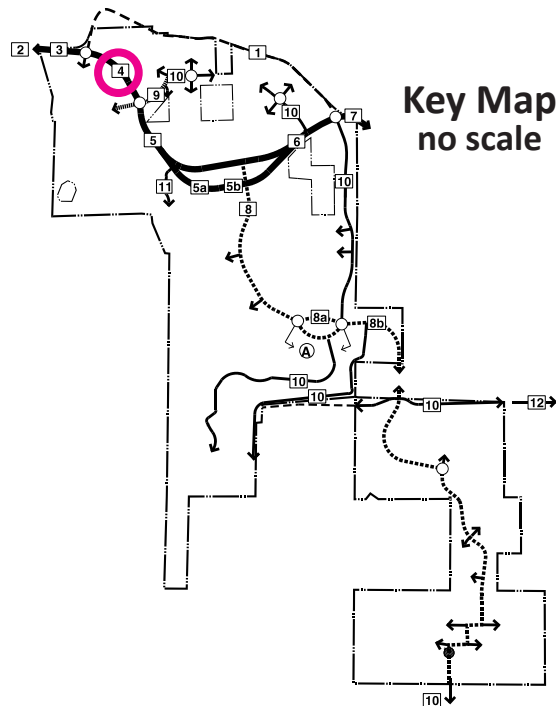
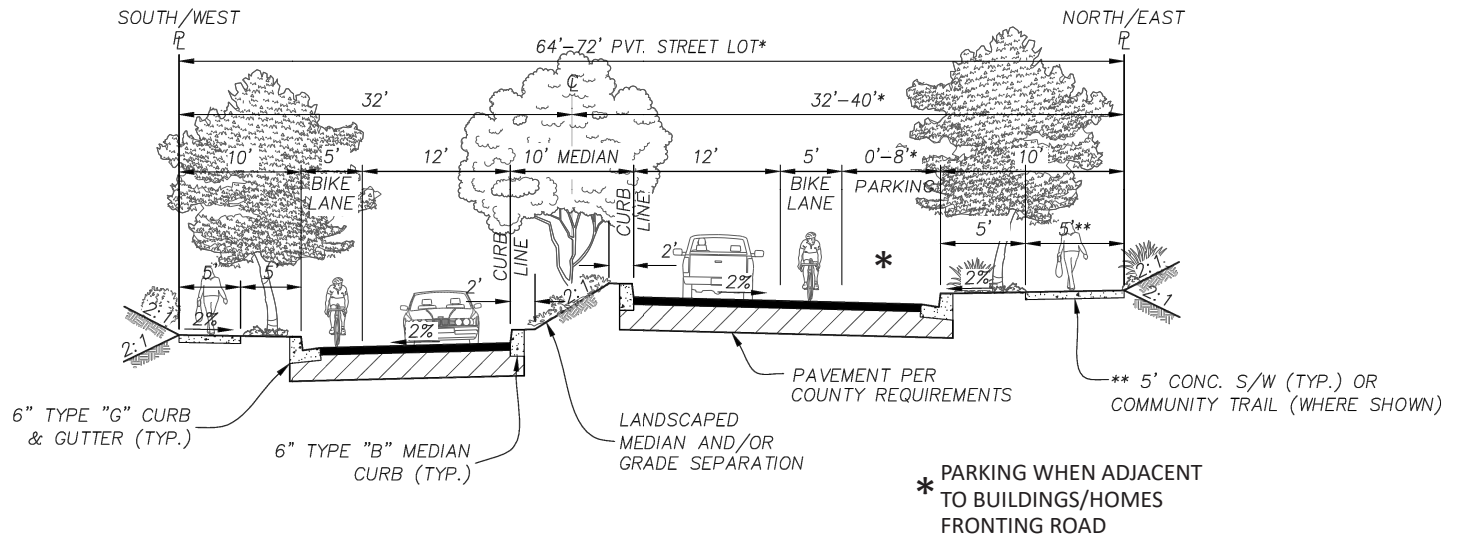


Main Street (On-Site)

No Scale
(Private)



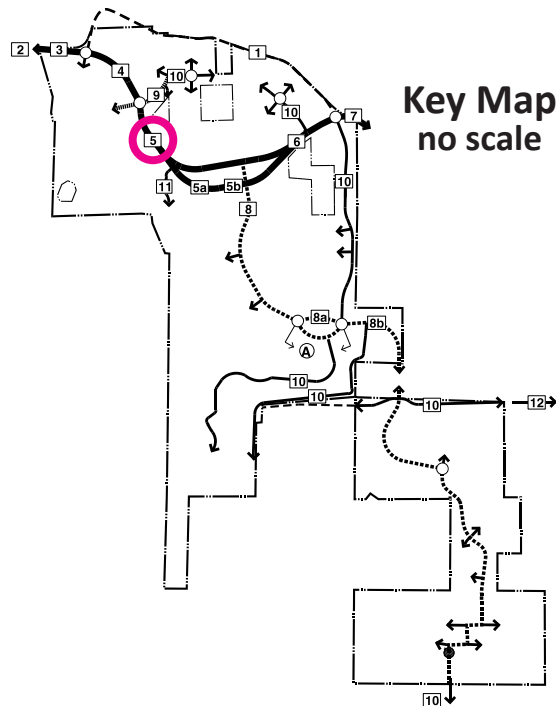
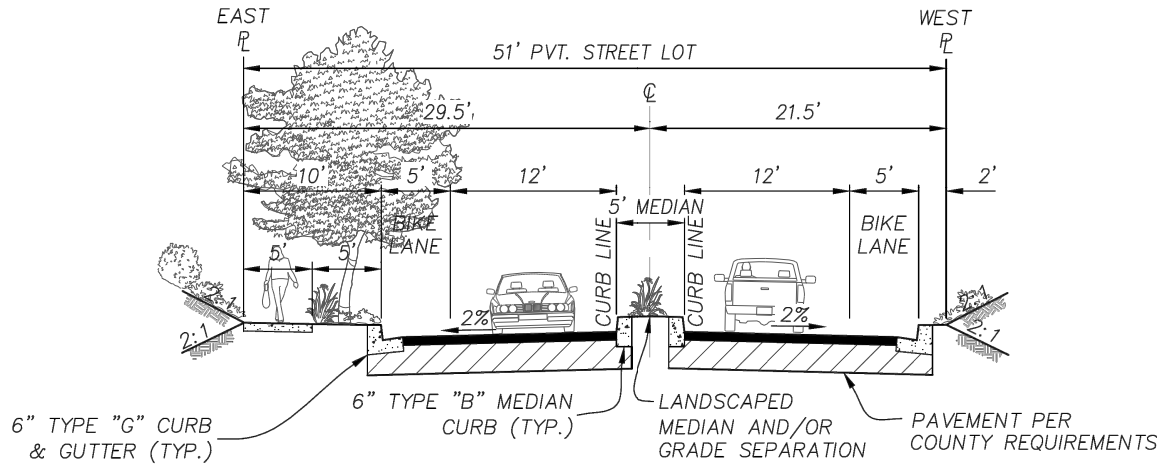
Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

5

Main Street (On-Site)

No Scale
(Private)



Typical Street Section

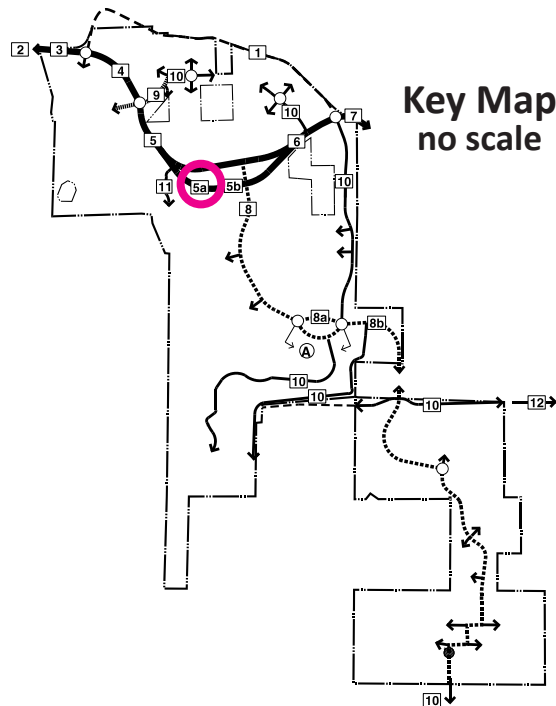
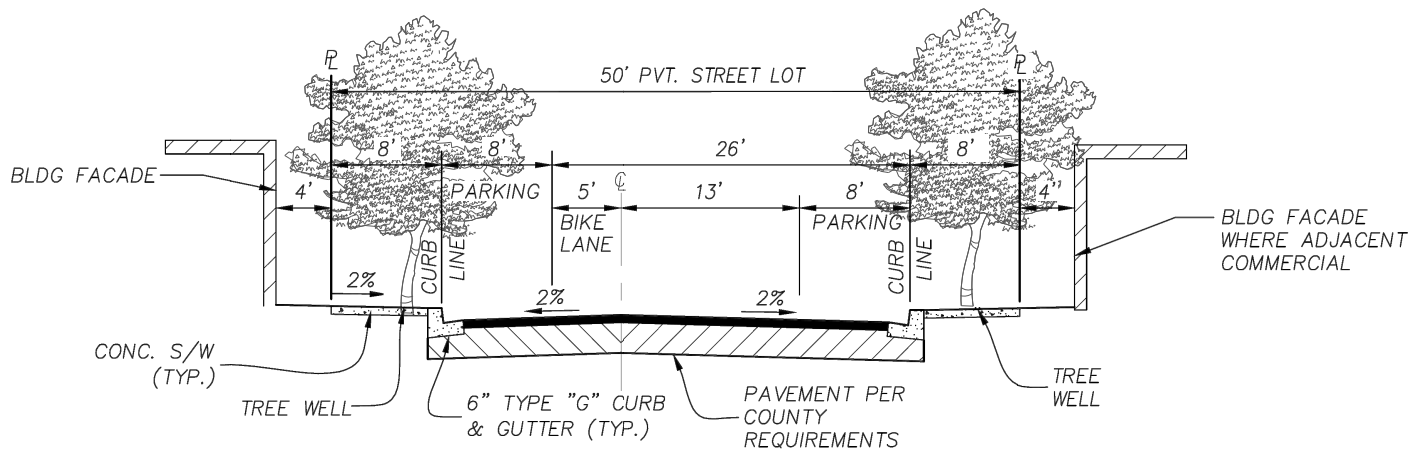
LILAC HILLS RANCH SPECIFIC PLAN

5a

Main Street (On-Site)

(Off-Square)

No Scale (Private)



Typical Street Section

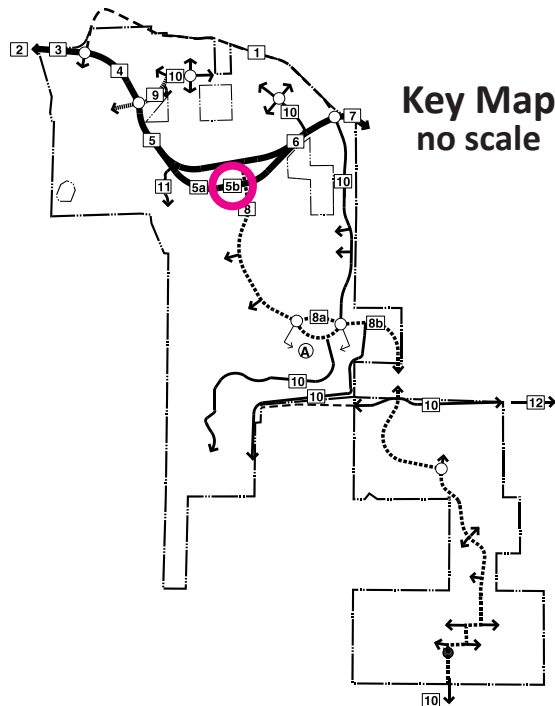
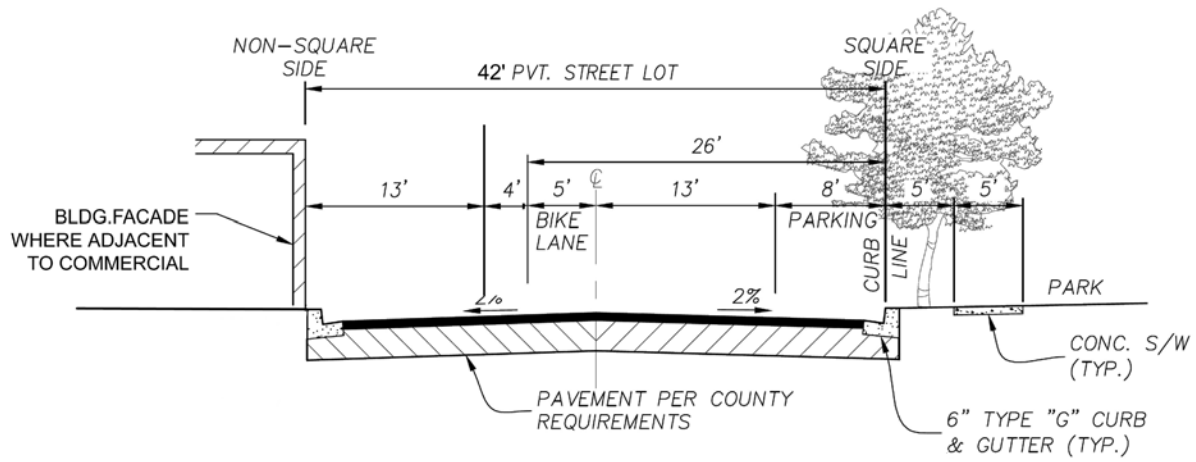
LILAC HILLS RANCH SPECIFIC PLAN

5b

Main Street (On-Site)

(Adjacent-Square)

No Scale (Private)

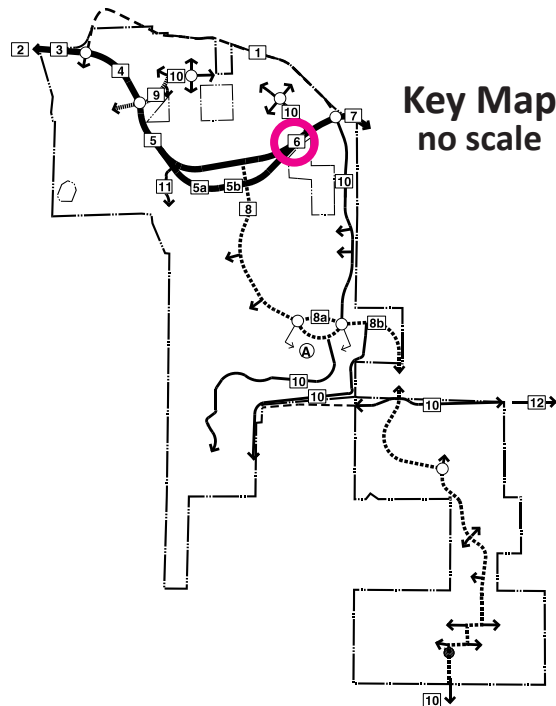
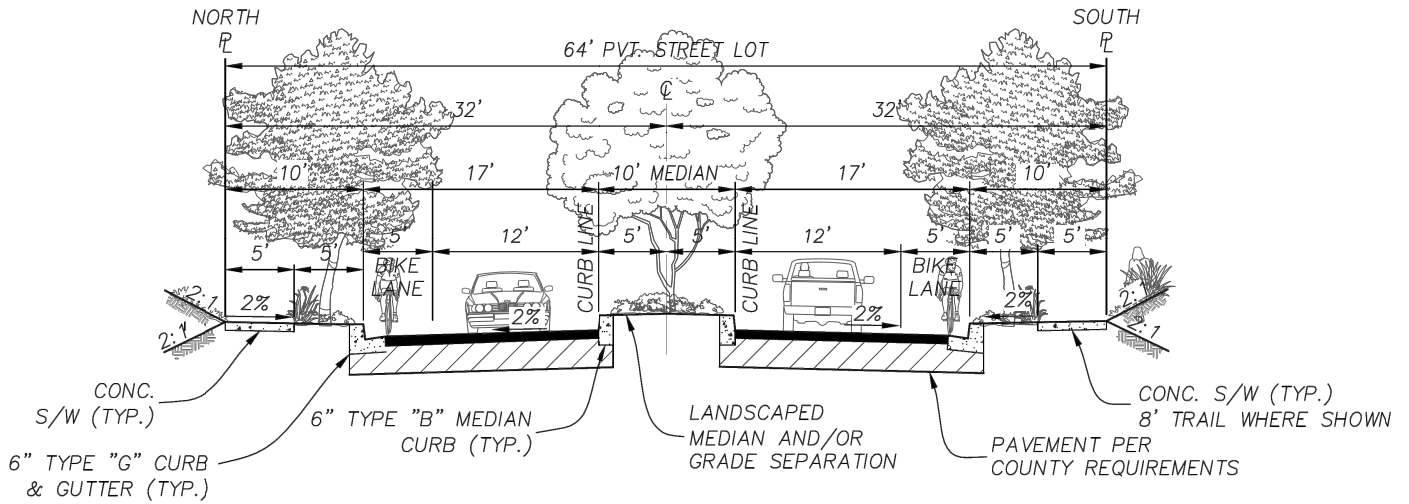


Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

Main Street (On-Site)

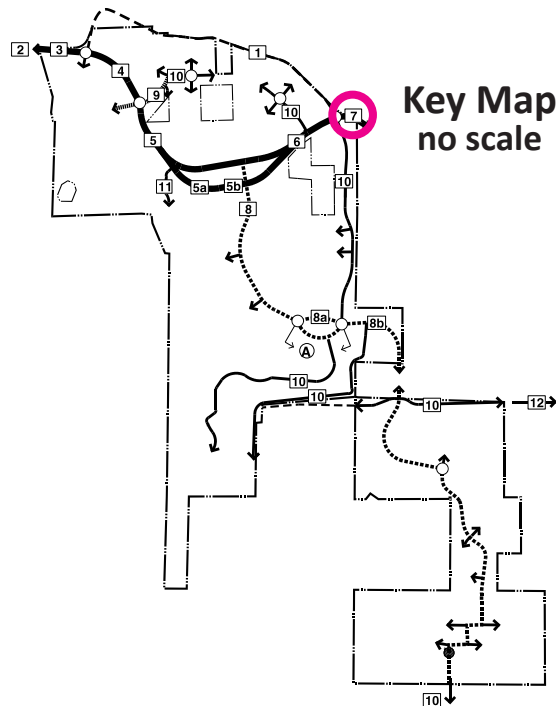
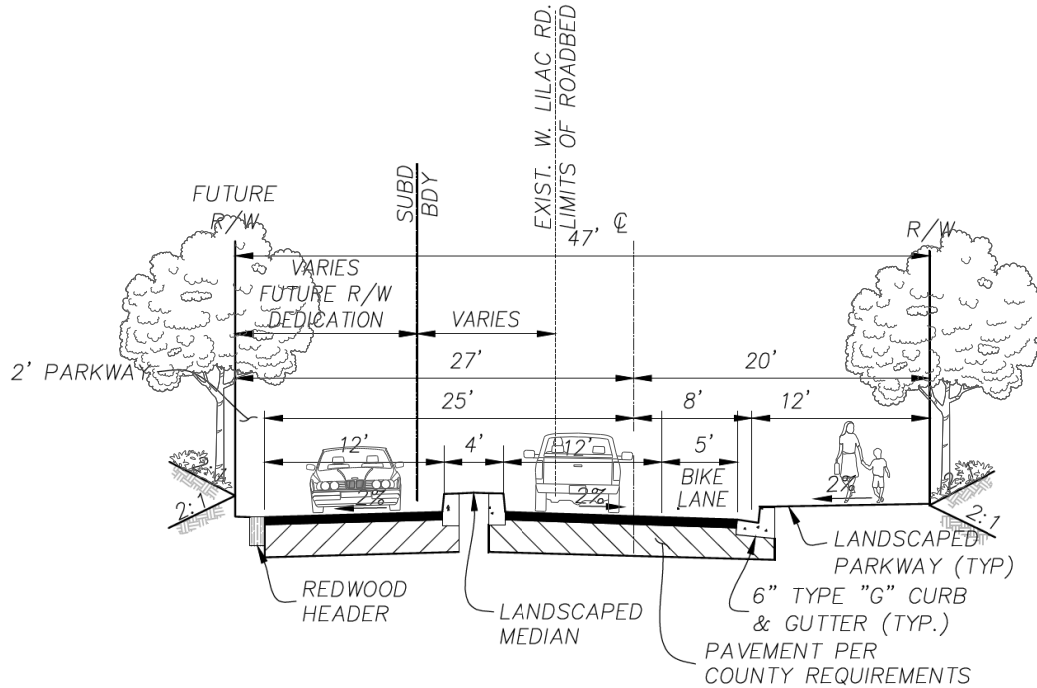
No Scale
(Private)



Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

West Lilac Road (Transition to Off-Site)
(Past Easterly Round About)
No Scale (Private)

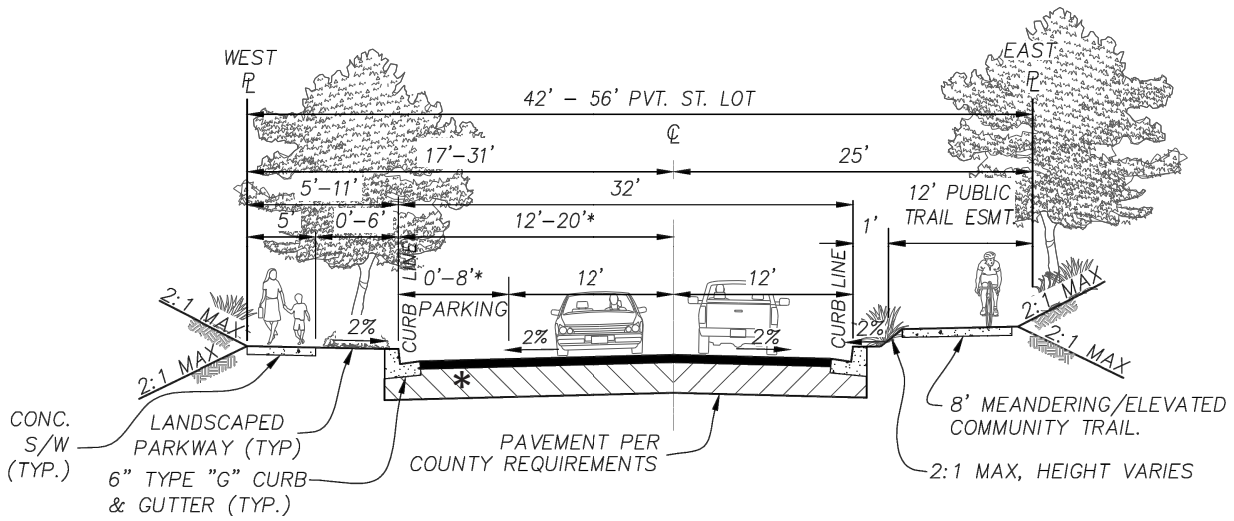


Typical Street Section

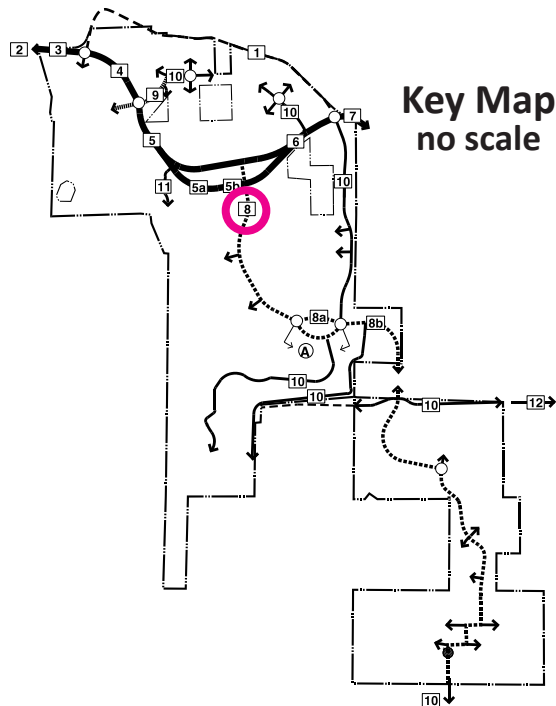
LILAC HILLS RANCH SPECIFIC PLAN

Lilac Hills Ranch Road (On-Site)
(w/ Community Trail and Parking on one side)

No Scale
(Private)



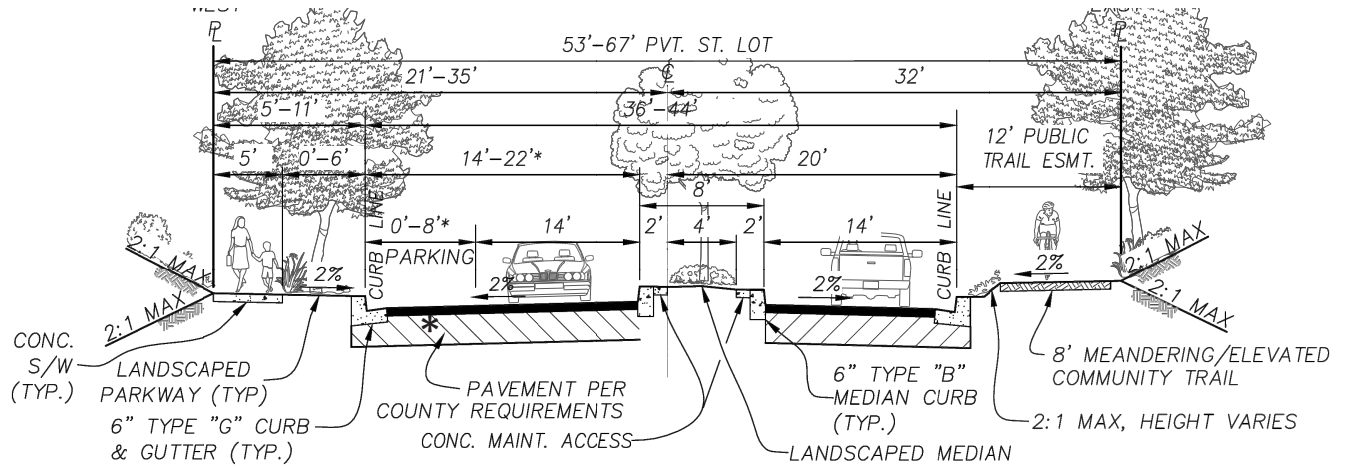
* PARKING WHEN ADJACENT
TO BUILDINGS/HOMES
FRONTING ROAD



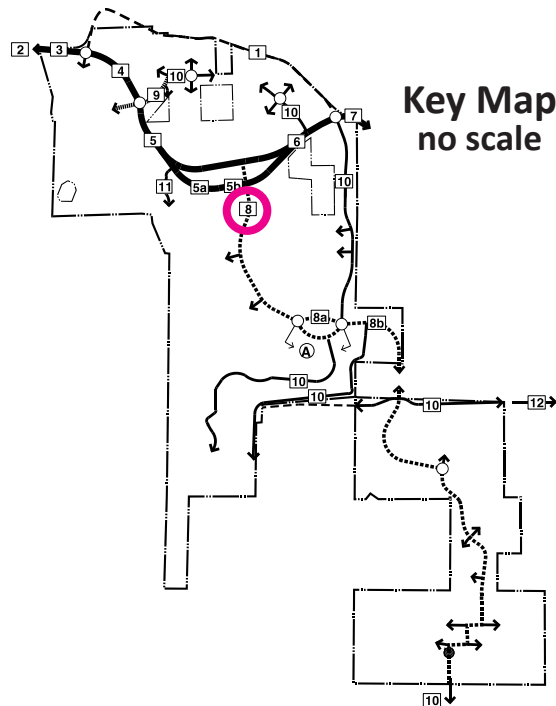
Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

Lilac Hills Ranch Road - Alt. 1 (On-Site)
(w/ Median, Community Trail and Parking on one side)
No Scale
(Private)



* PARKING WHEN ADJACENT TO BUILDINGS/HOMES FRONTING ROAD



Typical Street Section

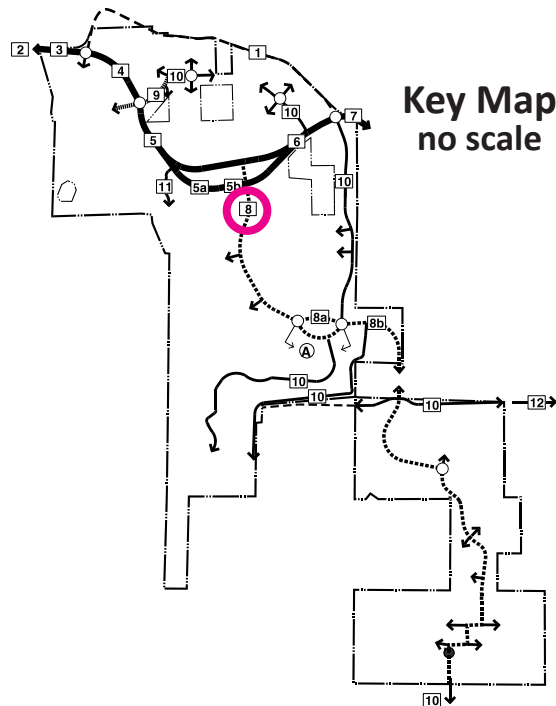
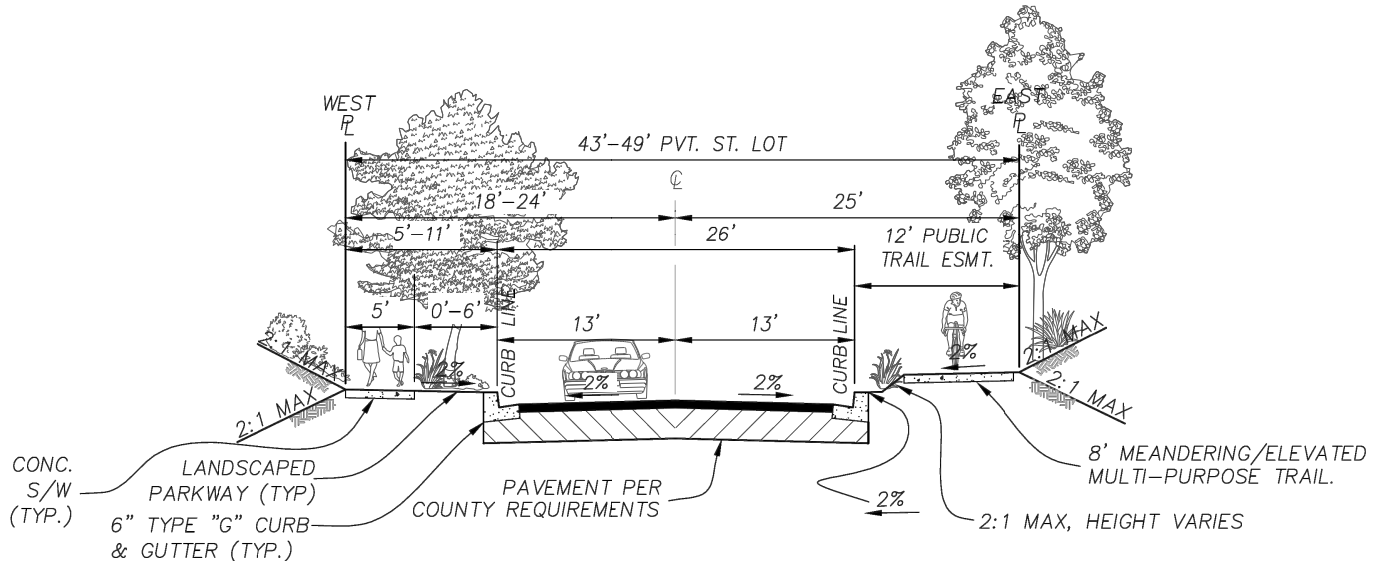
LILAC HILLS RANCH SPECIFIC PLAN

Lilac Hills Ranch Road - Alt. 2 (On-Site)

(w/ Community Trail and No Parking)

No Scale

(Private)



Typical Street Section

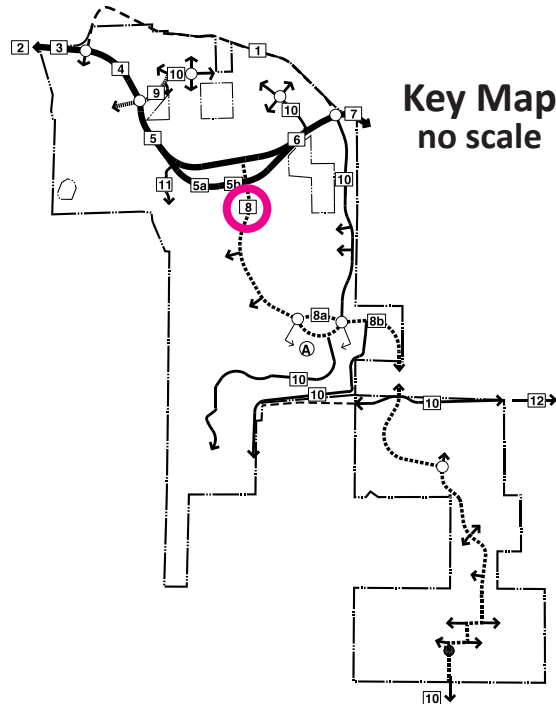
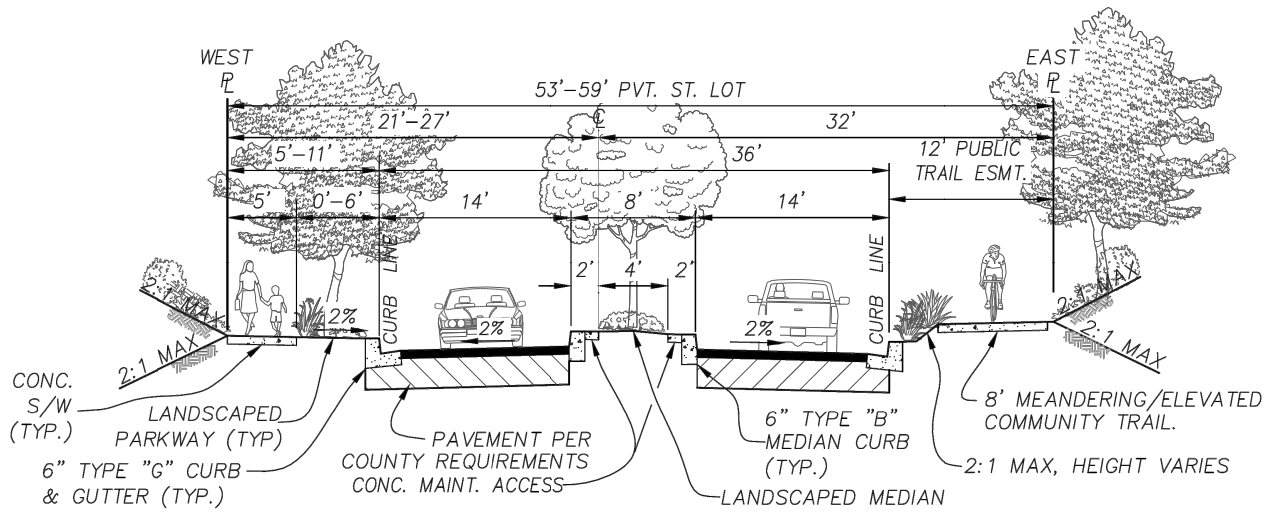
LILAC HILLS RANCH SPECIFIC PLAN

Lilac Hills Ranch Road - Alt. 3 (On-Site)

(w/ Median, Community Trail and No Parking)

No Scale

(Private)



Typical Street Section

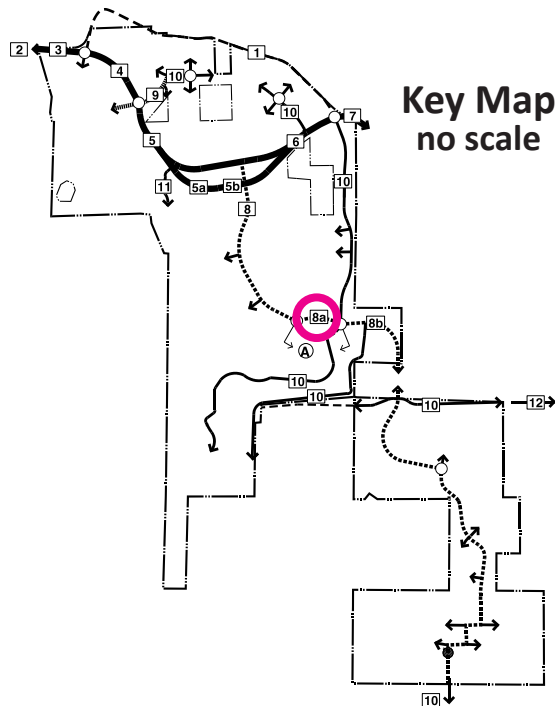
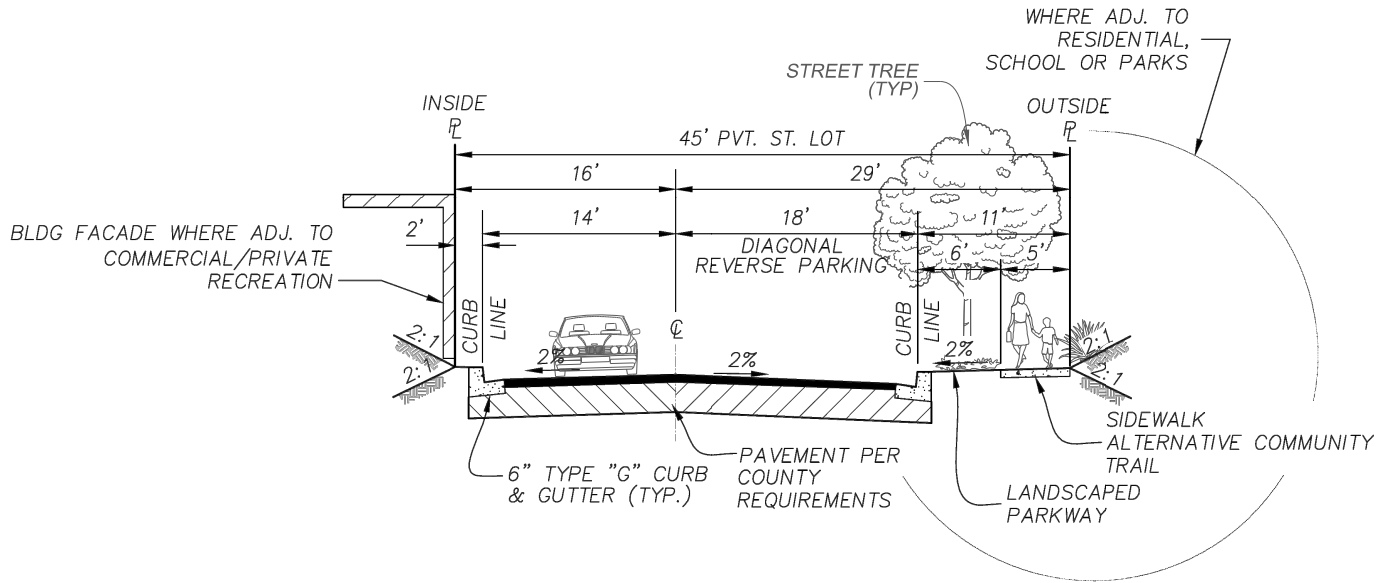
LILAC HILLS RANCH SPECIFIC PLAN

8a

Lilac Hills Ranch Road (On-Site)

(One-Way Collector Couplet)

No Scale (Private)

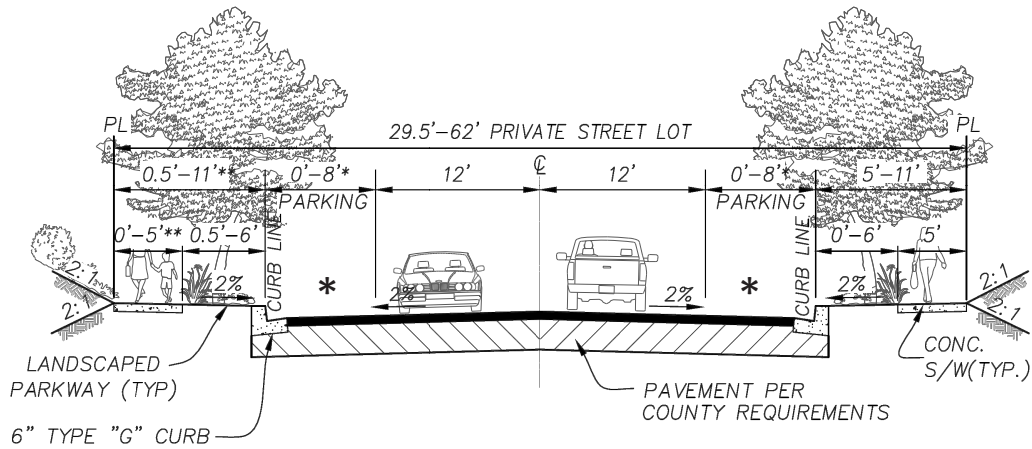


Typical Street Section

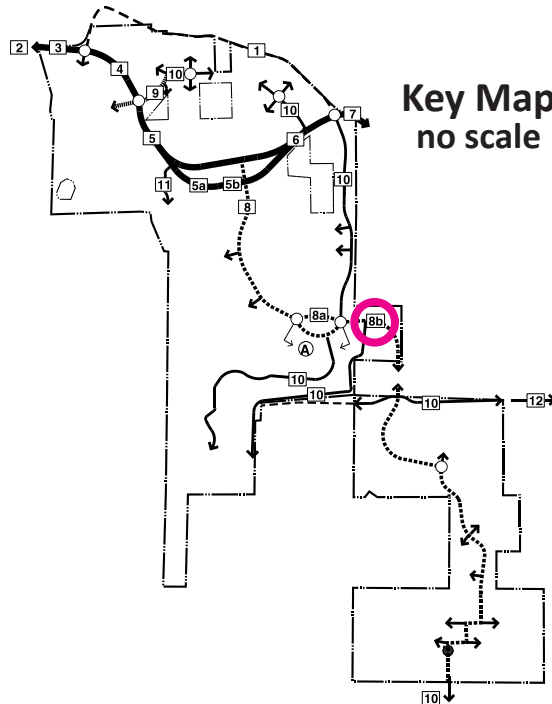
LILAC HILLS RANCH SPECIFIC PLAN

8b

Lilac Hills Ranch Road (On-Site)
(From Couplet To Covey Lane)
No Scale (Private)



* PARKING WHEN ADJACENT TO HOMES FRONTING ROAD

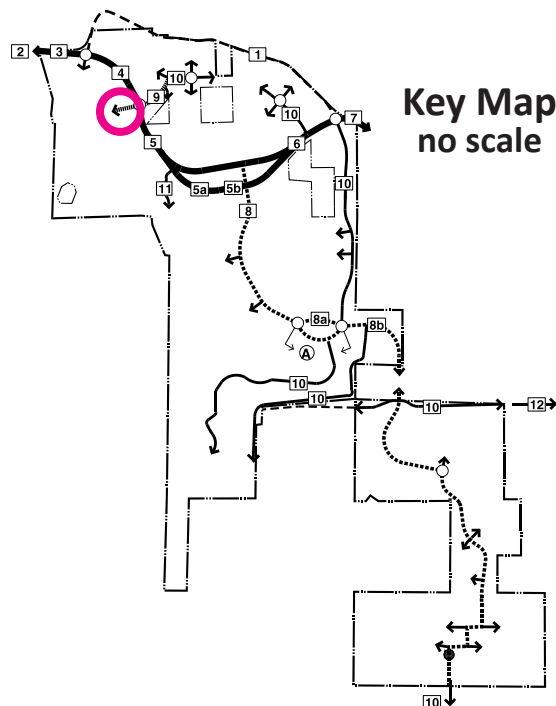
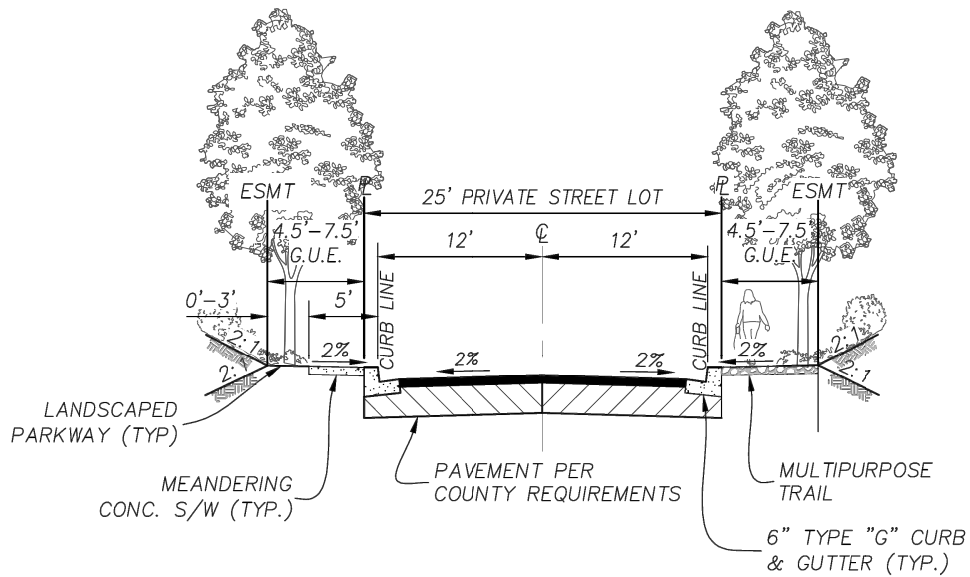


Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

Residential Entry Street - Typ.

No Scale
(Private)

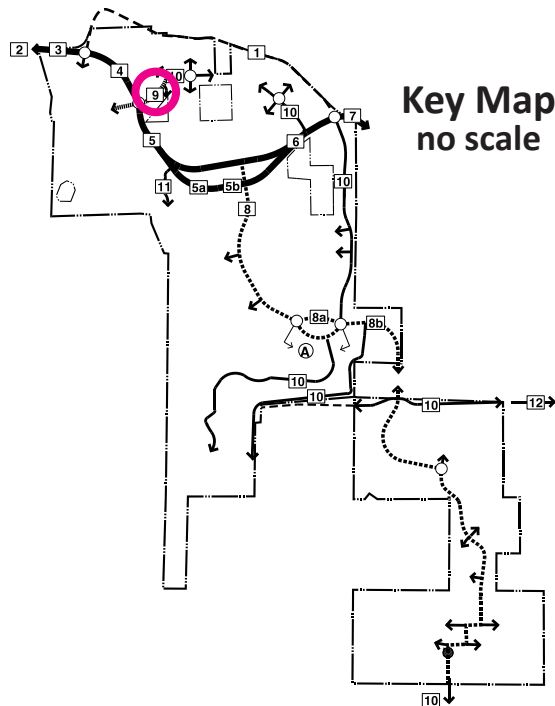
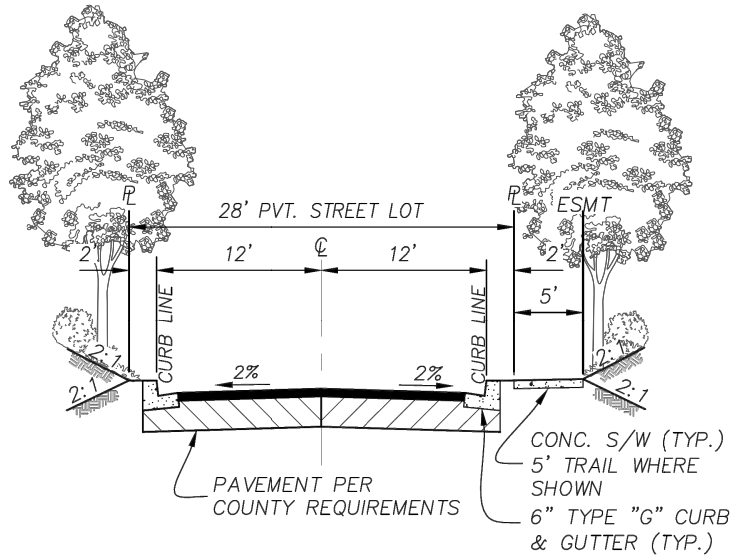


Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

Residential Entry Street - Typ.

No Scale
(Private)

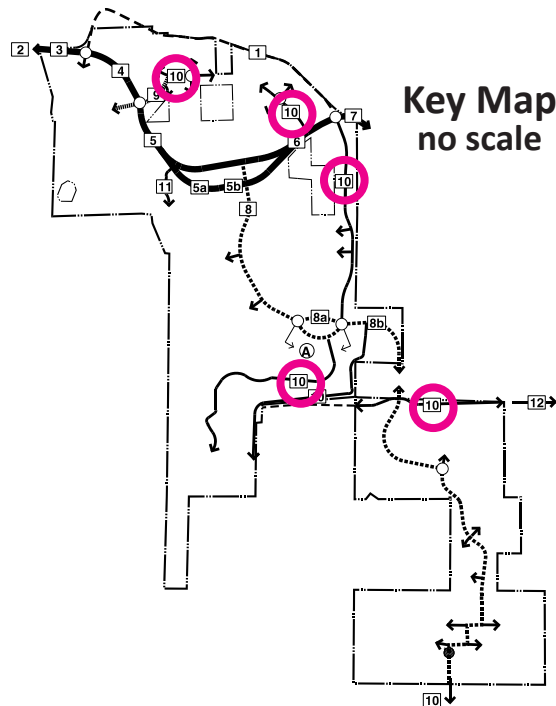
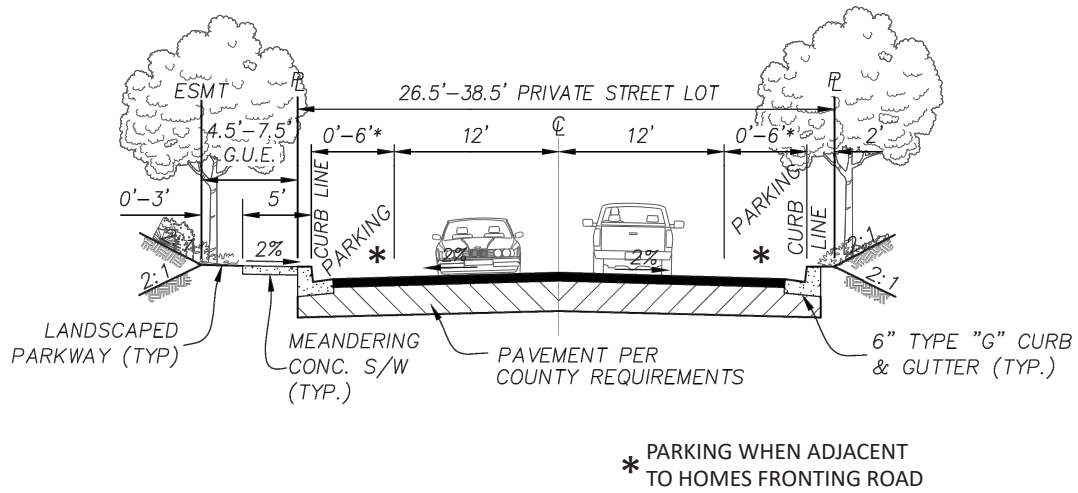


Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

Typical Residential Road

No Scale
(Private)

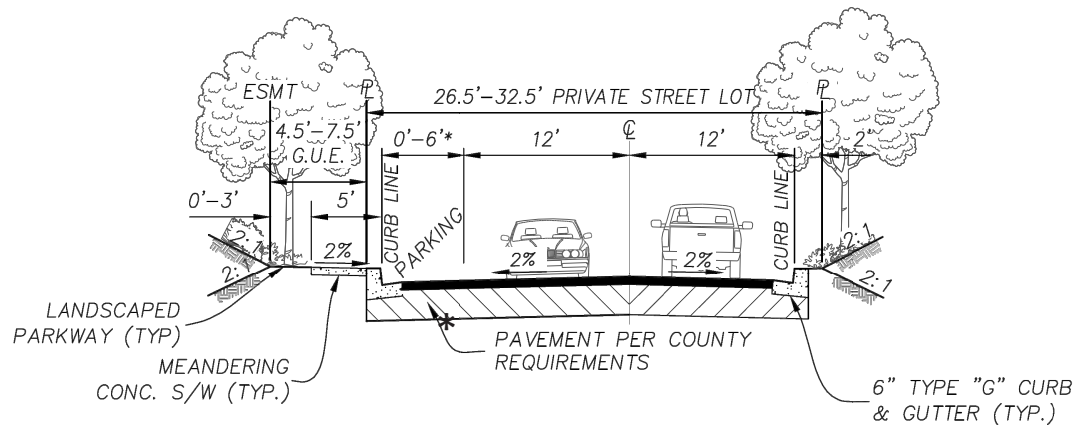


Typical Street Section

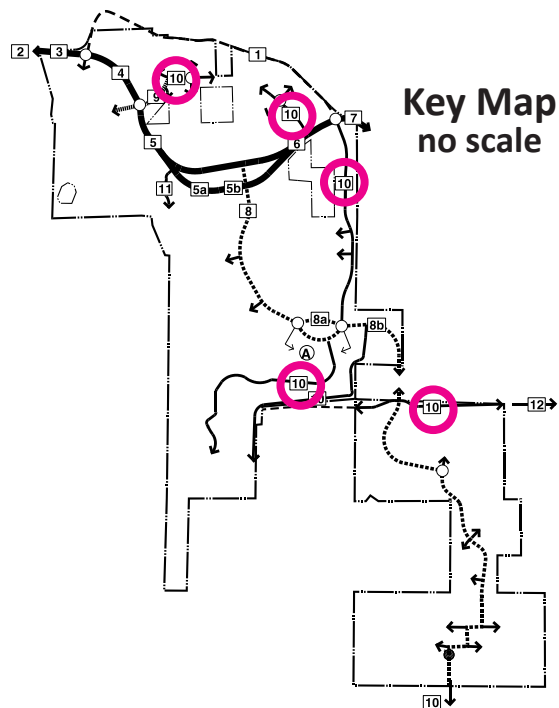
LILAC HILLS RANCH SPECIFIC PLAN

Typical Residential Road

No Scale
(Private)



* PARKING WHEN ADJACENT
TO HOMES FRONTING ROAD

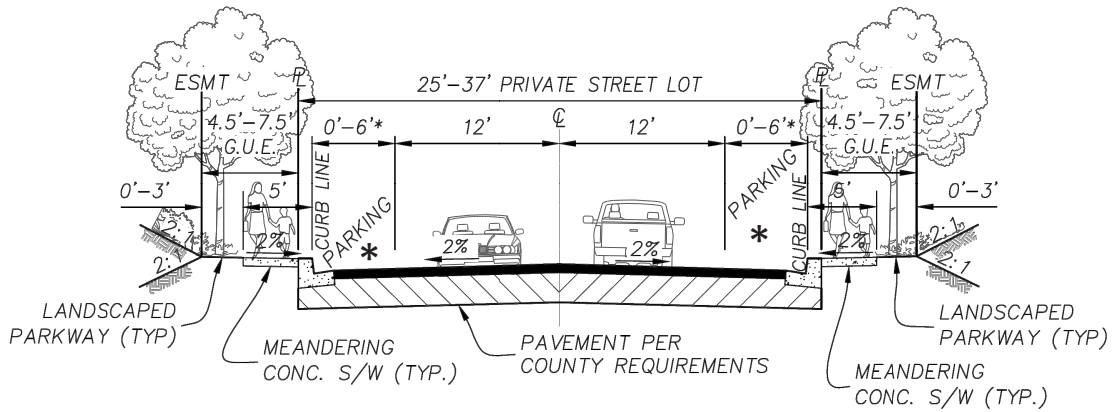


Typical Street Section

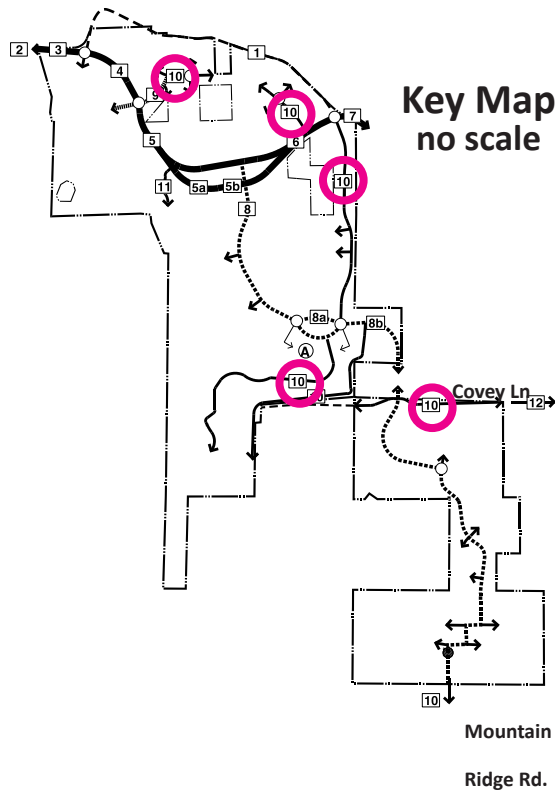
LILAC HILLS RANCH SPECIFIC PLAN

Typical Residential Road

No Scale
(Private)



* PARKING WHEN ADJACENT TO HOMES FRONTING ROAD



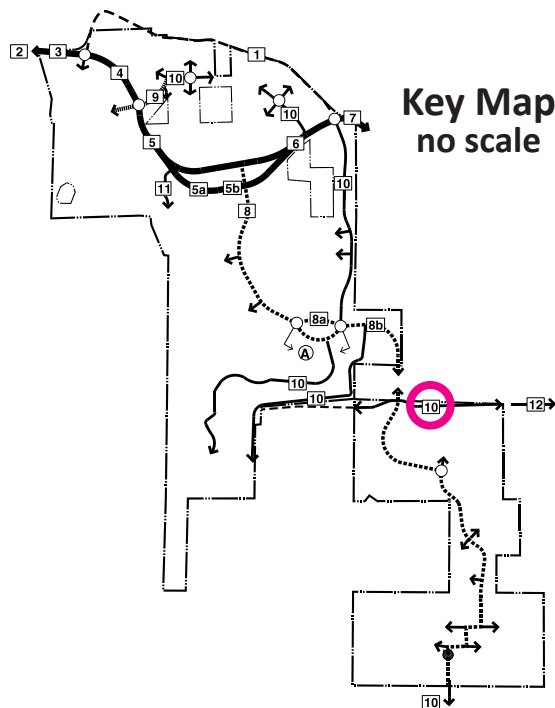
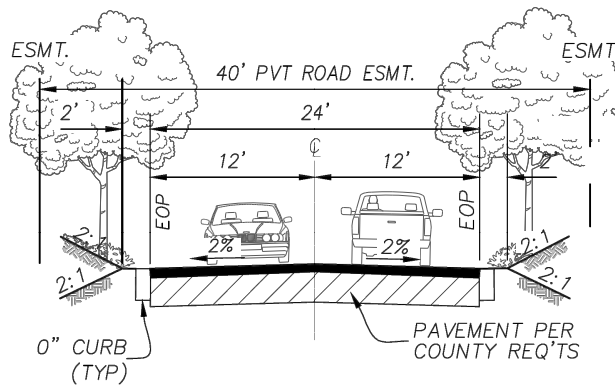
Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

10

Covey Lane (On-Site)

No Scale
(Private)

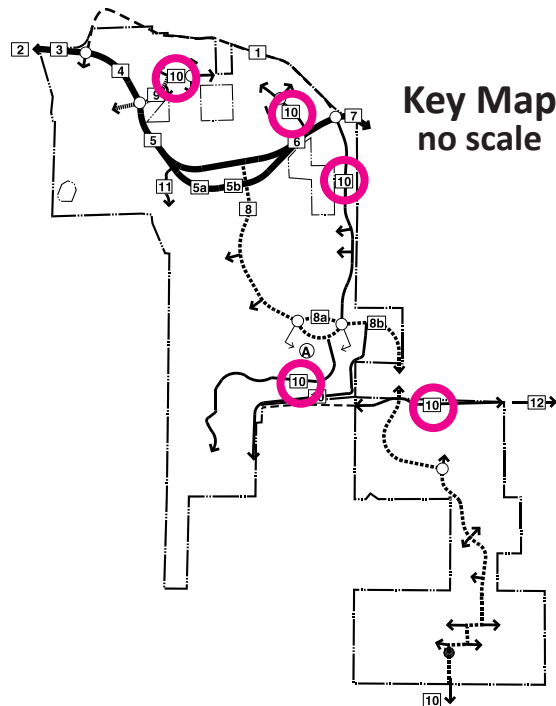
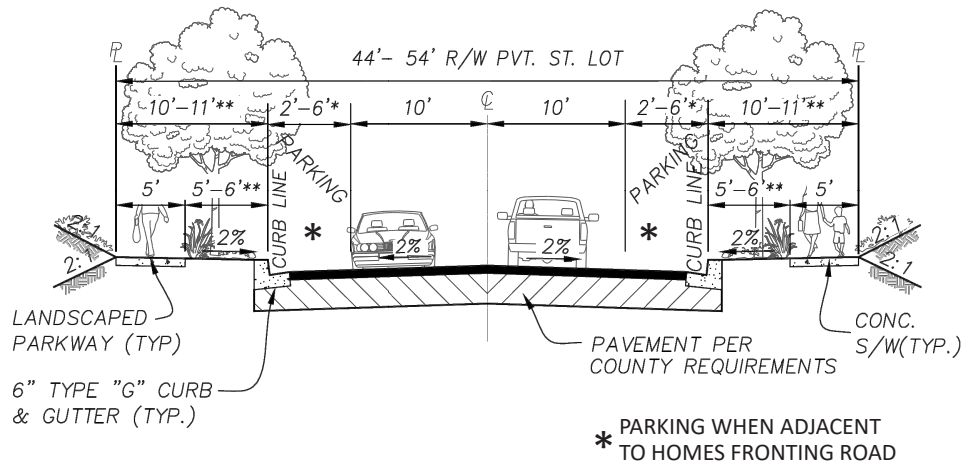


Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

Typical Private Residential Street Cul-De-Sac or Loop

No Scale
(Private)

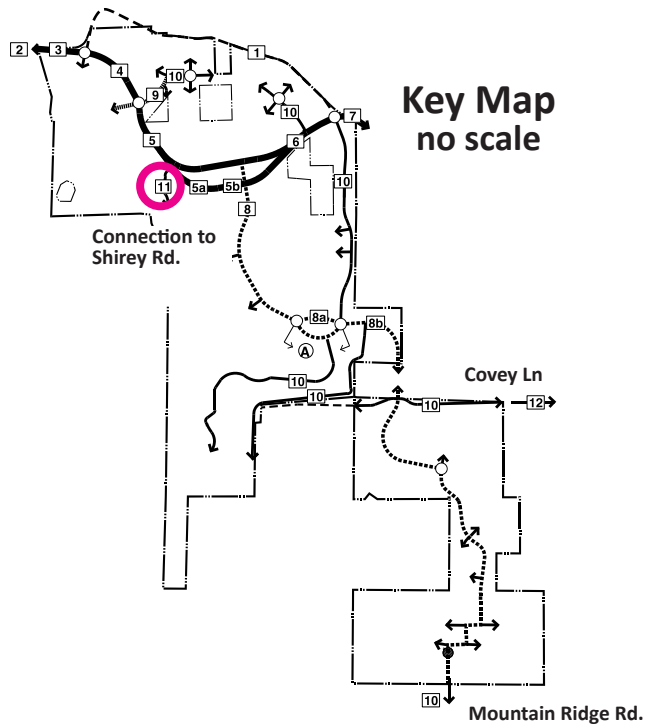
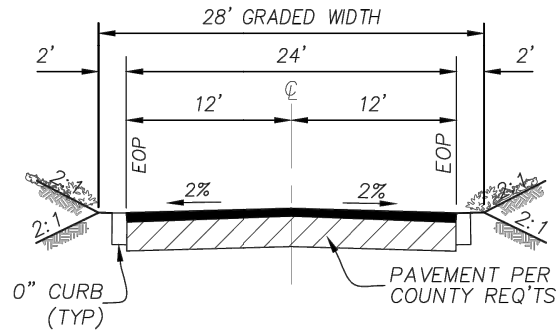


Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

Shirey Road (On-Site)

No Scale
(Private)



Typical Street Section

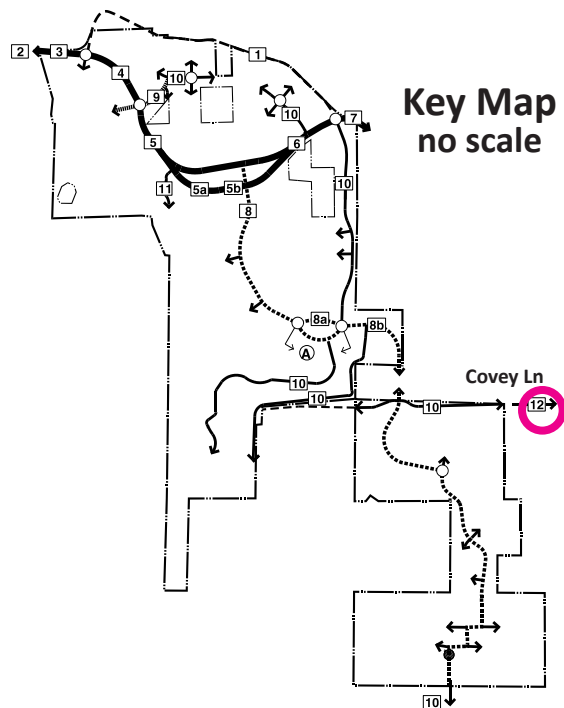
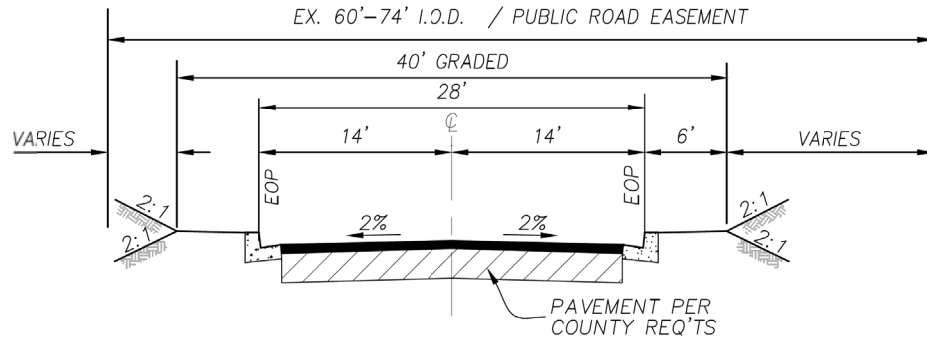
LILAC HILLS RANCH SPECIFIC PLAN

Covey Lane (Off-Site)

(Interim Public Road)

No Scale

(Public)

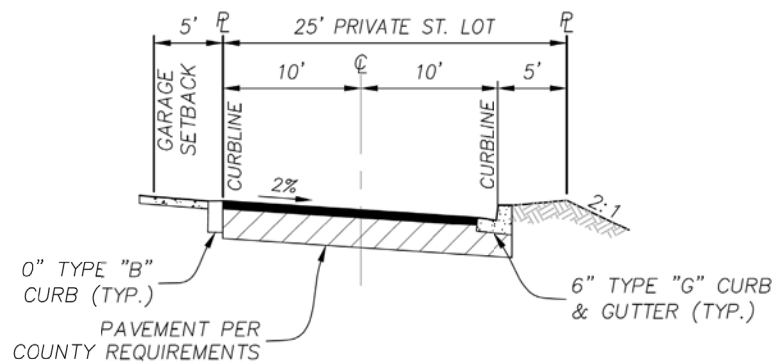
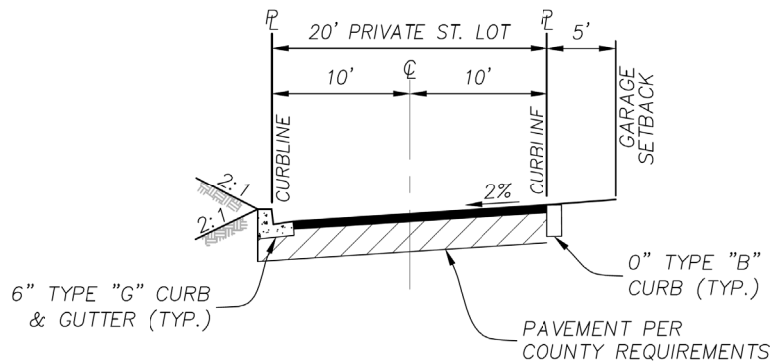


Typical Street Section

LILAC HILLS RANCH SPECIFIC PLAN

Private Alley - Typical

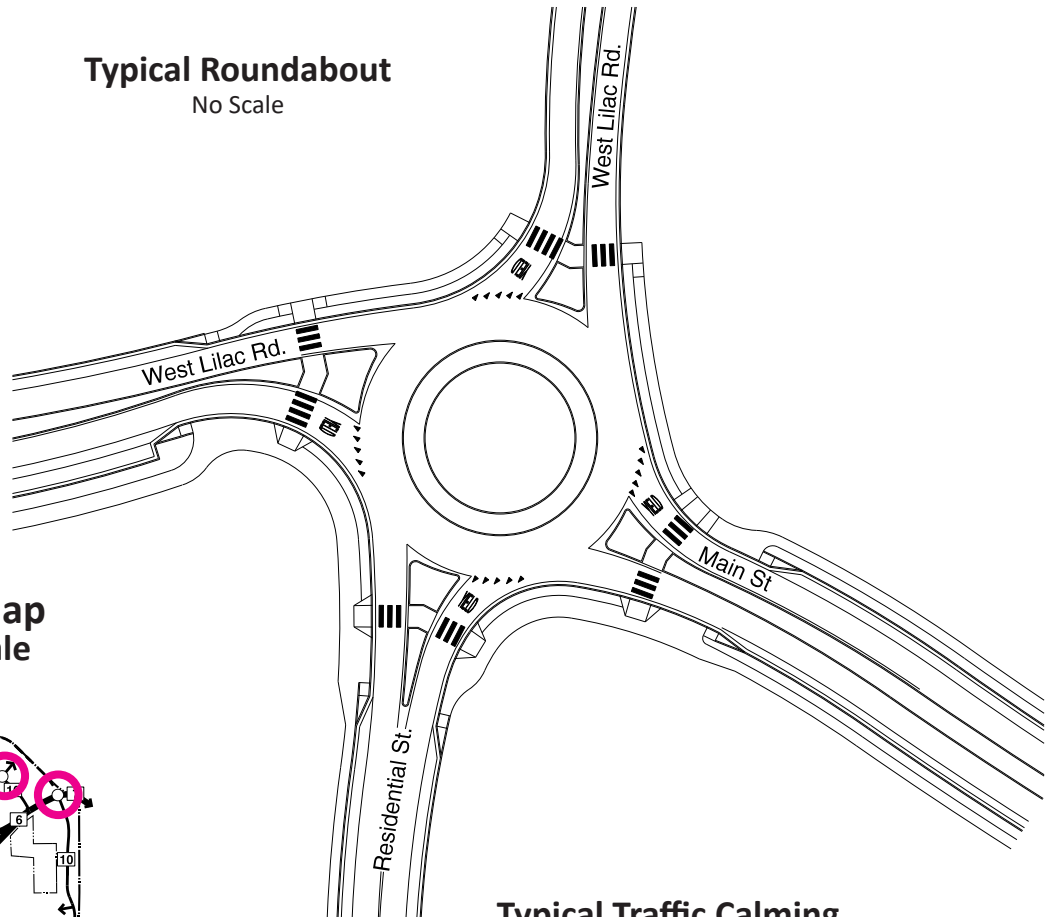
No Scale
(Private)



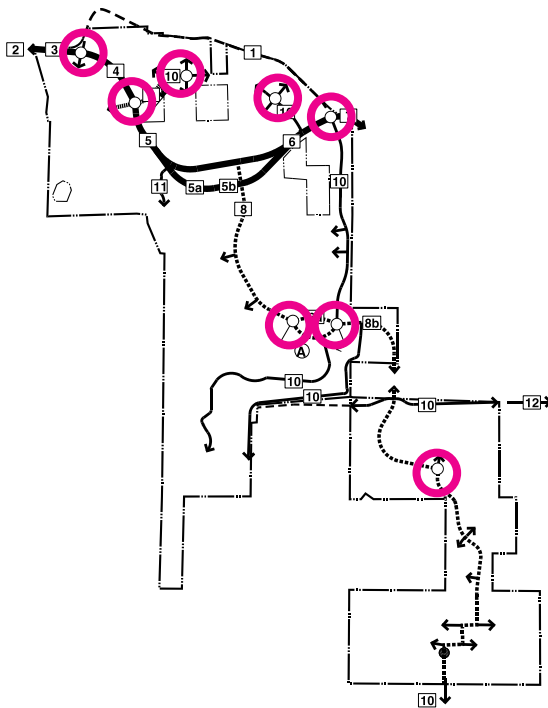
Typical Private Alley

LILAC HILLS RANCH SPECIFIC PLAN

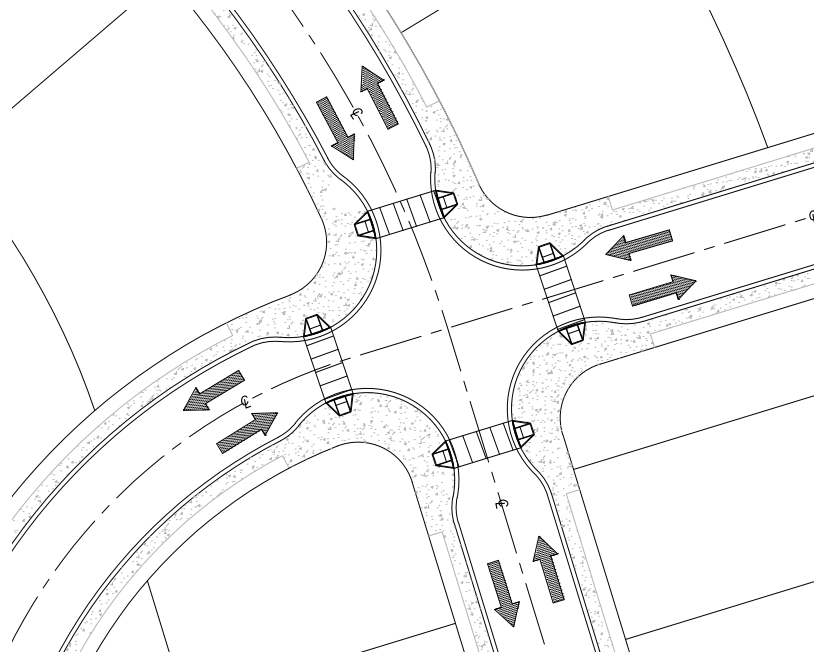
Typical Roundabout No Scale



Key Map no scale

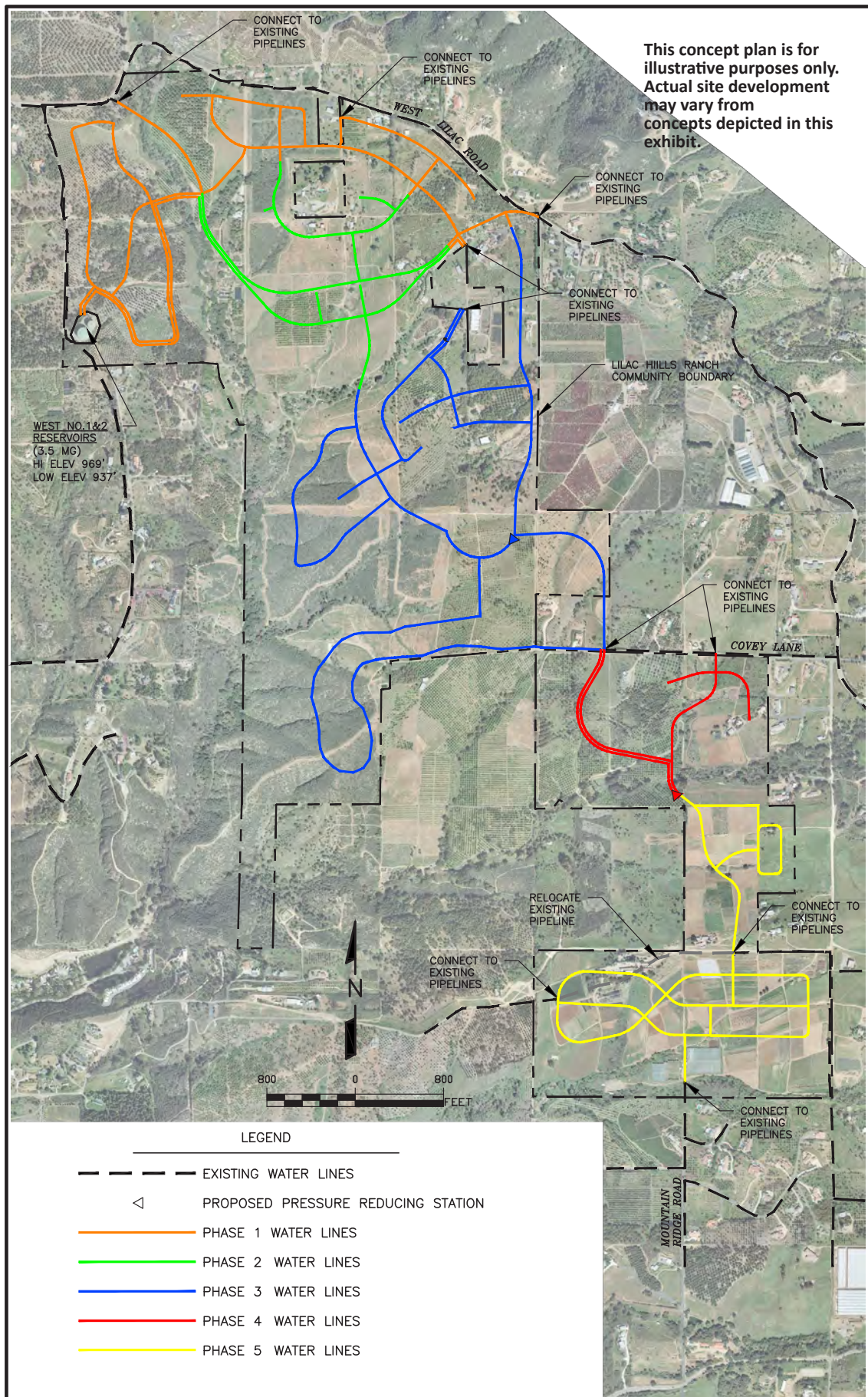


Typical Traffic Calming Intersection Neckdown No Scale



Roundabout & Traffic Calming Intersection Neckdown

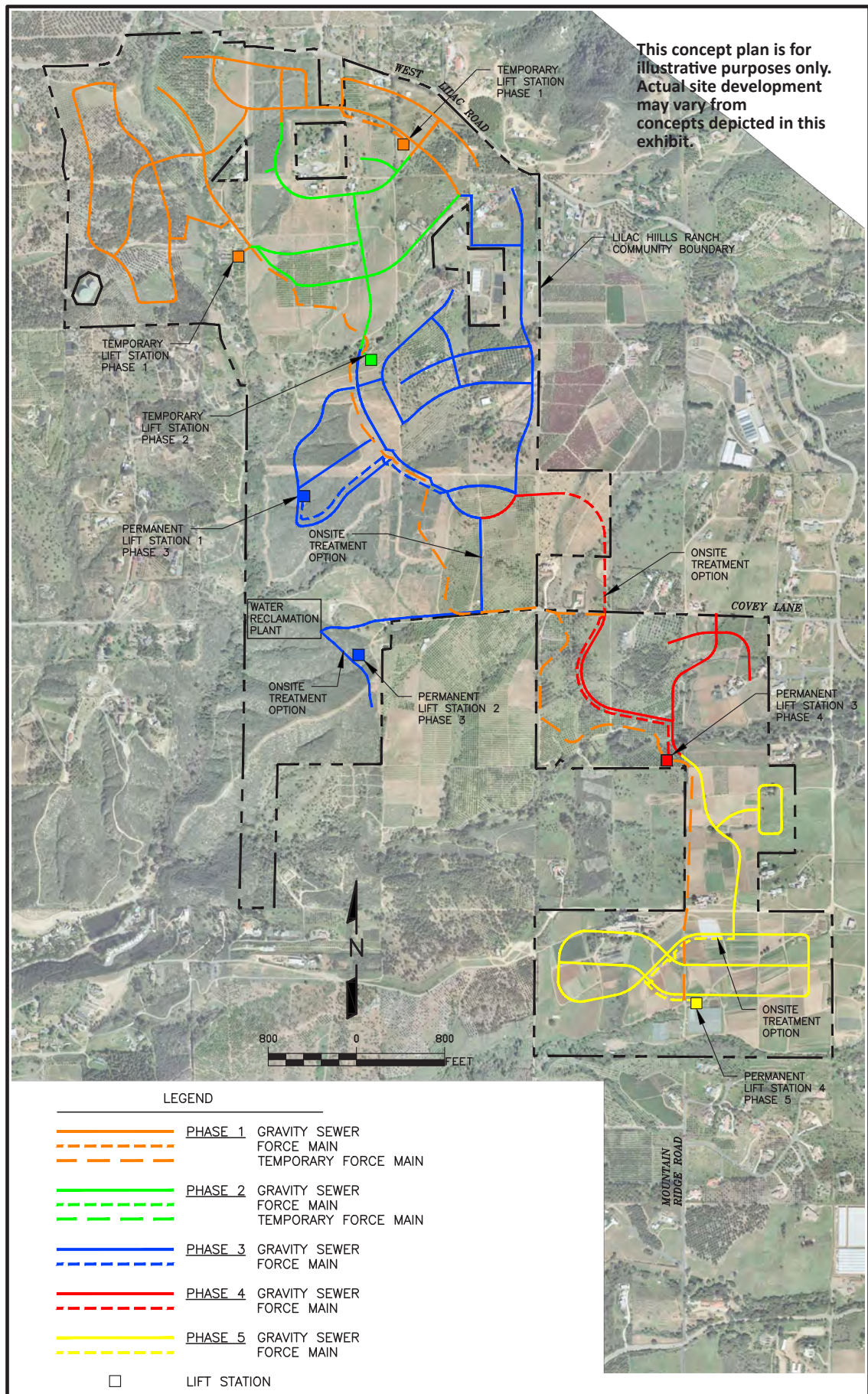
LILAC HILLS RANCH SPECIFIC PLAN



On-Site Water System

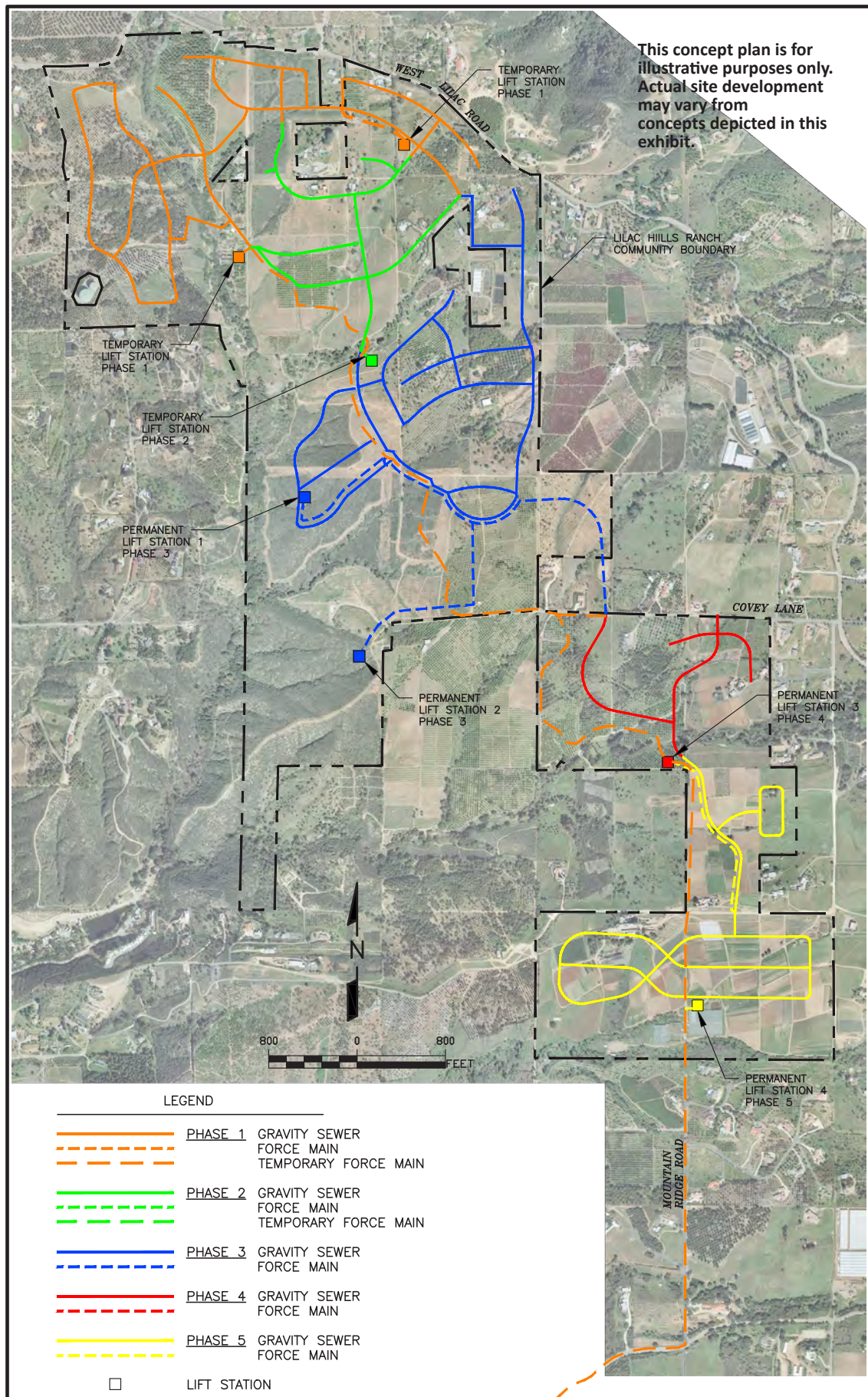
LILAC HILLS RANCH SPECIFIC PLAN

FIGURE 54



Sewer Collection System: On-Site Facility

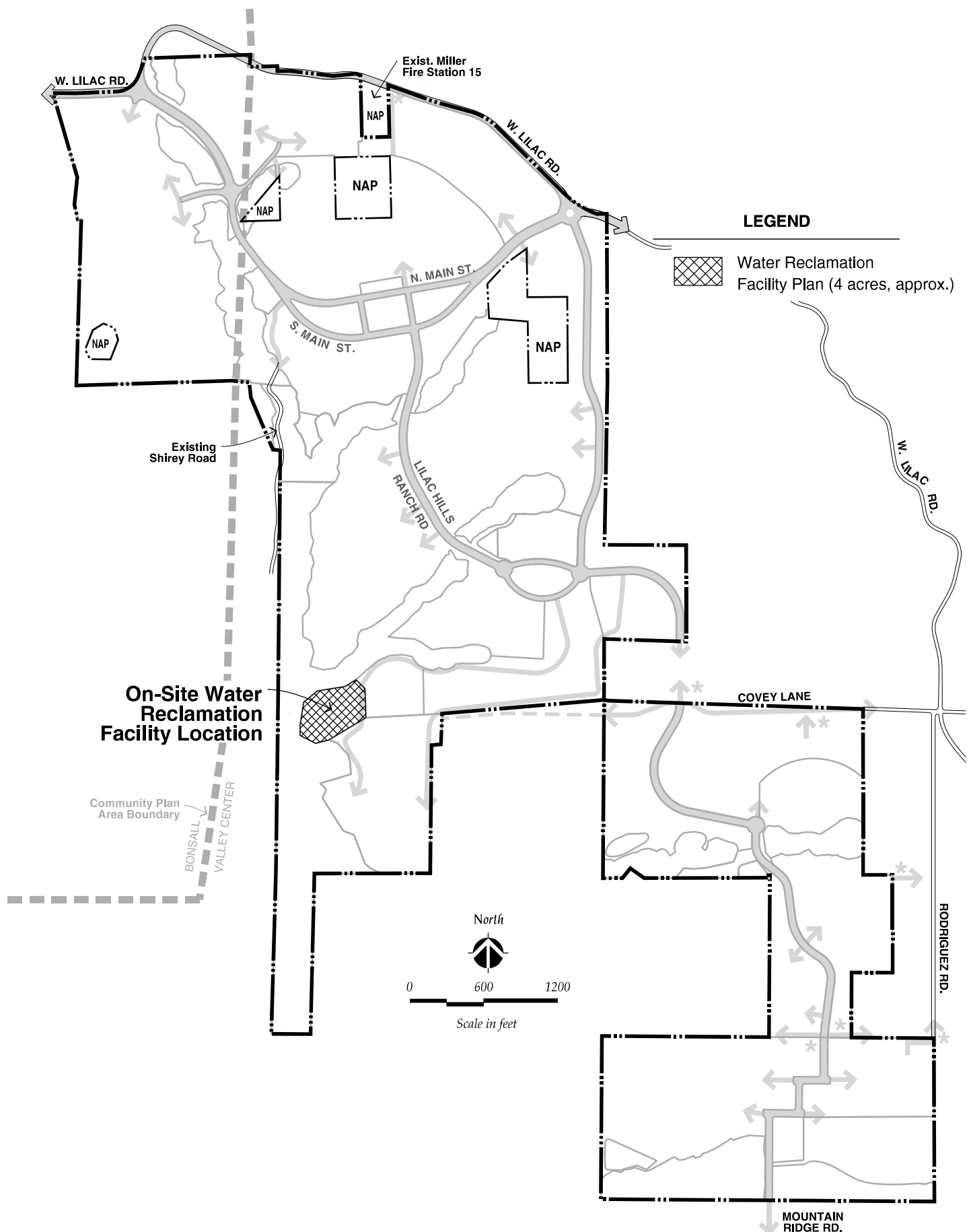
LILAC HILLS RANCH SPECIFIC PLAN



Sewer Collection System: Off-Site Facility

LILAC HILLS RANCH SPECIFIC PLAN

FIGURE 56

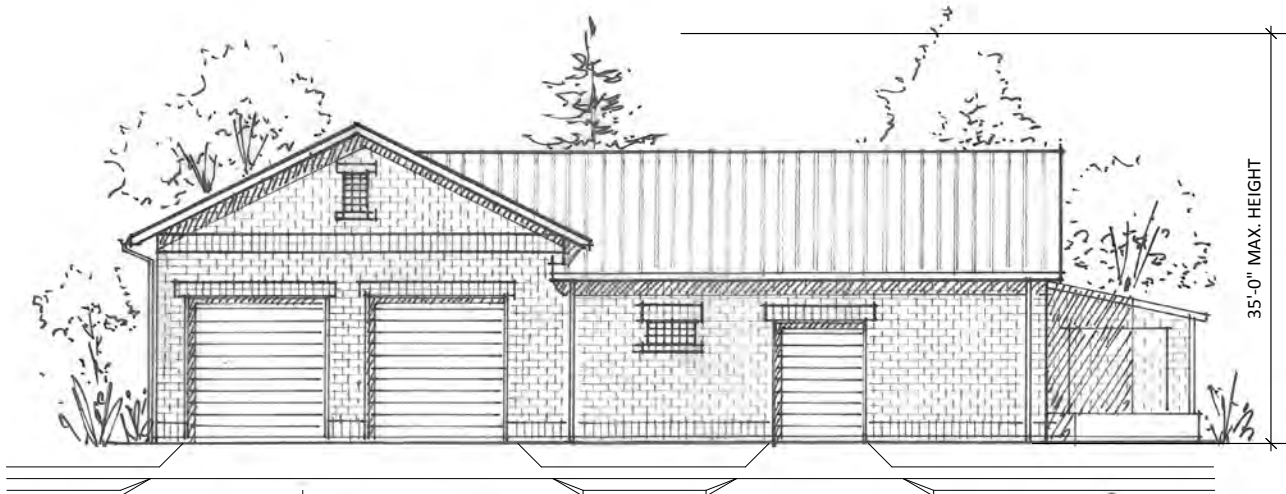


On-Site Water Reclamation Facility Location

LILAC HILLS RANCH SPECIFIC PLAN



Water Reclamation Plant
Operations / Headworks Building



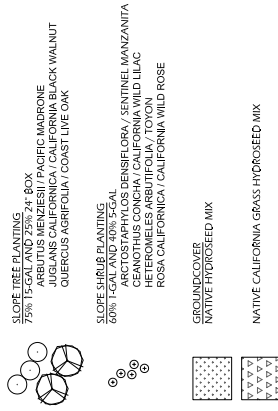
Water Reclamation Plant
Process Control / Dewatering Building

On-Site Water Reclamation Facility Elevations

LILAC HILLS RANCH SPECIFIC PLAN

FIGURE 58

LANDSCAPE CONCEPT LEGEND

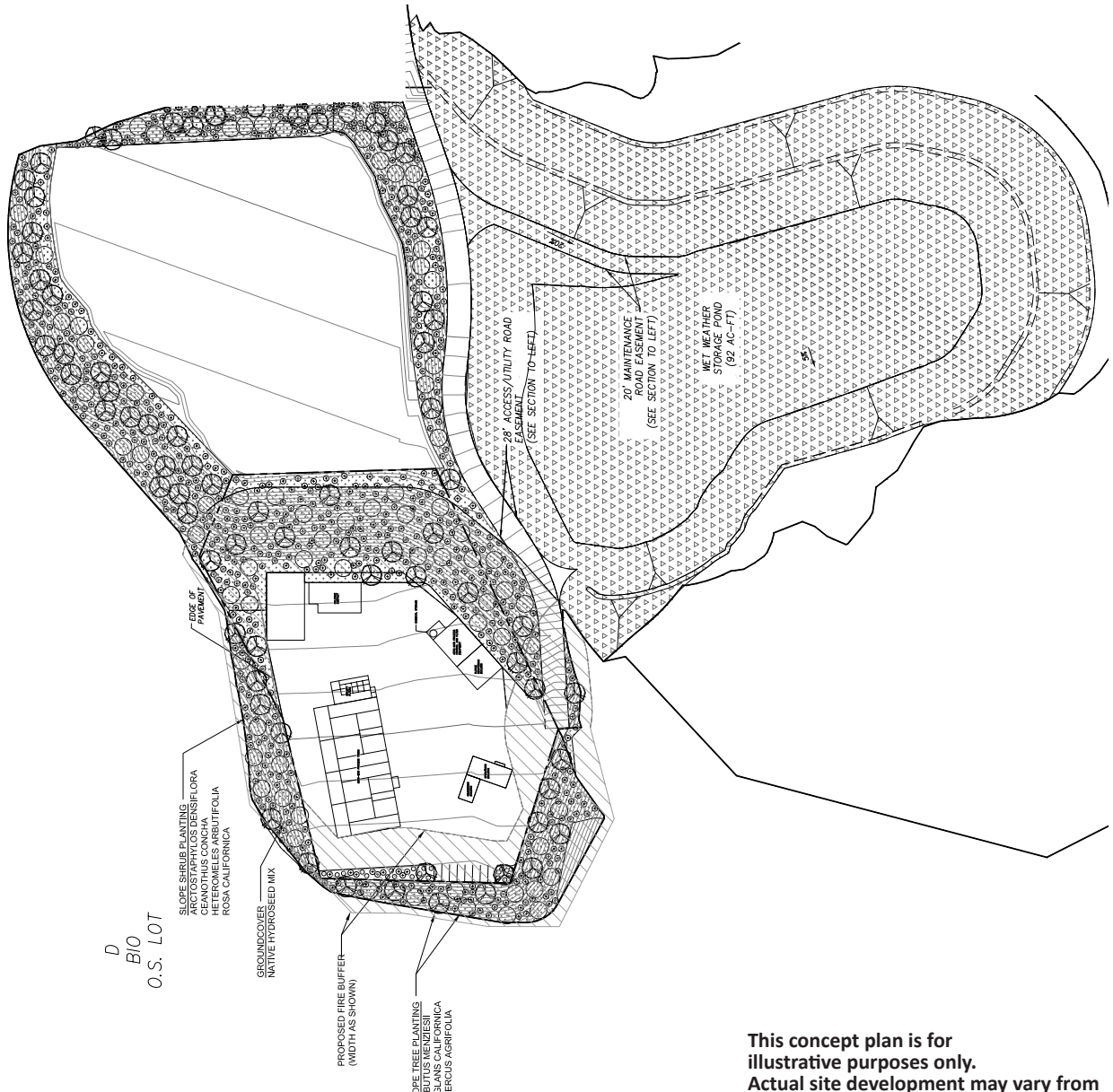
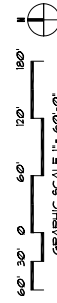


LANDSCAPE CONCEPT NOTES

1. THE LANDSCAPE DESIGN UTILIZES THE FOLLOWING CONCEPTS:
 - LOW WATER USE PLANT PALETTE
 - COMPLIANCE WITH COUNTY OF SAN DIEGO BRUSH MANAGEMENT PROGRAM
 - INCORPORATION OF THEME STREET TREE PER THE VESTING TENTATIVE MAP
 - EROSION CONTROL PLANTING AND HYDROSEEDING ON SLOPES
 - SCREENING OF PARKING AND UTILITY AREAS FROM ADJACENT AREAS
2. ALL NEW LANDSCAPING WILL CONFORM WITH THE COUNTY LANDSCAPE REGULATIONS, THE VESTING TENTATIVE MAP, AND ALL OTHER APPLICABLE COUNTY AND REGIONAL STANDARDS FOR LANDSCAPE INSTALLATION AND MAINTENANCE.
3. ALL STRUCTURES WILL BE SCREENED FROM VIEW WITH LANDSCAPE ELEMENTS.

IRRIGATION CONCEPT NOTES

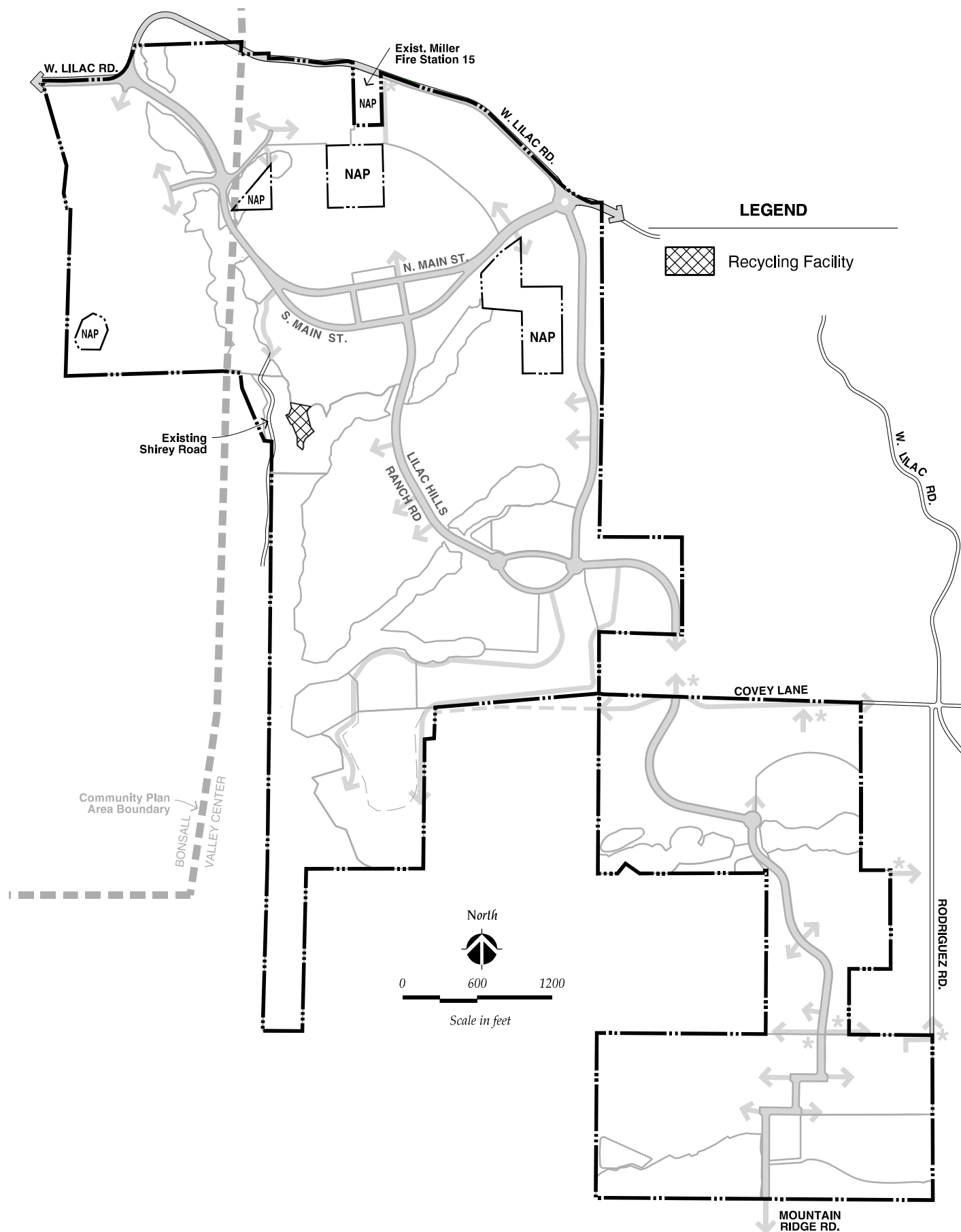
1. ALL IRRIGATION WORK SHALL CONFORM WITH THE COUNTY OF SAN DIEGO LANDSCAPE REGULATIONS AND WATER CONSERVATION ORDINANCE.
2. THE IRRIGATION SYSTEM SHALL INCLUDE THE FOLLOWING DESIGN FEATURES:
 - AN APPROVED BACKFLOW PREVENTION DEVICE
 - AN AUTOMATIC CONTROLLER WITH WATER BUDGETTING FEATURES
 - IRRIGATION SCHEDULING FOR DIFFERENT SOLAR EXPOSURES, SLOPES, AND SHRUBS
 - RAIN SHUTOFF DEVICE



This concept plan is for illustrative purposes only. Actual site development may vary from concepts depicted in this exhibit.

On-Site Water Reclamation Facility Landscape Plan

LILAC HILLS RANCH SPECIFIC PLAN



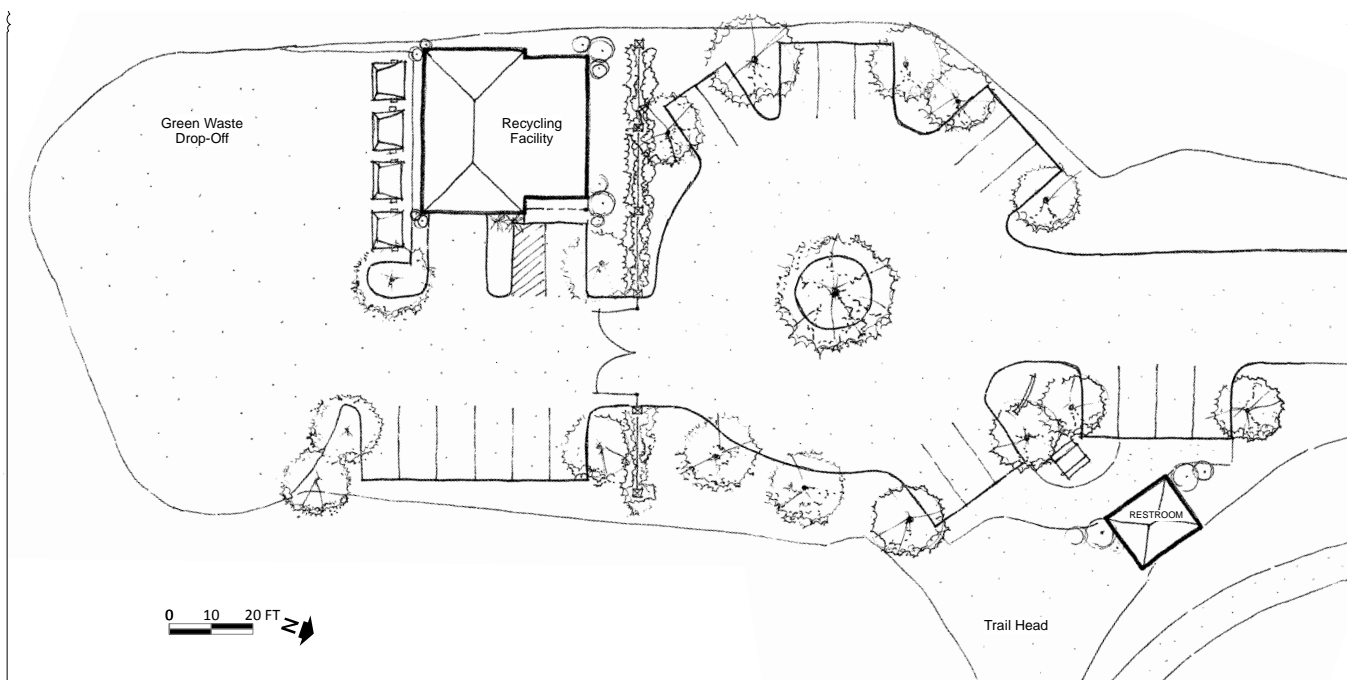
Recycling Facility (RF)

LILAC HILLS RANCH SPECIFIC PLAN



Elevation

no scale



Plan View

no scale

This concept plan is for
illustrative purposes only.

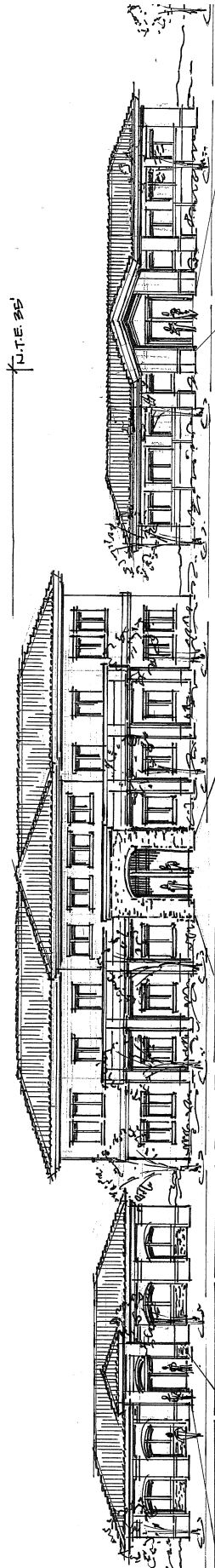
Actual site development may vary from
concepts depicted in this exhibit.

Recycling / Green Waste Drop-Off Facility

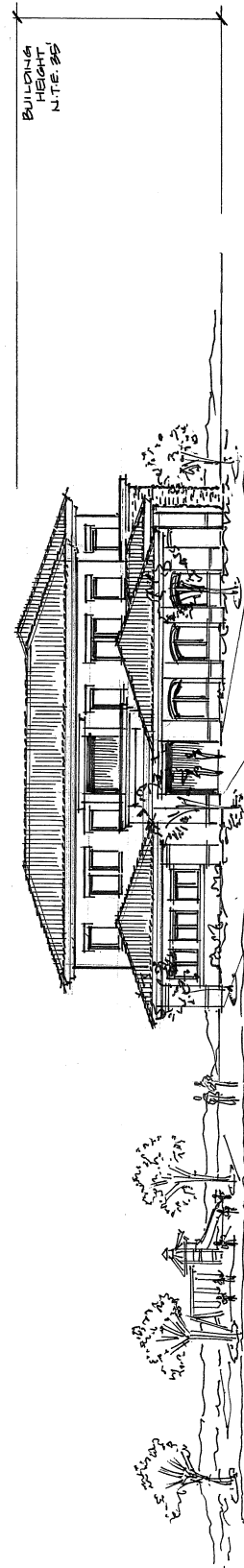
LILAC HILLS RANCH SPECIFIC PLAN

FIGURE 61

FIGURE 62



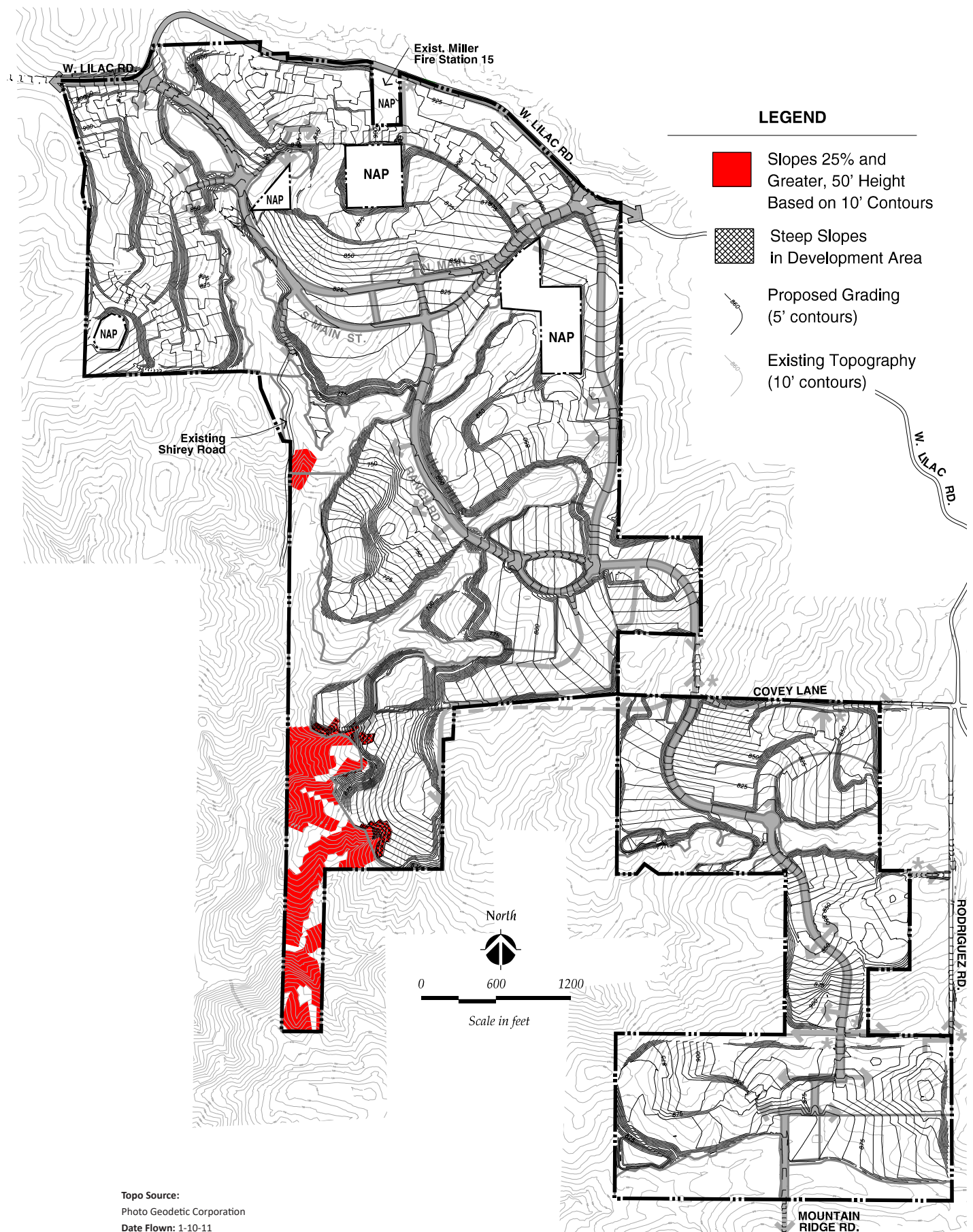
Front (Street) Elevation



Side Elevation

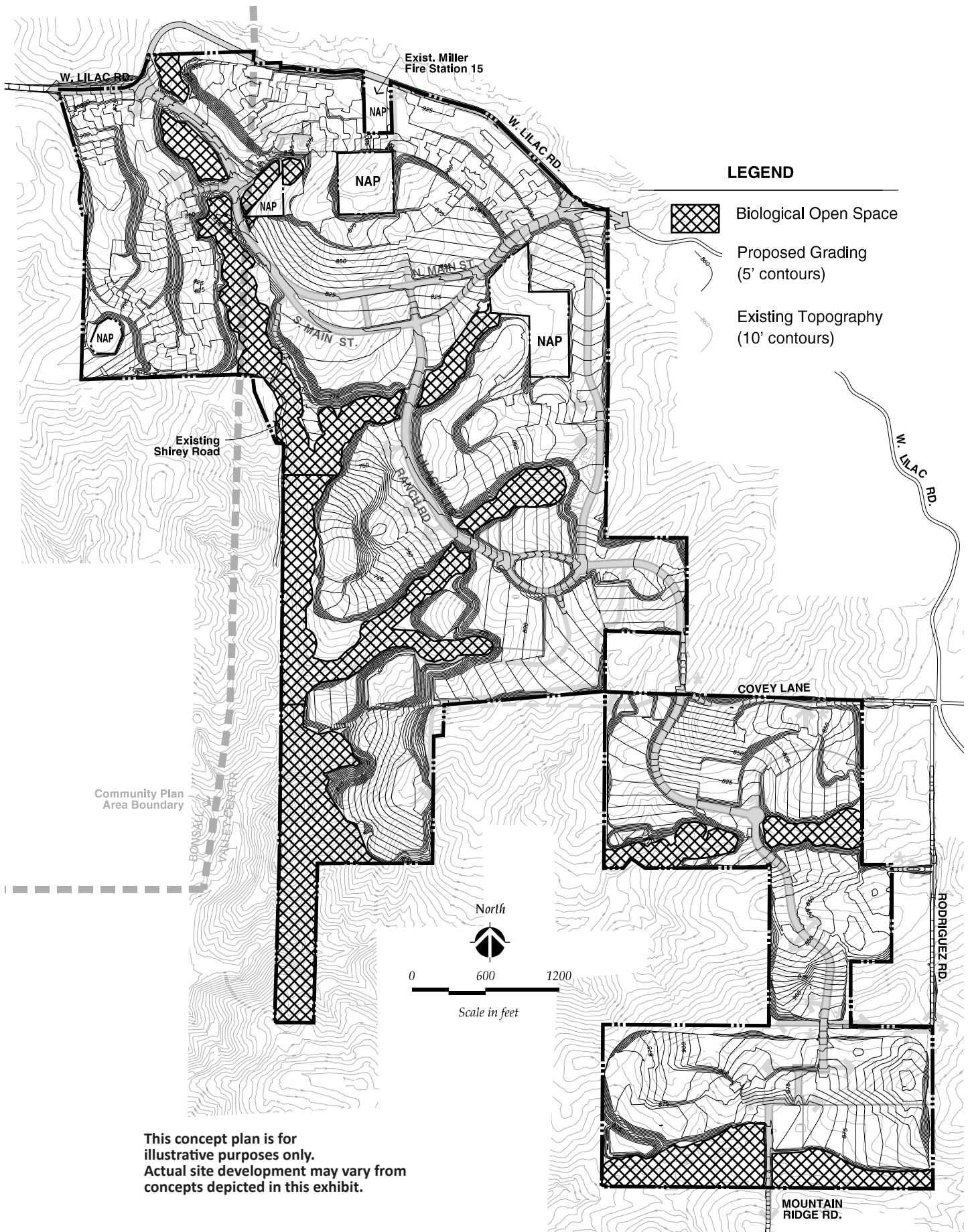
Conceptual School Elevations

LILAC HILLS RANCH SPECIFIC PLAN



Existing Topography and RPO Steep Slopes

LILAC HILLS RANCH SPECIFIC PLAN

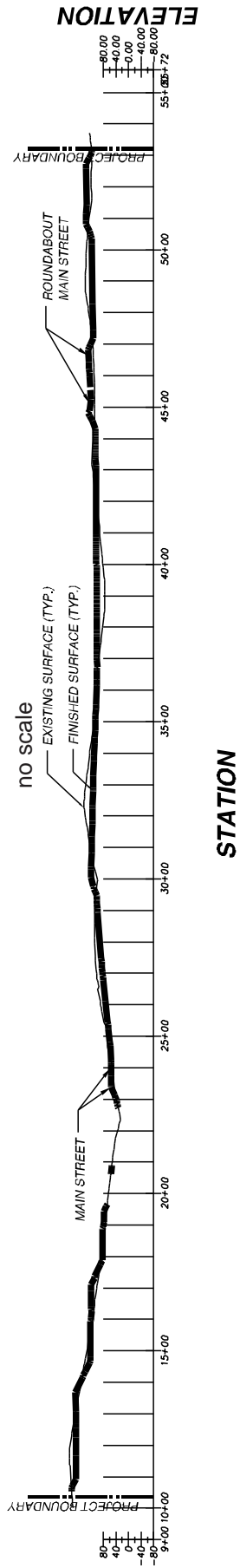


Conceptual Grading Plan

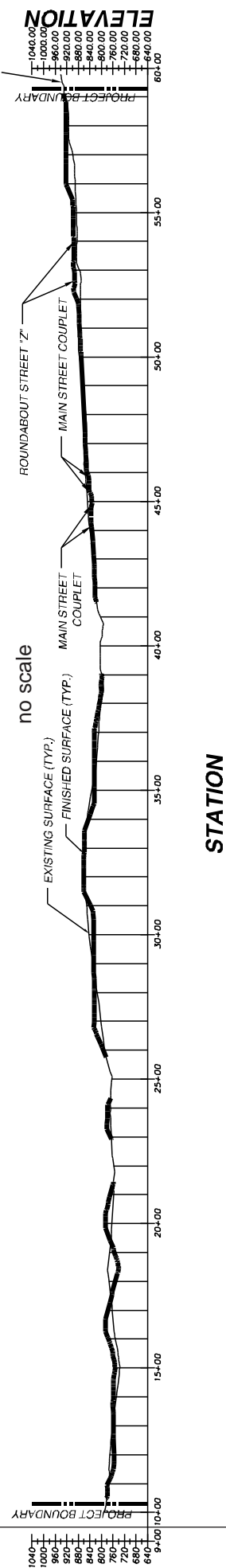
LILAC HILLS RANCH SPECIFIC PLAN

FIGURE 65

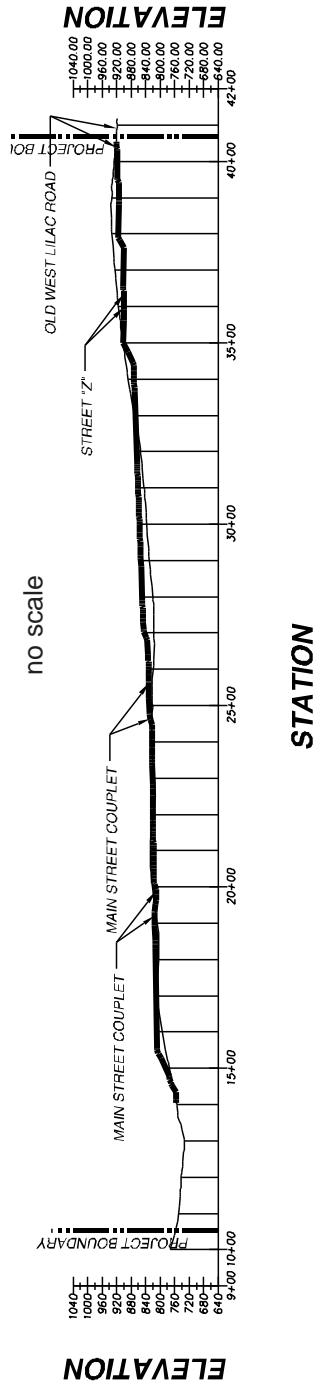
Cross Section A-A'



Cross Section B-B'

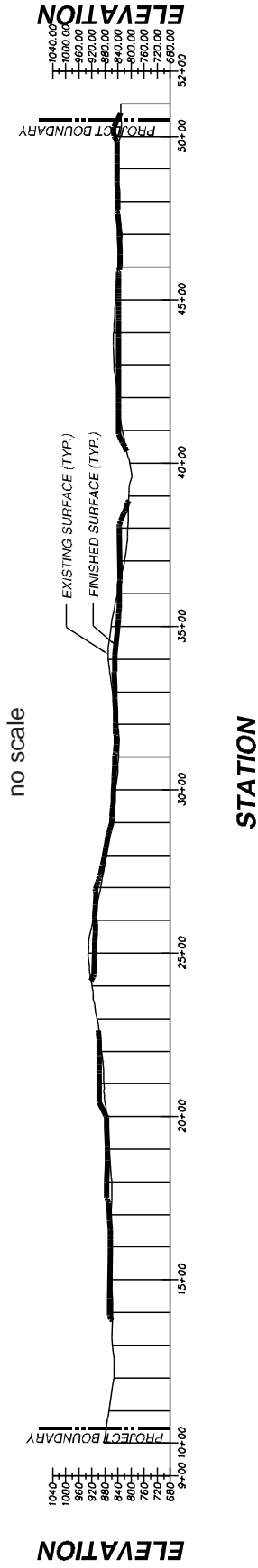


Cross Section C-C'

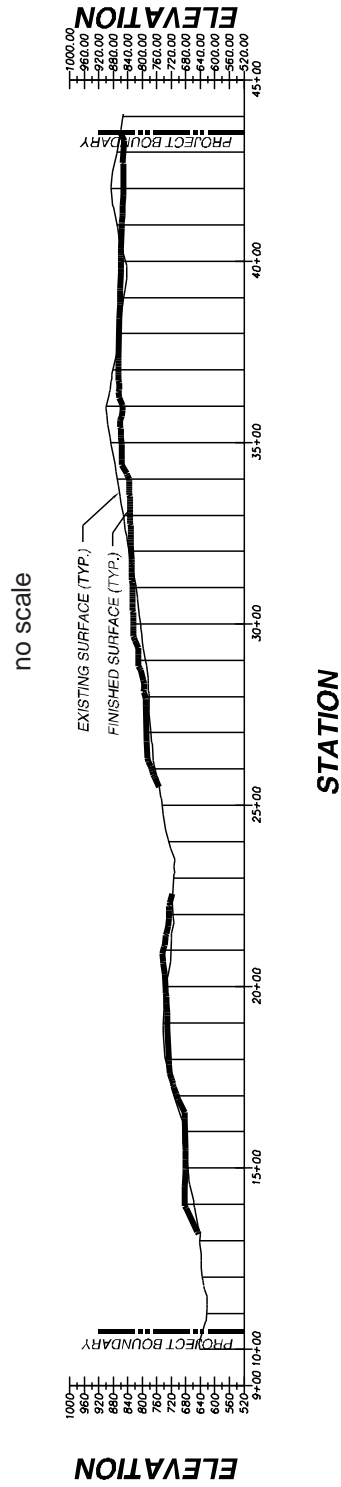


Project Cross Sections
LILAC HILLS RANCH SPECIFIC PLAN

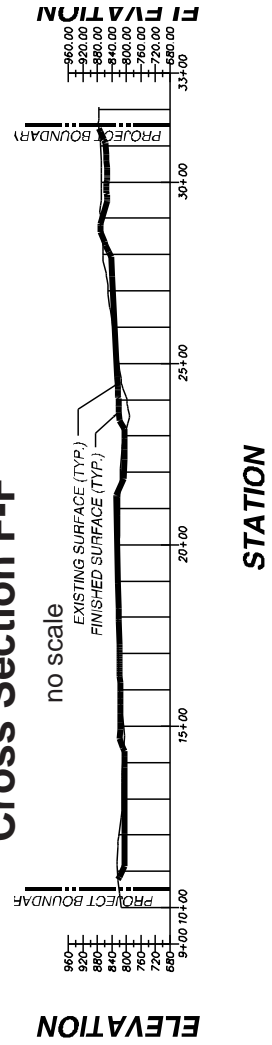
Cross Section D-D'



Cross Section E-E'



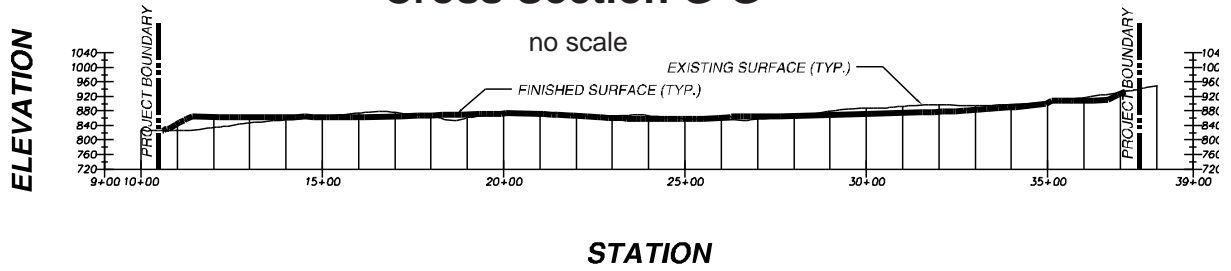
Cross Section F-F'



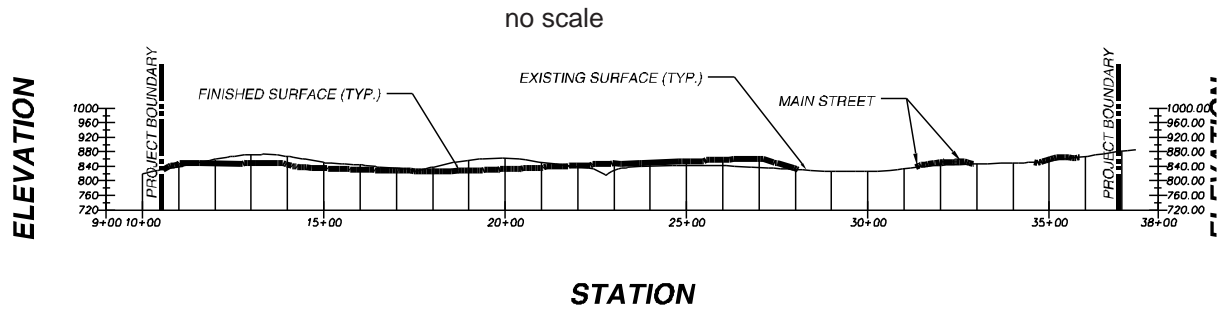
Project Cross Sections

LILAC HILLS RANCH SPECIFIC PLAN

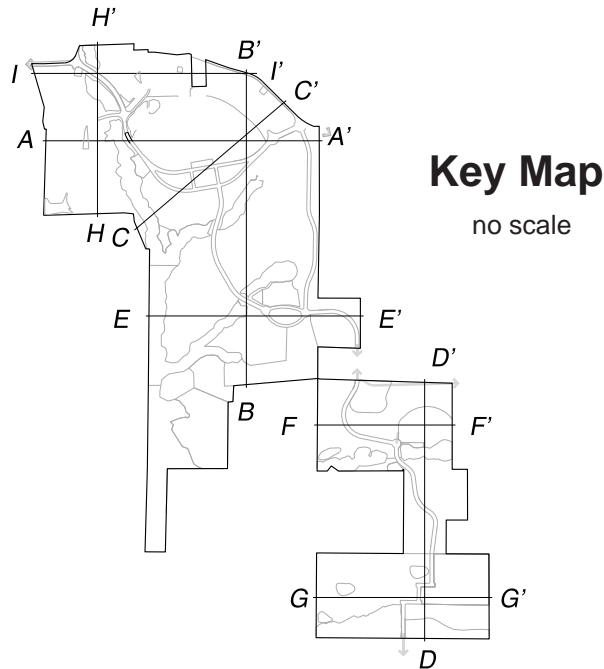
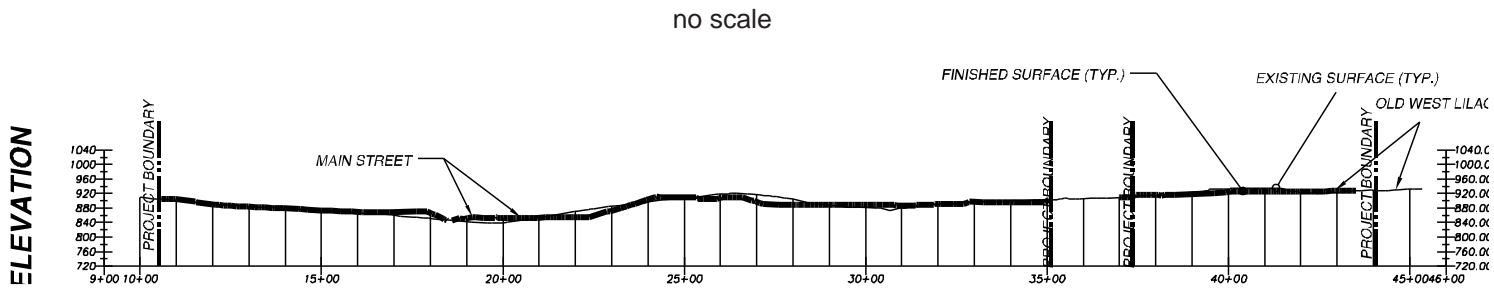
Cross Section G-G'



Cross Section H-H'

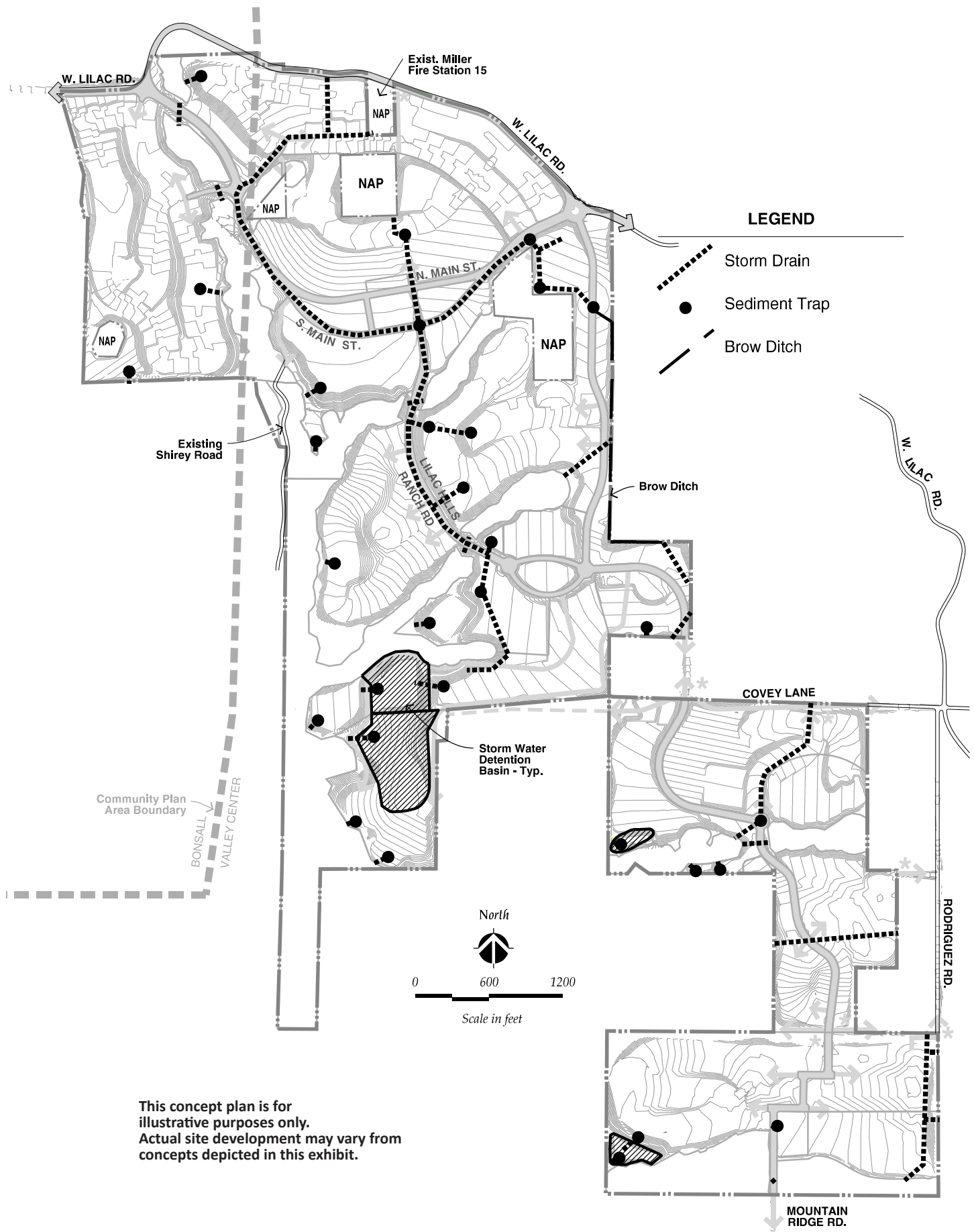


Cross Section I-I'



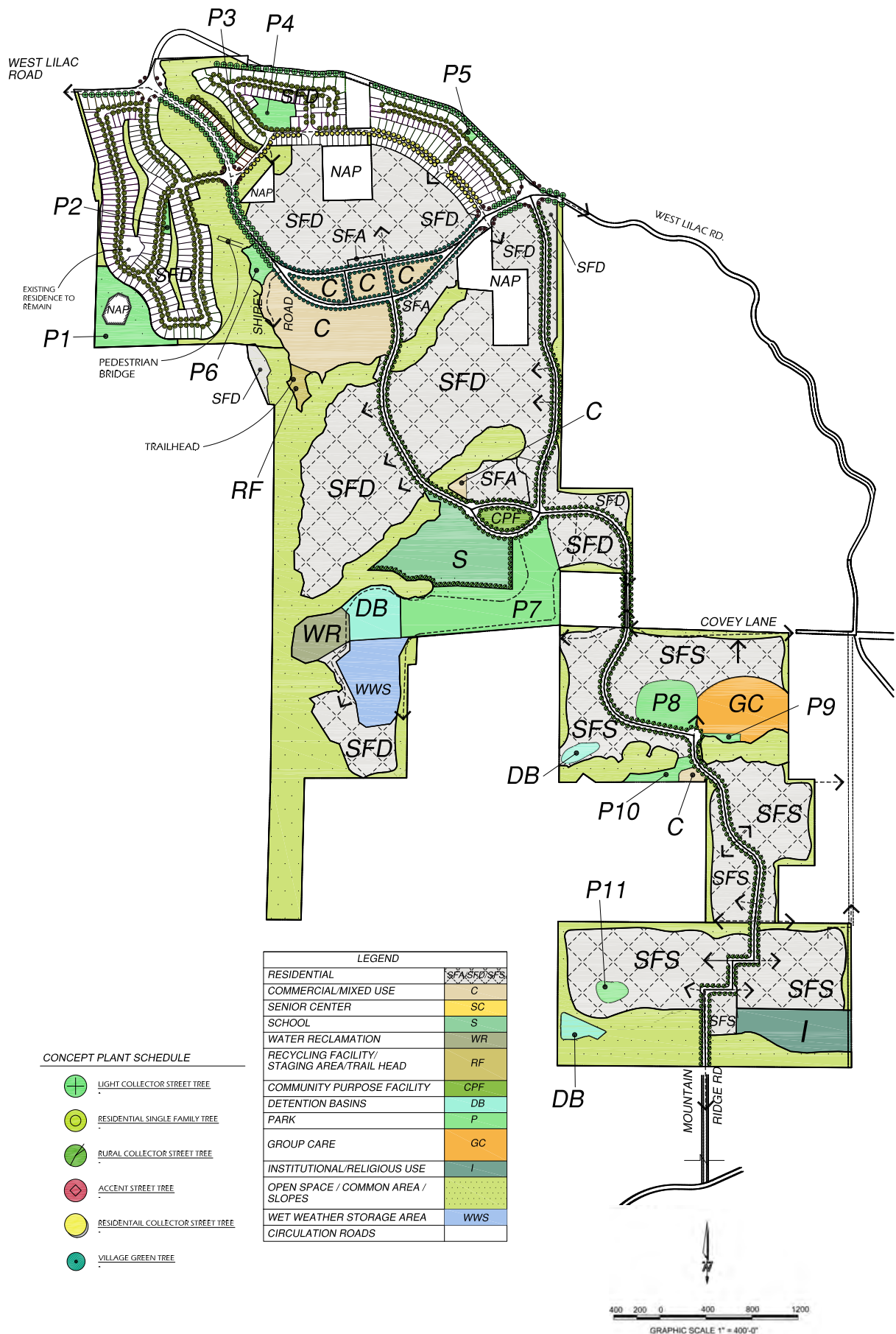
Project Cross Sections

LILAC HILLS RANCH SPECIFIC PLAN



Proposed Storm Drains

LILAC HILLS RANCH SPECIFIC PLAN



Master Landscape Concept Plan

LILAC HILLS RANCH SPECIFIC PLAN

FIGURE 70

Lilac Hills Ranch SPECIFIC PLAN

West Lilac Rd. Residential Street Scene



Town Center Retail



III. DEVELOPMENT STANDARDS AND REGULATIONS

- A. Community Design Concept*
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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.

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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 on-site frontage portion of West Lilac Road will be constructed as required by PDS based upon 2.2C road standards (Figure 16 Mobility Element Plan). West Lilac Road, a public road is designed to comply with County Mobility Element standards (as 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 recommended by the County Board of Supervisors) which forms the northern boundary of the Community to Mobility Element standards 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 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. 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 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.

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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 intersection of 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

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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-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 County public road 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

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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, 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