuttle service that will provide service to transit hubs, commercial centers, and residential areas. The service would provide access to the Escondido Transit Center and Route 388 on Valley Center Road/SR 76. Such service would be provided by the HOA with Phase 1 of the Project and would terminate when a transit linkage is proposed by the local transit district.The shuttle service would be available to everyone in the Project site and be an on-demand/flex system or a circulator system that provides regular service.	Program implemented and utilized.	Shuttle service is provided and connects to the Escondido Transit Center and Route 388 on Valley Center Road/SR 76.	Transportation Coordinator Reports & Resident Surveys	Annually after Phase 1 of project.	Phase 1 of project.
Carpool Matching Program & Guaranteed Ride Home	Coordinate with SANDAG’s iCommute program for carpool and rideshare programs that are specific to the Project or develop ride-share matching program for Project residents. Offer a subsidized ride home program (through Taxi’s or Uber/Lyft type services) for participants in the transit, carpool, or vanpool programs.	Program implemented and utilized.	Program implemented. Based on the CAPCOA effectiveness calculation, 54 residents participate	Transportation Coordinator Reports & Resident Surveys	Annually after full build-out of all development	Full build-out of all development
Car Share Program	Provide coordination/support of a car sharing system to provide residents with access to a shared vehicle.	Establishment of carshare stations through Zipcar or a similar service	Establishment of three (3) shared cars throughout the development	Field verification	Once after full build-out of all development	Full build-out of all development
Subsidized Transit Pass Program	Provide subsidized transit passes for residents.	Percentage of residents participating in subsidized transit pass program.	Based on the CAPCOA effectiveness calculation, 82 residents participate.	Transportation Coordinator Reports	Annually after full build-out of all development	Full build-out of all development
Bike-Share Program	Implementation of a bike-share program within the Project with station connectivity to the bicycle network within the Project site.	Establishment of bike share program.	Bike share program implemented.	Field verification	Once after full build-out of all development	Full build-out of all development
School Pool Program	Provide a school pool match program to help parents to transport students to off-site public or private schools.	Implementation of a school pool program for students traveling to off-site schools.	Program implemented and 16% of students traveling to off-site schools utilizing program.	Transportation Coordinator Reports & Resident Surveys	Annually after full build-out of all development	Full build-out of all development
School Bus Program	Coordination with the school districts to provide school bus services to high school students going to off-site schools.	School bus service is provided for high school students.	School bus service provided and 50% of public high school students traveling by bus to off-site high schools.	Transportation Coordinator Reports & Resident Surveys	Annually after full build-out of all development	Full build-out of all development
Walking School Bus Program	Implementation of a walking school bus program for K-8 students traveling to the on-site school.	Program implemented and utilized.	Program implemented and 25% of on-site K-8 students utilizing program.	Transportation Coordinator Reports & Resident Surveys	Annually after full build-out of all development	Full build-out of all development



TABLE 3—TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TDM Strategy	Description	Metric/ Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
Unbundled Parking Program	An unbundled parking program separates the parking costs for multi-family unit from the property costs/rent. A resident would pay a separate charge to have access to parking spaces.	Program implemented.	For multi-family units, parking cost is equivalent to \$25/month/parking space.	Transportation Coordinator Reports & Resident Surveys	Annually after full build-out of all development	Full build-out of all development
TDM Strategy Marketing	<ul style="list-style-type: none">Provide information regarding transit/TDM options on a quarterly basis in the HOA newsletters. Provide new-residents with information packets about TDM programs.Provide and promote information regarding SANDAG's iCommute program for residents.Encourage formal/informal networks among residents that arrange carpools for ongoing or occasional trips for commute or non-commute purposes	Provide information regarding transit options and promote information regarding SANDAG's iCommute program on a quarterly basis in the HOA newsletters.	Materials created and maintained.	Transportation Coordinator Reports & Resident Surveys	Annually after full build-out of all development	Full build-out of all development
TDM STRATEGIES FOR HOTEL GUESTS						
Interim Private Transit Services	Provide local shuttle service that will provide service to transit hubs, commercial centers, and residential areas. The service would provide access to the Escondido Transit Center and Route 388 on Valley Center Road/SR 76. Such service would be provided by the HOA with Phase 1 of the Project and would terminate when a transit linkage is proposed by the local transit district. The shuttle service would be available to everyone in the Project site and be an on-demand/flex system or a circulator system that provides regular service.	Program implemented and utilized.	Shuttle service is provided and connects to the Escondido Transit Center and Route 388 on Valley Center Road/SR 76.	Transportation Coordinator Reports & Coordination with hotel staff.	Annually after Phase 1 of project.	Phase 1 of project.
Bike Share Program	Implementation of a bike-share program at the hotel complete with station connectivity to the trail and road network within the Project Site.	Establishment of bike share program.	Bike share program implemented.	Field verification	Once after full build-out of all development	Full build-out of all development
TDM STRATEGIES FOR EMPLOYEES						
TDM Program Marketing for Employees	Provide and promote information regarding SANDAG's iCommute program and Project TDM measures for commuters and on-site businesses. Provide informational packets to employees and online. Work with office tenants to market the services.	Provide information regarding transit options and promote information regarding SANDAG's iCommute program on a quarterly basis in the HOA newsletters.	Materials created and maintained.	Transportation Coordinator Reports	Annually after full build-out of all development	Full build-out of all development
Employer Sponsored Vanpool Services	The interim private transit services program for employees includes the provision of an employer sponsored vanpool service that will serve employment centers within of the Project area either with participation from residential areas outside of the project site or by connecting to transit services (such as the Escondido Transit Center).	Program implemented and utilized.	Program implemented. Based on the CAPCOA effectiveness calculation, 10 employees participate.	Transportation Coordinator Reports & Coordination with Employers (Employee Survey)	Annually after Phase 1 of project.	Phase 1 of project.
Employee Trip Reduction (Includes carpool services,	<ul style="list-style-type: none">Coordinate with SANDAG's iCommute program for carpool, guaranteed ride home, and rideshare programs that are	Program implemented and utilized.	Program implemented. Based on the CAPCOA effectiveness calculation, 25	Transportation Coordinator Reports &	Annually after full build-out of all development	Full build-out of all development



TABLE 3—TDM PROGRAM PERFORMANCE METRICS AND TARGETS

TDM Strategy	Description	Metric/ Performance Measure	Target	Collection Method	Collection Frequency	When Target Should Be Met
staggered work hours, and telecommuting)	specific to the Project or develop ride-share matching program for Project employees. Promote programs to encourage workplace peak hour trip reduction, including staggered work hours and telecommuting.		employees participate.	Coordination with Employers (Employee Survey)		
Employee Parking Cash-Out Program	This program allows employees to utilize parking “cash-out” plans. The employee can forgo their current parking spot for a cash payment that is equal to the cost of the parking space to the employer.	Percentage of employees participating in parking cash out program.	Program implemented. Based on the CAPCOA effectiveness calculation, 14 employees participate.	Transportation Coordinator Coordination with Employers (Employee Survey)	Annually after full build-out of all development	Full build-out of all development
Subsidized Transit Pass Program	Provide subsidized transit passes for employees.	Percentage of employees participating in subsidized transit pass program.	Program implemented. Based on the CAPCOA effectiveness calculation, 37 employees participate.	Transportation Coordinator Coordination with Employers (Employee Survey)	Annually after full build-out of all development	Full build-out of all development
LAND USE AND DESIGN STRATEGIES						
Bicycle/Pedestrian Circulation Improvements	<ul style="list-style-type: none">Develop a comprehensive trails network that connects various Project components, land-uses, parks/open spaces, school, and the retail/commercial uses.The pedestrian facilities would provide a comfortable walking environment and include shade trees and sidewalk furniture (benches, trash cans, etc.). Provide bicycle racks and lockers along main travel corridors, adjacent to commercial developments, at public parks and open spaces, and at multi-family residential uses within the Project site.	Pedestrian and bike network build-out that provides internal pedestrian and bike facilities that connect land uses within the project site	Full build-out of planned pedestrian and bike trails network that provides internal pedestrian and bike connections.	Field verification	Once after full build-out of all development	Full build-out of all development
Traffic Calming Features	<ul style="list-style-type: none">Project design will include traffic calming measures on at least 25% of on-site roadways and 25% of on-site intersections.Roadways will be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features.Traffic calming features include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, & median islands.	Presence of traffic calming features.	At least 25% of roadways and 25% of intersections have traffic calming features.	Field verification	Once after full build-out of all development	Full build-out of all development

Source: Fehr & Peers.

Attachment A

**National Household Travel Survey Data, Hotel
Occupancy Data, Public vs. Private School Data**

FEHR  PEERS

2009 NHTS

Vehicle Trips (Travel Day VT,
annualized)

Number of Vehicle Trips (VT) by Purpose

Trip purpose summary	Travel Day Vehicle Trips		
	Sample Size	Sum (Millions)	Percent
Refused	140	27	0
Don't know	199	53	0
Not ascertained	20	2	0
Home	255,692	79,901	34.2
Work	101,537	37,799	16.2
School/Daycare/Religious activity	19,655	6,511	2.8
Medical/Dental services	15,658	3,759	1.6
Shopping/Errands	163,004	45,353	19.4
Social/Recreational	64,252	19,714	8.4
Family personal business/Obligations	24,678	6,775	2.9
Transport someone	51,763	18,755	8
Meals	50,077	14,677	6.3
Other reason	1,467	523	0.2
All	748,142	233,849	100

Sum of Work, School, Medical, Shopping, Social,
Family personal business, Transport someone,
Meals, and Other reason Trips: 153,866 Trips

Work Trips: 37,799 Trips

Work Trips / Sum:25%

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Record year for region's hotels



Hilton San Diego Bayfront Hotel



By **Jonathan Horn**

DECEMBER 16, 2014, 6:03 PM

Visitors traveled to San Diego in record numbers in 2014, booking more hotel room nights, spending more money, and paying more in tourist taxes than they have in any prior year.

Figures released Tuesday by the San Diego Tourism Authority show that 33.8 million out-of-towners visited America's Finest City this year, spending \$9 billion on lodging, food, entertainment and travel here. In all, they stayed a collective 16.2 million room nights and generated \$244 million in transient

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San Diego's success is part of a nationwide rebound in tourism overall. Numbers provided by PKF Hospitality Research show that markets across the country are having record-breaking years in terms of their hotel occupancy rates. San Diego actually trails Los Angeles, Anaheim and San Francisco in that category, according to the data. Through September, San Diego had a record 74.3 percent hotel occupancy rate, up from 71.6 percent last year. Anaheim's rose to 75.9 percent, Los Angeles hit 78.8 percent, and San Francisco was up to 83.8 percent, the PKF report shows. Nashville, Seattle, Denver, New York, Miami and Pittsburgh are also on pace to set records, among others.

Esmael Adibi, economist at Chapman University, said increased tourism activity had a lot to do with the dollar being relatively weak for much of 2014. He said instead of traveling to Europe, someone who lives on the West Coast would go east, while someone living on the East Coast would head west. In the last few months, the dollar has gained strength, making international travel more affordable. Meanwhile, over the last year national unemployment has dropped from 7 percent to 5.8 percent, evidence of an improving economy.

"Domestic tourism started making a good comeback," Adibi said. "It all goes back to consumers, it all goes back to the overall recovery."

Joe Terzi, chief executive of the Tourism Authority, said the local gains had much to do with \$15 million in marketing done by his agency, including efforts to tap into China. Last year, 33.1 million people came to San Diego County, staying 15.3 million room nights, spending \$8.4 billion and generating an estimated \$217 million in taxes, says the Tourism Authority report, published by Tourism Economics.

"We think we're well known and to some degree we are, but not necessarily as well known as some other destinations we compete with," Terzi said. "We compete across the country for leisure travelers, probably more than other destinations," Terzi said.

The Tourism Authority projects the county's occupancy rate to rise from 74.7 percent this year to 76.3 percent in 2015, with the average room night increasing about 5.5 percent to \$150.52. The report projects San Diego setting a new visitor record each year through 2019, with 34.6 million expected in 2015.

With the increased demand, the leisure and hospitality industry continues to expand, adding 3,700 new workers over the last year, for 2.2 percent payroll growth.

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Bob Rauch, who owns hotels across San Diego, said his hotels are running at a record 80 percent occupancy and his rates are increasing 5 percent each year. He said optimism is spreading across the country.

“It’s definitely a national story. If you go to a hotel conference, they’re starting to get bullish on 2017 and 2018,” Rauch said.

Rauch said getting more nonstop international flights to San Diego would cause some of those travelers to reconsider their destination. More flights would be a good complement to the direct service offered by Japan Airlines from San Diego to Tokyo.

“Where the demand tails off is people would still rather fly somewhere that’s easier to get to, and Las Vegas and L.A. are the answers,” Rauch said.

The Tourism Authority says nearly 45 percent of San Diego’s visitors are from other parts of California and Arizona, while international travelers make up about 11 percent. That lags San Francisco and Los Angeles, whose major international airports generate more than a quarter of their visitors from other countries.

Jerry Morrison, a San Diego hotel consultant, said the improved economy is what makes tourism activity possible.

“If they don’t feel good about the economy and they don’t feel good about their own position within the economy, you can’t make somebody who doesn’t have the money buy,” he said.

U-T staff writer Lori Weisberg contributed to this report.

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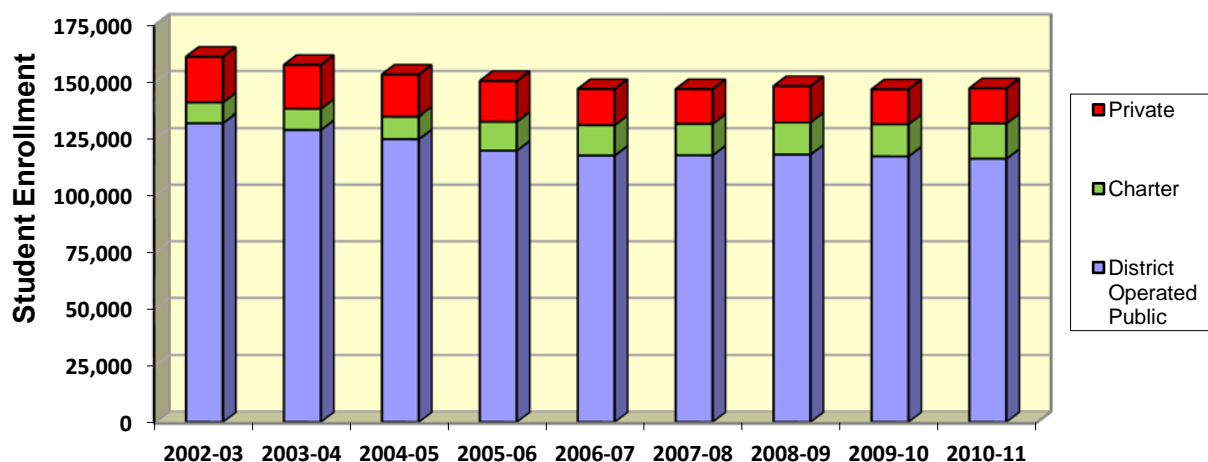
San Diego Unified School District Status Report: 2002-2011

May 2012



As Figure 1 demonstrates, the mix of enrollment by school type has shifted over the past nine years. Over this time period, public and private school enrollment has declined while charter school enrollment has increased.

Figure 1
**Student Enrollment by School Type
SDUSD**



Enrollment in district-operated schools declined during this time span. The total number of students in district-operated schools was 116,170 in 2010-11, a decline of 12% since 2002-03 when enrollment totaled 131,865 students. Enrollment also declined for private schools located within the geographic boundaries of the district during this period. In 2010-11, a total of 15,243 students were enrolled in private schools within district boundaries, 24% fewer than 2002-03. At the same time, charter school enrollment has increased. In 2010-11, a total of 15,614 students were enrolled in 41 charter schools within the district, up 76% since 2002-03 when 8,888 students were enrolled in 20 charter schools. In 2010-11, the total number of students enrolled in San Diego charter schools was 12% of the number enrolled in both district-operated and charter SDUSD schools combined.

Figure 2 on the following page charts the growth in the enrollment and number of charter schools located within SDUSD between 2002 and 2011.

APPENDIX J - EIR MATRIX OF PROJECT CHANGES

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PROJECT REVISIONS/UPDATED STUDY	LOCATION OF DISCUSSION IN SPECIFIC PLAN	PROJECT DESIGN FEATURE; CONDITION OF APPROVAL; OR MITIGATION MEASURE	LOCATION OF DISCUSSION IN ENVIRONMENTAL ANALYSIS	DISCUSSION AND ANALYSIS OF IMPACTS
PLANNING COMMISSION: “Require West Lilac Road along the northern boundary line to be built to the 2.2c standard with a 30-foot buffer and reduction of parkway on the north side.” (PC Recommendation #1)	CHAPTER II, SECTION P.1; CHAPTER III, SECTION E.4; CHAPTER IV, SECTION A.4.	PROJECT DESIGN FEATURE	DRAFT EIR 2015: Section 1.2.1.4; Section 1.6; Section 1.8.3; TRAFFIC SECTION. Alternatives Section 4.8.1.5.	The project has been revised to include construction of West Lilac Road along the northern boundary line to the County 2.2C public road standards, with a 30-foot buffer and reduction of the parkway on the north side ¹ . The new design for West Lilac Road is detailed in Figure 25 of the Specific Plan. This is a change from the original project design that included a Road Exception Request (Number 5), which proposed a downgrade of West Lilac Road along this same segment of roadway along the project’s frontage from a 2.2C to a 2.2F classification. This design exception has been withdrawn by the project applicant. The original project also included a General Plan Amendment (GPA) requesting multiple road segments along West Lilac Road to be added to Mobility Element Table M-4 (allowing the road segments to operate at a level of service [LOS] E/F). However, as a result of the Applicant no longer requesting the road exception to West Lilac Road (Road Exception Number 5); the project’s GPA includes only a single road segment, West Lilac Road between Old Highway 395 and Main Street, will be added to Table M-4. The improvement of West Lilac Road to its revised standard would result in additional environmental impacts along the southern boundary of the roadway. These impacts, along with feasible mitigation measures, were analyzed under the Road Design Alternative (Section 4.8.1.5) of the DFEIR-2015. Potential impacts associated with this updated project design feature are discussed under the relevant issue area below. Although the Project Description will be revised to address this new design; no further additional analysis is required that is not already included in the DFEIR-2015.
PLANNING COMMISSION: “Require Mountain Ridge Road to be built with a 25 mile per hour design speed and require intersection taper.” (PC Recommendation #2)	CHAPTER IV, SECTION A.4.3.	PROJECT DESIGN FEATURE	DRAFT EIR 2015: TRAFFIC; EIR ALTS	Impacts associated with Mountain Ridge Road built to its full design speed of 30mph were analyzed as part of the Draft EIR- Alternatives section. Specifically, Section 4.8.1.7 evaluates impacts that would occur if Mountain Ridge Road was built to a 30mph design speed. Under the 30mph alternative analyzed, additional impacts were identified and the associated mitigation measures would need to be implemented. No additional or new impacts would occur as a result of the construction of the roadway at 25mph instead of 30mph as was originally analyzed in the Draft EIR. See the civil engineering analysis by Landmark Consulting, dated August 22, 2017 and attached to this Appendix. A supplemental analysis was prepared by Landmark Consulting to 1) determine if road could be constructed within existing ROW or within the footprint identified under the 30 mph alternative, and 2) identify whether there would be any new significant impacts. Landmark concluded that a 25mph design for Mountain Ridge Road falls within the footprint of the original application design alternatives, therefore, additional impacts will not need to be analyzed. Any road along the same alignment with a lower design speed will have less impacts near locations of vertical curves than one of higher design speed. In no location along Mountain Ridge Road do any impacts from the currently

¹Project revision based on Planning Commission Recommendation #1.

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				proposed design exceed the previously analyzed 30mph design alternative.
<p>PLANNING COMMISSION:</p> <p>“Require the applicant to establish access rights to Mountain Ridge Road prior to implementation of Phase 5.” (PC Recommendation #3)</p>	CHAPTER IV, SECTION A.4.3.	CONDITION OF APPROVAL	<p>DRAFT EIR 2015:</p> <p>See, Section 1.2.1.4; Section 1.2.1.10; TRAFFIC SECTION]</p>	<p>The Project will be required to confirm its access rights to Mountain Ridge Road prior to approval of any tentative map that proposes access to Mountain Ridge Road. The confirmation of such access rights to Mountain Ridge Road will be provided prior to approval of an Implementing Tentative Map that proposes access to Mountain Ridge Road. This would not result in any physical changes to the project impacts associated with Mountain Ridge Road or to the other four phases of the Project which are not dependent on any of the infrastructure provided by Phase 5. Therefore no further additional analysis is required.</p>
<p>PLANNING COMMISSION:</p> <p>“Condition Phase 5 Implementing Tentative Map to resolve overburdening of Mountain Ridge Road.” (PC Recommendation #4)</p>	CHAPTER IV, SECTION A.4.3.	CONDITION OF APPROVAL	<p>DRAFT EIR 2015:</p> <p>See, Section 1.2.1.4; Section 1.2.1.10; TRAFFIC SECTION</p>	<p>The other phases of the Project are not dependent on the development of Phase Five or construction of Mountain Ridge road. Additionally, the improvements to Mountain Ridge Road are included in the Project Description as a project design feature and are not needed as a mitigation measure. (See section 7.2 and Table 10.2 of the TIS, attached as Appendix J to the FEIR.) The Project’s EIR also analyzed Mountain Ridge Road with Exception Request #7 which would retain the existing 15 mph design speed with additional paving added to achieve 28 feet of grading with 24-feet of pavement. The Project’s EIR also analyzed Mountain Ridge Road improved to the County’s Private Road Standards (See Section 4.8.1.7) Therefore requiring the applicant to resolve this issue with adjacent property owners would not result in any new impacts or increase the severity of impacts associated with Mountain Ridge Road or the project.</p>
<p>PLANNING COMMISSION:</p> <p>“Require the applicant to fund and build a turn-key school at a site to be determined by the school district.” (PC Recommendation #5)</p>	CHAPTER IV, SECTION A.4.1.	CONDITION OF APPROVAL	<p>DRAFT EIR 2015:</p> <p>Section 1.2.1.3; Tables 1-1 and 1-3; Section 1.8.4.2; SERVICES SECTION; TRAFFIC AND AG.</p>	<p>Prior to the first Final Map, the Developer shall enter into an agreement with either of the School Districts to construct a turn-key K-8 school at a location to be determined by that district at a future date determined by the District. The Specific Plan has been amended to clarify that the project would be required to fund and build a turn- key K-8 school at either the location shown in the Specific Plan or at a location determined by the school district operating the K-8 school through the implementation of an agreement with the appropriate school district. The 2015 project design included a school site for the possible location of a K-8 school; therefore, the inclusion of the school site has been analyzed in the 2015 DFEIR. This update would not trigger any physical changes to the environment and, therefore, would not change any previously identified project impacts associated with this project feature. The 2015 DEIR included the construction of an on-site school so no new environmental impacts would be associated with this project feature. Should an off-site location be selected, the school district would assume responsibility for any CEQA analysis that may be needed once a location is selected.</p>
<p>PLANNING COMMISSION:</p> <p>“The applicant shall construct the Town Center after 1,000 homes are built.” (PC Recommendation #7)</p>	CHAPTER IV, SECTION A.4.1.	CONDITION OF APPROVAL	<p>DRAFT EIR 2015:</p> <p>See, Section 1.2.1.3</p>	<p>The Developer shall construct the Town Center after 1,000 homes are built within the Project. The project’s impacts associated with the construction and development of the Town Center have been analyzed in the Project EIR; no new impacts nor any overall increase or severity of impacts would occur. The Traffic Study analyzed the buildout of the Phases individually, so that they could be combined or developed in any order.</p> <p>The project would be conditioned to perform proposed mitigation measures upon the generation of the identified EDU as set forth in the MMP. EDU is used instead of</p>

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				residential dwelling unit count to account for traffic generated not only by residential uses, but also by commercial uses and the other non-residential portions of the project. Requiring the development of the Town Center after 1,000th home is related only to the timing of its construction. The associated infrastructure improvements, needed as a result of construction of the town center, will be triggered as set forth in the MMRP, based on the EDUs generated by the town center.
<p>PLANNING COMMISSION:</p> <p>“Construct a new fire station or improve and expand the existing fire station to meet the five minute rule and require the developer to fund the improvements. Establish a Mello-Roos (CFD) for ongoing staffing for the fire station.” (PC Recommendation #8)</p>	CHAPTER IV, SECTION A.4.1.	CONDITION OF APPROVAL	<p>DRAFT EIR 2015:</p> <p>See, Section 1.2.1.9; HAZARDS; SERVICES</p>	<p>Prior to the Final map that includes a dwelling unit outside the 5 minute travel time, the Applicant shall enter into an agreement with the Deer Springs Fire Protection District to implement any of the four options set forth in the Project’s EIR to provide a 5 minute travel time and the Developer will establish a Mello-Roos (Community Facilities District) for ongoing staffing for fire personnel if necessary. Impacts associated with the construction of any of the four options have been analyzed in the Draft EIR. Therefore, no new impacts nor any overall increase or severity of impacts associated with fire services beyond that previously discussed in the Draft EIR would occur.</p>
<p>PLANNING COMMISSION:</p> <p>“Improve wastewater facility no later than the 100th home.” (PC Recommendation #9) UTILITIES</p>	CHAPTER IV, SECTION A.4.1.	CONDITION OF APPROVAL	<p>DRAFT EIR 2015:</p> <p>See, Section 1.2.1.3; Section 1.2.1.7; Section 1.2.1.10</p>	<p>The project will be conditioned to require the project to improve the wastewater facility no later than the 100th home. A Wastewater Management Alternatives analysis was prepared for the project which identified four alternatives to provide sewer service to the project. The VCMWD will ultimately determine which option is implemented in order to provide sewer service to the project. Project impacts associated with the provision of a wastewater facility were also analyzed to include interim services to accommodate the community through build-out. Therefore, no new impacts nor any overall increase or severity of impacts associated with wastewater services beyond that previously discussed in the Draft EIR would occur.</p>
<p>COUNTY STAFF:</p> <p>“Require a 50-foot buffer (setback) with two rows of trees or similar vegetation around the perimeter of the project, including along the south side of West Lilac Road within the project site. The buffer shall include a similar style of landscaping (e.g. orchard style plantings) as the other agricultural buffers.” (Staff Specific Plan Recommendation a, Staff Report page 39-40)</p>	CHAPTER IV, SECTION A.4.1.	PROJECT DESIGN FEATURE	<p>DRAFT EIR 2015:</p> <p>AG SECTION;</p>	<p>The project includes 50-foot buffers, with two rows of trees, surrounding the agricultural interface areas (EIR Figures 2.4-7 through 2.4-7i). No impacts associated with these agricultural interface areas were identified. The project will also include additional buffers to complete the perimeter of the project as identified in staff’s recommendation. Specific Plan Figure [144] shows the updated buffers, which are located within the boundaries of the project’s development footprint, in some cases overlapping existing fuel modification zones. In areas that overlap with the fuel modification zones, the vegetation will comply with Fire Code requirements.</p> <p>Likewise, there would be no new land use related impacts associated with the buffers. The buffers would increase the transitions areas of the project with adjacent Semi-Rural uses.</p>
<p>COUNTY STAFF:</p> <p>“Require the construction of Main Street concurrently with the development of Phase 2 or Phase 3, provide access from Phase 4 to either West Lilac Road via Lilac Hills Ranch Road or Residential Road 10 as identified in the Specific Plan or south through Phase 5 via Mountain Ridge Road concurrently with the development of Phase 4, and provide</p>	CHAPTER IV, SECTION A.4.1.	CONDITION OF APPROVAL	<p>DRAFT EIR 2015:</p> <p>See, Section 1.2.1.4; TRAFFIC</p>	<p>The Project will be required to provide construction of access points via roadways as follows:</p> <ul style="list-style-type: none"> Construct Main Street, concurrently with the development of Phase 2 or Phase 3, Provide access from Phase 4 to either West Lilac Road via Lilac Hills Ranch Road or Residential Road 10, as identified in the Specific Plan concurrently

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access to either Covey Lane or Rodriguez Road concurrently with the development of Phase 5.” (Staff Specific Plan Recommendation b, Staff Report page 40)				<div>with the development of Phase 4,<ul style="list-style-type: none">• Provide access from Phase 5 to either Covey Lane or Rodriguez Road concurrently with the development of Phase 5.</div> <div>The construction of these access points were analyzed as part of the Project’s EIR. Therefore, no new impacts nor any overall increase or severity of impacts associated with construction of these roadways would occur beyond that previously discussed in the Draft EIR. The road network design for the project would remain the same, would meet all County and Local Fire District access requirements and provide adequate ingress and egress for residents as well as emergency access. Therefore, impacts associated with road access would be remain the same.</div> <div>The project’s impacts associated with traffic and timing was analyzed using a phased approach (Traffic Scenarios A-E) to assure that each phase of construction included conditions to construct specific improvements needed to handle the traffic generated by the project. Since the access points will be constructed concurrent with the improvements needed for each phase, and there will be no change to the roadway improvement phasing schedule, no new impacts and no overall increase or severity of impacts associated with traffic impacts beyond that previously discussed in the Draft EIR would occur.</div>
COUNTY STAFF: “The Project shall be required to coordinate with North County Transit District (NCTD) on the future siting of the transit stop in Phase 2, and provide full transit stop improvements concurrently with development of Phase 2. The project will also be required to provide an interim transit stop (shelter and bench) and interim transit service (on-demand vanpool) concurrently with Phase 1. The interim transit service shall provide daily service between the community and the nearest off-site transit stops (Route 388 along Valley Center Road & SR-76 and/or Escondido Transit Center) through the SANDAG iCommute program until transit service is provided to the site.” (Staff Specific Plan Recommendations c, Staff Report page 40-41))	CHAPTER IV, SECTION A.4.2.	PROJECT DESIGN FEATURE	DRAFT EIR 2015: See, EIR Section 1.2.1.4; TRAFFIC; LAND USE	The provision for a transit stop in the Town Center of Phase 2, was added as a project design feature in the Draft EIR and will be added to the project design features identified in Chapter 7 of the Draft EIR. The project will also be required to provide an interim transit stop (shelter and bench) and interim transit service (on-demand vanpool) concurrently with Phase 1 as a condition of project approval. This revision would not trigger any physical changes to the environment and, therefore, would not change any previously identified project impacts associated with construction of the interim and permanent transit stop that has not already been analyzed in the 2015 DFEIR and no further additional analysis is required. The 2015 Traffic Impact Study included a TDM program, which was incorporated into the Specific Plan, however no VMT reductions were applied to the original TIS traffic calculations. Refinements to the program would not affect the analysis. Therefore, no new impacts nor any overall increase or severity of impacts associated with traffic beyond that previously discussed in the Draft EIR would occur.
COUNTY STAFF: Road Exception Request #5 “...staff recommends that all interim and ultimate improvements to West Lilac Road along the project frontage include two 12-foot travel lanes and two 8-foot shoulders for an improved width of 40-feet within a 64-foot graded right-of way” Additionally, “...Staff recommends and has conditioned the project to require the West Lilac Road improvements to be located within the approved SC 270 alignment (4B alignment study alternative)...” (Staff Report page 51)	See PLANNING COMMISSION Recommendation #1.	PROJECT DESIGN FEATURE	DRAFT EIR 2015: TRAFFIC; ALTS	This exception request has been formally withdrawn and West Lilac Road will be constructed per the PC recommendation. West Lilac Road, along the project frontage, would remain designated and constructed to the 2.2C public road standards to include two 12-foot travel lanes and two 8-foot shoulders for an improved width of 40-feet within a 64-foot graded right-of way. The West Lilac Road improvements will be located within the approved SC 270 alignment (4B alignment study alternative of the 2015 DEIR). This includes a 30-foot buffer along the project boundary and a reduction of the parkway on the north side of the right-of-way. Therefore no new impacts nor any overall increase or severity of impacts associated with traffic beyond that previously discussed in the Draft EIR would occur.

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<p>COUNTY STAFF:</p> <p>Road Exception Request #7</p> <p>“...staff recommends that Mountain Ridge Road be designed to a 25 mph design speed...” (Staff Report page 52)</p>	<p>See PLANNING COMMISSION Recommendation #2.</p>	<p>PROJECT DESIGN FEATURE</p>	<p>DRAFT EIR 2015: TRAFFIC; ALTS</p>	<p>The design exception No. 7 has been formally withdrawn. The developer will construct Mountain Ridge Road to a design speed of 25 mph. Section 4.8.1.7 evaluates impacts that would occur if Mountain Ridge Road was built to 30 mph design speed. Under the 30 mph alternative analyzed additional impacts were identified and the associated mitigation measures would need to be implemented. No additional or new impacts would occur as a result of construction the roadway at 25 mph instead of 30 mph as was originally analyzed in the Draft EIR. See the civil engineering analysis by Landmark Consulting, dated August 22, 2017 and attached to this Appendix. Therefore, while additional impacts would occur, these have been disclosed and would become conditions of project approval as identified in the updated MMRP.</p>
<p>COUNTY STAFF:</p> <p>Road Exception Request #8</p> <p>“...The road design should be revised to widen the road at the Mountain Ridge Road/Circle R Drive intersection and provide a taper in order to accommodate the required turning radius. Staff acknowledges that the requirement for a taper at the intersection of Mountain Ridge Road and Circle R Drive would require the acquisition of off-site right-of-way, which could result in the County having to acquire the right-of-way through eminent domain” (Staff Report page 52)</p>	<p>See PLANNING COMMISSION Recommendation #2.</p>	<p>PROJECT DESIGN FEATURE</p>	<p>DRAFT EIR 2015: TRAFFIC; ALTS</p>	<p>The design exception request No. 8 has been formally withdrawn. Prior to the first final map in Phase 5, the developer will be conditioned to widen the road at the Mountain Ridge Road/Circle R Drive intersection and provide a taper in order to accommodate the required turning radius. Staff acknowledges that the requirement for a taper at the intersection of Mountain Ridge Road and Circle R Drive would require the acquisition of off-site right of way.</p> <p>Impacts associated with the Mountain Ridge Road/Circle R taper was analyzed as part of the Draft EIR Alternatives section. Specifically, Section 4.8.1.8 evaluates impacts that would occur if the road was widened and taper constructed. Additional impacts were identified and mitigation measures would be implemented. Therefore, while additional impacts would occur, these have been disclosed and would become conditions of project approval as identified in the updated MMRP.</p>



8/22/2017

Jon Rilling
LHR Investment Company, LLC
11452 El Camino Real, Suite 120
San Diego, CA 92130

Dear Mr. Rilling:

At your request, we have prepared design plans to upgrade Mountain Ridge Road to current, County of San Diego Private Road Standards at a design speed of 25mph. We understand that the most recent version of the Environmental Impact Report (EIR) analyzed the area within the existing road easements as well as impacts of a proposed upgrade of Mountain Ridge Road using a design speed of 30mph extending beyond the easements. We have compared the impacts previously studied in the 2015 EIR with the impact limits of Mountain Ridge Road at a design speed of 25mph. We have determined that the impacts of the 25mph design speed fall within the previously studied impact limits of the 30mph design speed.

Regards,

A handwritten signature in blue ink, appearing to read 'Mark A. Brencick', is placed above the typed name.

Mark A. Brencick, PE, PLS, Esq.
President
Landmark Consulting

MOUNTAIN RIDGE LIMITS OF GRADING
LILAC HILLS RANCH

