

Pacific Specific Plan

MayJune 2024

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Specific Plan Summary

1 SUMMARY

1.1 INTRODUCTION

The Pacific Specific Plan, hereafter ~~also noted as~~ “Pacific Specific Plan” or “Plan,” has been written with the intent to provide regulations for the development of an attractive, multi-family residential community between the intersections of S. Pacific Street and Linda Vista Road and La Mirada Drive and S. Las Posas Road in the City of San Marcos, California. The following chapters will explain the vision for this community and the proposed development standards, design guidelines, utilities, infrastructure, and public services necessary to implement that vision and support future development.

1.2 SPECIFIC PLAN SUMMARY

The Pacific Specific Plan provides the City of San Marcos a comprehensive planning tool to help guide the orderly development of a new multi-land use development. Located south of Highway 78 between Pacific Street, La Mirada Drive, Linda Vista Drive and Las Posas Road, the 33.2-acre Specific Plan Area is conveniently situated in central San Marcos and close to multiple freeway access points and major San Marcos thoroughfares. The site is central to educational, retail, office, and industrial uses, making it an ideal location for infill development. The Specific Plan envisions a high quality, urban living environment that provides strong pedestrian connectivity to surrounding uses supported by high-quality multi-family residential including recreational open space amenities to their residents and conservation open space to mitigate impacts and preserve habitats onsite. The plan area includes multi-family residential which may mean condominiums, apartments, rowhomes, townhomes, and villa dwelling units and a Conservation Open Space component. ~~The Specific Plan may site residential development on the northern or southern half of the site but may not occur on more than 50% development under either scenario of the site, however~~The Land Use Plan depicts approximately 70% of the site will be preserved as open space, with approximately 30% of the site developed for residential uses. ~~Multi-family residential planning areas may be located either on north half of the Specific Plan area (SPA) with a small pocket of residential development located at the southeast corner of the property, or along the southern two parcels.~~ The residential land use ~~of the SPA~~ includes multi-family residential dwelling units and their recreational open space ~~uses area~~. The Conservation Open Space Planning Area ~~is generally located on the southern two parcels that comprise the planning area and~~ includes conserved open space areas to protect valuable habitat. The residential aspect of this SPA proposes up to ~~449-228~~ dwelling units but does not include a density minimum. Residential dwelling units will feature a maximum of ~~five~~three stories and may feature for-sale condominium units, for rent apartments, and an affordable dwelling unit component. In total the maximum permitted density for the Specific Plan area equates to ~~approximately 13-56.9~~ dwelling units per gross acre. New dwelling units may range in size from a minimum of approximately ~~500~~1,200 square feet to up to ~~2,500~~1,900 square feet and ranging from ~~studio~~two-bedroom units to four bedrooms units. Each dwelling unit will include private open space in the form of a patio and/or deck/balcony. The Specific Plan area may be configured in multiple lots to separate residential unit types and to preserve conservation open space. Common recreational open spaces within the residential land use will be

designed with urban-style amenities such as pools, spas, sport recreation areas such as bocce ball, fire pits, barbeque stations and other recreation-oriented amenities for children such as playgrounds and tot lots. The Pacific Specific Plan will meld contemporary and modern architectural and landscape styles to reflect the urban setting. The result is a convenient, safe, and efficient urban development which contributes to the enhancement of the quality of life within the City of San Marcos.

1.3 SPECIFIC PLAN PREPARATION STATEMENT

The preparation of this Specific Plan began with a comprehensive analysis of onsite biological constraints and included input and discussions with City of San Marcos Staff as well as representatives from The United States Fish and Wildlife Service and California Department of Fish and Wildlife. A biological vegetation map was prepared from that analysis and was the underlying document used to prepare site plans, infrastructure plans, circulation plans, and overall development of this Specific Plan.

Chapter 2 – Introduction

2 INTRODUCTION

2.1 SPECIFIC PLAN PURPOSE AND SCOPE

The Pacific Specific Plan is a comprehensive plan designed to ensure the efficient development of a new residential community. The Specific Plan serves as both a policy document and a regulatory document for the systematic implementation of the policies and goals of the General Plan. As a policy document, the Specific Plan embodies the broad policy directives of the General Plan and applies those policies and goals to the establishment of objectives for the planning area. As a regulatory document, the Specific Plan provides direction for the assignment of land uses, development intensities, development regulation, architectural and landscape design guidelines, grading, infrastructure design and capacity standards, development phasing, and financing, which must be met to successfully implement the proposed development. The planning and review process established by the Specific Plan emphasizes the direct and comprehensive correlation between land use, transportation, public services, and infrastructure necessary to support the efficient development of the Specific Plan area. When implemented, these elements of the Specific Plan will form a cohesive and rational development that complements and enhances the unique characteristics of this area of the city. All subsequent development shall be consistent with the policies and regulations contained herein.

2.2 SPECIFIC PLAN OBJECTIVES

Specific Plans provide a tool for comprehensive and creative planning strategies that respond to the unique conditions of the site while implementing the goals and policies of the General Plan. The following objectives have been crafted to guide development that is consistent with the City of San Marcos General Plan:

1. Provide medium-density housing opportunities close to major transit, education facilities, shopping opportunities, light industrial uses, and trails to optimize land use with transit use and active modes of transportation, reduce reliance on automobiles, and potentially reduce greenhouse gas emissions.
2. To the extent possible given site constraints, maximize the opportunity to provide medium-density housing for the City of San Marcos up to ~~13.5~~6.9 dwelling units per acre, which is comparable to other medium-density housing developments in the City of San Marcos.
3. Provide an affordable dwelling unit component which meets one or more of the State of California qualifying affordable housing income categories, through development onsite or by alternative means (e.g., in-lieu fees):
 - Acutely low income: 0-15% of AMI.
 - Extremely low income: 15-30% of AMI.
 - Very low income: 30% to 50% of AMI.

- Lower income: 50% to 80% of AMI; the term may also be used to mean 0% to 80% of AMI.
 - Moderate income: 80% to 120% of AMI.
4. Create a highly connected and efficient circulation system of pathways supported by pedestrian friendly architecture and landscaping to promote walkability and connectivity for people to surrounding transit and places.
 5. Design a vehicular circulation system that adequately accommodates traffic and minimizes traffic impacts in and around each planning area.
 6. Develop high-quality housing that is attainable to entry-level homebuyers and meets the housing needs of the City of San Marcos and the region.
 7. Establish development standards and design guidelines that ensure distinctive architecture, landscaping and recreational amenities that complements and enhances the existing surrounding neighborhood while providing a desirable living environment for residents within the Specific Plan area.
 8. Institute a program for the long-term maintenance of the community to ensure all facilities are adequately maintained to City standards.
 9. Finance or contribute a fair share of funding to all community services and infrastructure needed to support development proposed by the Specific Plan to promote economic stability.
 10. Preserve the majority of the site~~Provide at a minimum 50% of gross acreage~~ for onsite conservation of habitat and species identified in the biological technical reports ~~and~~ with the exact amount agreed to by the interested wildlife agencies during the agency permitting and approval process (illustrated at approximately 70% minimum preservation in the Land Use Plan).

2.3 CONTENTS OF THE SPECIFIC PLAN

Per California Government Code §65451, a specific plan shall contain the following written and graphic information:

- The specific plan shall include a statement of the relationship of the specific plan to the general plan.
- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out all the above.

To comply with these requirements, the Pacific Specific Plan includes the following information:

- A summary of the Specific Plan and an introduction that includes the planning objectives for the Specific Plan which encompasses the goals of, and is consistent with, the General Plan regarding land use, circulation, resource management, community design, as well as public services and utilities (Chapter 1 and 2).
- Written descriptions and graphic illustrations of proposed land uses within the Specific Plan area, including clearly identified specific development patterns and design standards (Chapter 3).
- Written descriptions and graphic depictions of architectural, landscape, and open space designs (Chapter 4).
- Written descriptions and graphic illustrations of proposed vehicular, pedestrian circulation systems for the Specific Plan area and the connections to adjacent public and private circulation networks (Chapter 5).
- A grading, utility, and infrastructure plan that includes the location and extent of utility services necessary to serve the Specific Plan area (Chapter 6).
- A public services and facility plan that identifies the specific agencies and extent of public services and facilities necessary to serve the Specific Plan area (Chapter 7).
- A public facility financing and phasing plan that provides the general outline for the financing mechanisms proposed and the phasing of public improvements to the Specific Plan area (Chapter 8).
- An implementation and amendment program that provides the mechanisms available for project review procedures and regulations for specific development within the Specific Plan area and any future amendments to the Specific Plan (Chapter 9).

2.4 PLANNING AREA DESCRIPTION

The Pacific Specific Plan area is generally located in north San Diego County in central San Marcos within the Business/Industrial District. The Plan area is undeveloped and dominated with non-native grassland and sparse shrubs. Within the existing vegetation the site contains several habitat types and species of interest to the City of San Marcos, the United States Fish and Wildlife Service and the California Department of Fish and Wildlife. The area surrounding the Specific Plan is predominantly developed with commercial and light industrial uses.

2.4.1 Regional and local Setting

The Pacific Specific Plan area encompasses approximately 33.2 gross acres. As illustrated in **Figure 2, Vicinity Map**, the SPA is situated in the west central portion of the City of San Marcos, in an area defined as the Business/Industrial District by the City's General Plan. Regionally, the Specific Plan area is located approximately 0.3 miles south of Highway 78 and approximately 5.5 miles from Interstate 15. Palomar College Transit Center is located approximately 0.85-mile from the Specific Plan area. Palomar College Transit Center is the largest North County Transit District (NCTD) hub that consists of a bus depot on the north side of West Mission Road, near the main entrance to Palomar College, and a train station on the south side of West Mission Road that serves the SPRINTER hybrid rail train. Rail service and bus transit service offered at the Transit Center provide local and regional connections to schools, employment, shopping, and

entertainment options within the City of San Marcos, as well as San Diego and Riverside Counties. The City of San Marcos and North County Transit District show a future bus stop along Las Posas adjacent to the Specific Plan area. The Inland Rail Trail, a 21-mile Class I bikeway, runs along the south side of West Mission Road and connects the Cities of Oceanside, Vista, San Marcos and Escondido as well as areas of unincorporated San Diego County.

Other uses near the Specific Plan area include light industrial and commercial uses to the north, south and west. The Grand Plaza shopping center is located across South Las Posas Road from the Plan area. South Las Posas Road also serves as the major gateway into the Specific Plan area.

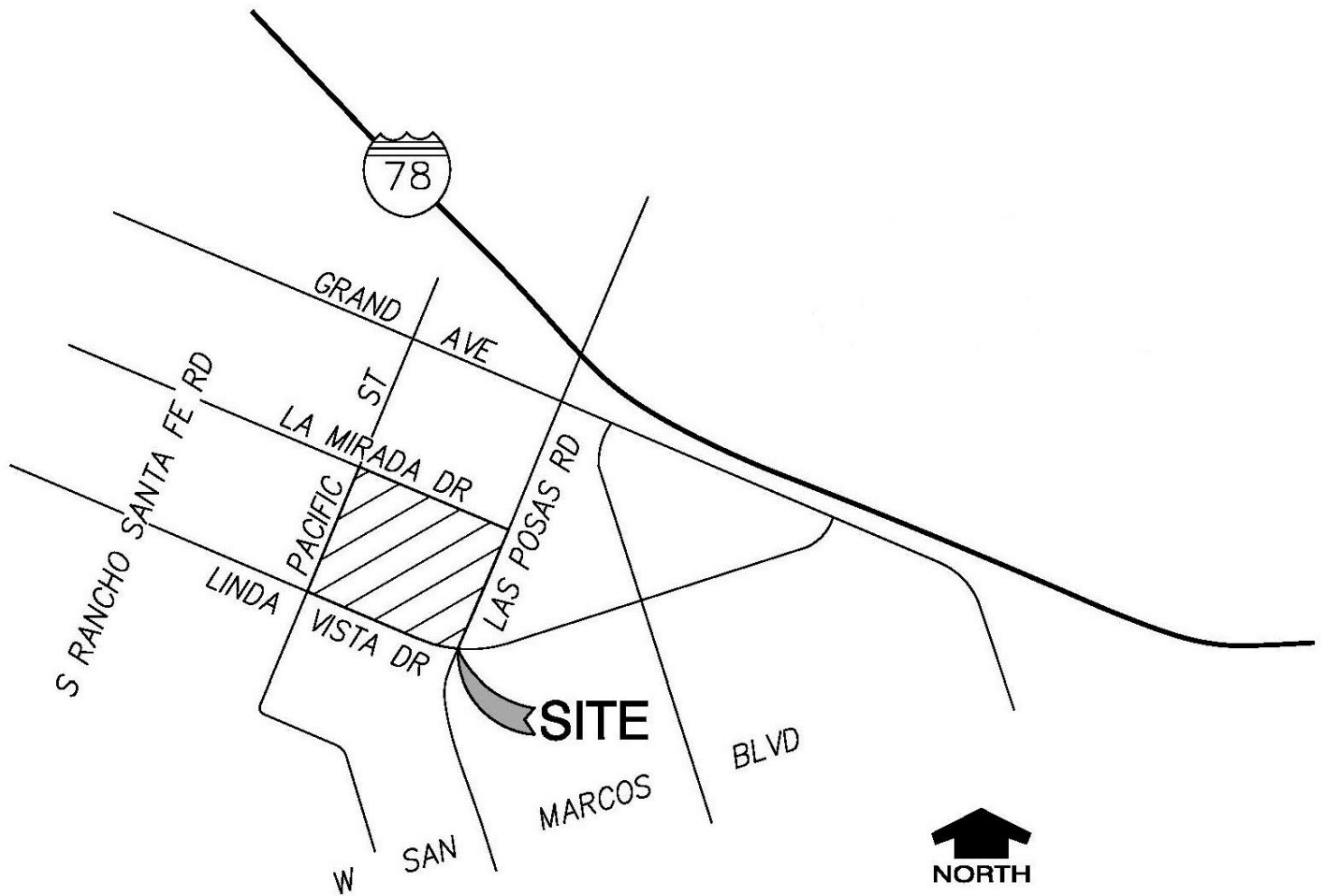


Base Aerial Image Source: Google Earth; Imagery Date 1/4/2022

Regional Map

Figure 1

Pacific Specific Plan



VICINITY MAP

NOT TO SCALE

Vicinity Map

Figure 2

Pacific Specific Plan

2.4.2 Site Characteristics

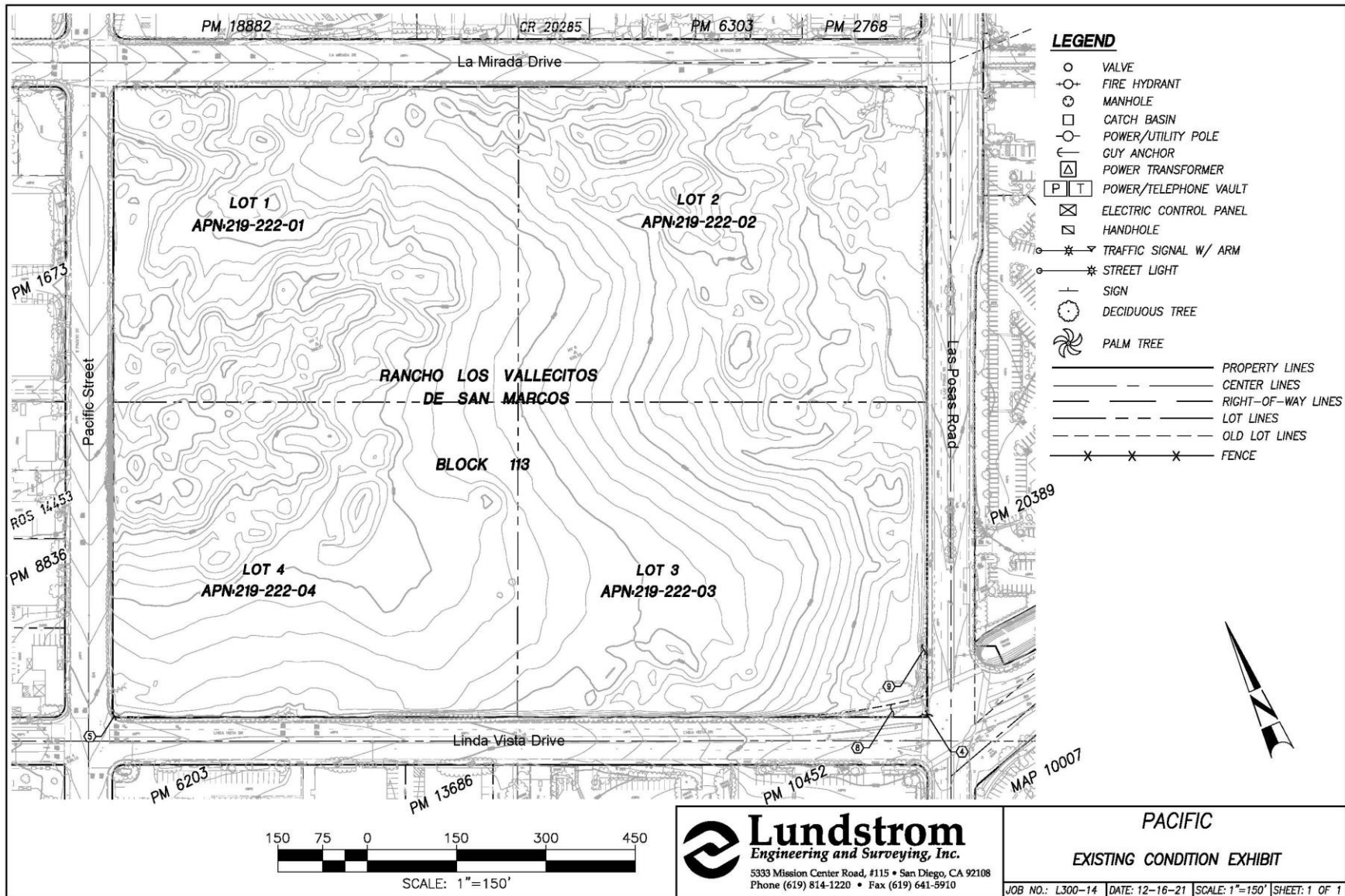
As shown on **Figure 3**, the site is currently undeveloped. The Specific Plan area includes four parcels (Assessor Parcel Numbers 219-222-01, 219-222-02, 219-222-03, and 219-222-04) located between South Pacific Street to the west and South Las Posas Road to the east and La Mirada Drive to the north and Linda Vista Drive to the south. These parcels are noted to contain a variety of sensitive plant and animal species and habitat and have remained undeveloped due to the complex nature of the property and the challenging permit process with the Federal and State wildlife agencies. The Specific Plan area was originally designated for industrial uses. The site is relatively flat and contains a mix of shrubs and grasses. Portions of the site have been disturbed due to trespassing and dumping over the years. Elevations range from 551 feet above mean sea level (amsl) at the northwest corner and gently sloping southeast to approximately 526 amsl.

The project site is primarily undeveloped and partially disturbed land. The southeast corner of the project site has been developed as Linda Vista Drive, and various utilities have been placed along South Las Posas Road in the northeast corner of the project site. Although undeveloped, the project site reflects a history of disturbance dating back to 1978 with the construction of surrounding roads (i.e., La Mirada, South Pacific Street, and Linda Vista Drive) and adjacent frontage development. Further, based on historical aerial imagery, areas in the southeast part of the project were also graded in 1978. Later in 1989 grading occurred along the eastern portion of the site as part of the installation of Las Posas Road. Vegetation on site is disturbed by an abundance of invasive and weedy plant species, and unpaved roads crossing the project site are visible on historic aerials since 1980 (Historical Aerials 2022). The project site is immediately adjacent to roadways, and existing development occurs on all sides, including the Grand Plaza shopping center to the east.

Seven vegetation communities or habitat types occur within the project site: vernal pools, Diegan coastal sage scrub (including disturbed and baccharis-dominated), native grassland, non-native grassland, disturbed habitat, and developed. Within those communities several sensitive and special status plant communities have been observed on the site including San Diego Button Celery and San Diego Fairy Shrimp which are of high biological value. Further detail is provided in Section 4.2.1.4.

Development of the property may occur on parcels 219-222-01 and 219-222-02, 219-222-03, and 219-222-04. Conservation open space is included within the property for the preservation and protection of sensitive habitats and associated species. As depicted in the Land Use Plan, approximately 70% of the site is designed to be preserved long-term for biological resources as depicted in the Land Use Plan. ~~However, the maximum coverage of development shall not exceed 50% of the total 33.2-acre site or approximately 16.6 acres, however the Land Use Plan depicts approximately 70% preservation of existing onsite open space. Two development options have been identified as the most environmentally friendly development options for the site. The North Development Plan Option would concentrate development on the northern parcels, APN 219-222-01 and 219-222-02 and may include a small portion of development on parcel 219-22-03. The South Development Plan Option would focus development on the southern parcels, 219-222-03 and 219-222-04. Any impacts to sensitive habitat and species may require permitting through one, several, or all the following agencies: United States Fish and Wildlife (USFW), United States~~

Army Corps of Engineers (USACOE), and/or California Department of Fish and Wildlife (CDFW). ~~The North Development Option seeks to prioritize avoidance of sensitive species such as Thread leaved Brodiaea, Orcutt's Brodiaea, and San Diego Button Celery.~~ The ~~South Development Option development~~ seeks to prioritize avoiding impacts to vernal pools, San Diego Fairy Shrimp, and to a lesser extent, Thread Leaved Brodiaea, and Orcutt's Brodiaea.



Existing Conditions
 Pacific Specific Plan

Figure 3

2.4.3 Regulatory Setting and Site History

Prior to the adoption of this Specific Plan, the Specific Plan area was designated as Industrial (I) by the General Plan and the San Marcos Zoning Code. Concurrent with this Specific Plan, a General Plan Amendment and Rezone application were processed to re-designate the four parcels that comprise the site to “Specific Plan Area”, thereby allowing for the development of the medium-density multi-family community proposed herein.

Although previously designated as Industrial (I) by the General Plan, the residential development proposed by this Specific Plan implements AB 32, Strategy 3 of the San Marcos Climate Action Plan (CAP), SB 743, numerous General Plan Goals, and various other state regulations related to reducing greenhouse gas emissions. In accordance with AB 32, the Global Warming Solution Act, the State adopted SB 97, which revised the California Environmental Quality Act (CEQA) Guidelines to require an analysis of greenhouse gas emissions as part of the CEQA process and established standards for the content and approval process of plans to reduce GHG. To comply with these requirements, the City of San Marcos adopted the Climate Action Plan (CAP) in 2013. A CAP is a long-range planning document that identified strategies to reduce greenhouse gas emissions. Since then, the State and CARB have established stricter targets for reducing greenhouse gas emissions. In response, the City of San Marcos update the CAP in 2020 to reflect these new requirements. The State also adopted SB 743 to change the way CEQA evaluates traffic. Vehicle Miles Traveled (VMT) became the new metric to promote development that is walkable, has access to transit or bicycle facilities, and/or implements other mitigation measures that discourage the use of single occupancy vehicles. To implement SB 743 and Strategy 3 of the San Marcos CAP, the City of San Marcos adopted the Transportation Impact Analysis Guidelines in 2020. These Guidelines identify High Quality Transit Areas, where VMT is considered low due to the availability of transit. The intent is to encourage high-density housing and other appropriate uses within these High-Quality Transit Areas that encourage transit use potentially reduce GHG. The City of San Marcos does not currently contain any High-Quality Transit Areas as defined by their CAP. However, the SPA is immediately adjacent to shopping centers and employment areas making it a walkable community. In addition, the Specific Plan area proposes providing right of way for potential future construction of a bus stop on the west side of Las Posas Road to promote alternative transportation and help offset VMT.

As noted in 2.5.2, the site has been historically recognized to contain multiple biological resources which are governed by local, state, and federal laws under the regulatory jurisdiction of several resource agencies. Locally, the City of San Marcos is the lead agency tasked with overseeing the biological and environmental analysis under the California Environmental Quality Act. Within that analysis, biological reports, surveys, analysis, and findings have been prepared, reviewed, and accepted by the city. Those methods must conform with the rules and regulations set forth by the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife (USFW), and the Army Corps of Engineers (USACOE) all of which are entrusted with ensuring compliance with CEQA and the Endangered Species Act (ESA), and the United States Clean Water Act of 1972. Implementation of this Specific Plan will aid in the permanent protection of habitat found on site.

The proximity to retail and employment coupled with an increased demand for housing in California and the City and State's Climate Change goals have changed the Specific Plan area into a prime site for medium-density, walkable housing.

2.5 RELATIONSHIP TO THE SAN MARCOS GENERAL PLAN

As indicated in Section 2.1, Specific Plans are a tool that allows for the systematic implementation of the City's General Plan, effectively linking the implementing policies of the general plan to individual development proposals in a defined area. As such, Specific Plans are required to provide a detailed statement of the relationship of the specific plan to the general plan, including consistency between both plans and a comparison of goals, objectives, and policies. The following sections discuss the various elements of the San Marcos General Plan and compare the stated intent of each element to the development proposed by this specific plan.

2.5.1 Specific Plan Land Use

Chapter 20.250 of the San Marcos Zoning Ordinance establishes specific standards to regulate development by authority from the General Plan, describes specific plans as tools for the systematic implementation of the San Marcos General Plan. As a planning tool, the specific plan derives its authority from state and local law to provide a more precise framework for the distribution of land uses, infrastructure, development standards, resource conservation, and implementation measures necessary to carry out the goals of the General Plan. The Pacific Specific Plan accounts for the unique physical characteristics, constraints, and resources of the Specific Plan area to provide specific development guidelines for projects within the planning areas. According to California Government Code Section 65454, a specific plan must be consistent with the adopted General Plan. The Pacific Specific Plan's consistency with the General Plan is described in more detail below.

2.5.2 Land Use and Community Design Element

As stated in the introduction to the Land Use and Community Design Element, the goals and policies of the general plan are designed to:

- Ensure land use diversity and balanced development that encourage an efficient and responsible relationship between land use, transit, open space, and areas of environmental sensitivity.
- Establish and maintain community connections that better connect people to places.
- Promote economic strength and stability by maintaining a strong local economy and employment base.
- Create a synergy between the business community and academia to promote San Marcos as the educational hub for North County.
- Encourage integration of high-quality and sustainable development through the establishment of development standards and land use patterns that encourage long-term environmental sustainability.
- Promote community design that produces a distinctive built environment with memorable places.

- Direct and sustain growth through management that ensures adequate provision of urban services.

The Specific Plan achieves this as follows:

- Development proposed by the Specific Plan proposes to utilize the property to its highest and best use. Current market demands and the demand for new housing make the property most ideally suited for housing rather than industrial zoning. Residential land uses allow for large areas of onsite open space preservation because the value of residential property is worth more than the value of industrial property. Therefore, residential projects can be condensed and still generate the value to absorb the cost of preservation whereas industrial properties require more land and more space to generate the same value limiting preservation opportunities. The site includes a bus stop, trails, and is directly adjacent to a major shopping center and employment uses which affords an opportunity for higher densities to maximize the efficient use of the property.
- The proposed development will create connections to community facilities that are accessible to the surrounding neighborhood. Walkways, architecture, and landscaping are designed to maximize pedestrian connectivity and encourage walkability.
- The proposed residential uses include affordable units as well as entry-level, for-sale, workforce housing that will support local businesses by providing financially attainable housing opportunities for employees. Proximity to transit will also benefit the economic strength of the entire City and Region by providing connection between this workforce housing and employment centers.
- New housing proposed by this Specific Plan will be designed to current Building Codes and Standards that include the most stringent requirements in the United States for water, material, and energy efficiency; improved air quality; and more. The specific plan implements the strategies of the City's Climate Action Plan to reduce greenhouse gases by including elements that support transit use, active modes or transposition, and the use of electric vehicles. Proximity to transit and trails and the walkable design of the community have the potential to significantly reduce vehicle miles traveled (VMT) for improved air quality.
- The Specific Plan provides a detailed set of architectural and landscape design guidelines to ensure a distinctive built environment with unique and memorable amenities and spaces.
- Infrastructure and service plans provided within this specific plan have been developed to ensure that adequate provisions for urban services are available. Financing for both the construction and long-term maintenance of necessary infrastructure and services has also been identified in the final chapter of this Specific Plan.

The Specific Plan is located in the Business/Industrial District. The General Plan describes the Business/Industrial District as having a diverse range of uses from rural residential uses including single family homes and mobile home communities in the western half of the district, and commercial and light industrial uses in the east. Palomar Community College Transit Station is also located in this neighborhood.

The General Plan identifies Focus Areas where changes are most likely to occur. Although the Specific Plan is not within one of these Focus Areas, it is adjacent on the west to the Urban Core

Focus Area – Rancho Santa Fe Road Focus Area 2 (FA2) and just north of the San Marcos Boulevard Focus Area 3 (FA3). The vision for FA2 is to facilitate “physical and economic revitalization.” The plan envisions a reimagining of old strip retail centers into a mixed-use community. The vision for FA3 is for the city to create a commercial mixed-use “downtown” area giving the city residents a sense of place while also providing a destination area for people to enjoy. The area is mostly comprised of commercial and retail uses. The addition of the Pacific Specific Plan will complement these Focus Areas.

Introducing a medium density residential area near the focus areas provides density to the areas which helps support business sales and creates a more walkable neighborhood where residents can “live where they work.”

2.5.3 Mobility Element

As stated in the introduction, the purpose of the Mobility Element is to strategically enhance and manage the mobility network as a critical component in continuing the city’s vibrant commercial and industrial areas, its thriving residential neighborhoods, its diverse job and employment uses, and its unique student population. The Mobility Element focuses on maximizing the quality, comfort, safety, walkability, livability, and bikeability of the City’s streets, sidewalks, trails, and multi-modal transportation system while incorporating key ingredients of sustainability.

The Mobility Element identifies South Las Posas Road as a four-lane arterial with existing Class II Bicycle Facilities and future Class I Bicycle Facilities. The Mobility Element identifies Linda Vista Drive as a future four-lane arterial with future Class I or Class II Bicycle Facilities. Additionally, the Mobility Element identifies La Mirada with a future Class I Bike Facility as part of the City’s Bicycle Network. South Las Posas Road has already been built-out to its full right-of-way, including Class II bike lanes, as part of previous development along the roadway. Linda Vista Drive would require further right-of-way improvements including a trail. La Mirada Drive will provide an urban trail element consisting of a sidewalk and a 5’ wide Class IV bike facility. Pacific Street will include shifting the existing curb west to construct 8’ of pedestrian improvements while maintaining a 12’ vehicle travel lane. The Specific Plan further implements the mobility element as follows:

- Minimizing walls and requiring multiple pedestrian connections to maximize the walkability of the community.
- Including design guidelines that require pedestrian friendly architecture and landscaping that engage the public sidewalk along public roadways and internal pathways.
- Installing EV charging stations and bicycle parking to support the use of electric vehicles and active modes of transportation.
- Minimizing parking in accordance with the Climate Action Plan to prioritize transit use and active transportation over private vehicle use.

2.5.4 Conservation and Open Space Element

As stated by the General Plan, the purpose of the Conservation and Open Space Element is to identify natural, cultural, historic, and open space resources. The site contains numerous biological habitat types and species. The City of San Marcos General Plan Conservation and Open Space Element, Figure 20 Vegetation Communities, identifies the site as Valley and Foothill Grasslands which include vernal pools. Within the Natural Community Conservation plan for the

City of San Marcos (Draft San Marcos Subarea Plan), the property is identified as a Vernal Pool Major Amendment Area. Major Amendment Areas are defined as private property containing sensitive vegetation and/or species that could be included within the Draft San Marcos Subarea Plan at a later date and only at the request of the property owner. The area within the Draft San Marcos Subarea Plan is described as: *“an area defined by Pacific Street on the west; Mission Road on the north; San Marcos Boulevard on the south; and Twin Oaks Valley Road on the east. Eleven lots within this area support vernal pools.”* The Draft San Marcos Subarea Plan also identifies areas which contain vernal pools as suitable locations for sustaining non-native grassland. Additionally, the Draft San Marcos Subarea Plan states a large portion of the vernal pools within the city have been developed and those that have not have some level of disturbance. The Draft San Marcos Subarea Plan has yet to be adopted by the City of San Marcos and the Specific Plan Area must be annexed into the Draft Subarea Plan only at the property owner’s request. Therefore, any assumptions or requirements identified within the draft Subarea document cannot be relied upon and any assumptions, mitigation ratios, or biological development requirements of the site would defer to the regulations and guidance by the State and Federal Wildlife Agencies and the United States Army Corps of Engineers. Biological surveys identified seven vegetation communities or habitat types which occur within the project site. Those habitat types include vernal pools, Diegan coastal sage scrub (including disturbed and baccharis-dominated), native grassland, non-native grassland, disturbed habitat, and developed lands. Within those vegetation communities the survey identified several sensitive plant and animal species including San Diego Fairy Shrimp, Thread leaved brodiaea, Orcutt’s brodiaea, Small-flowered morning glory, and San Diego button celery.

The Specific Plan supports the preservation of these resources onsite by avoiding the highest value habitat and resources. ~~Two development options have been identified as the most environmentally friendly development options for the site. The North Development Plan Option would concentrate development on the northern parcels, APN 219-222-01 and 219-222-02 and may include a small portion of development on parcel 219-22-03. The South Development Plan Option would focus development on the southern parcels, 219-222-03 and 219-222-04. The North Development Plan Option seeks to prioritize avoidance of sensitive species such as Thread leaved Brodiaea, Orcutt’s Brodiaea, and San Diego Button Celery. The South Development Plan Option development seeks to prioritize avoiding impacts to vernal pools, San Diego Fairy Shrimp, and to a lesser extent, Thread Leaved Brodiaea, and Orcutt’s Brodiaea. The Conservation and Open Space Element of the City of San Marcos General Plan identifies the site as containing valley and foothill grassland as well as vernal pools. The Specific Plan shall preserve a minimum of 50% of the site for long-term preservation of the resources outlined above to support the goals of the Conservation and Open Space Element, however the Land Use Plan depicts approximately 70% preservation of existing onsite open space.~~ The project applicants will establish a plan for long term conservation of identified resources and will work with the stakeholder agencies and the City of San Marcos to develop and implement approved preservation methods as well as appropriate financing mechanism to fund long-term preservation. Any development approved by the City of San Marcos would be required to secure permits from any jurisdictional wildlife agency prior to issuance of any construction permits. During the wildlife agency permitting process, the development footprint and location would be subject to the conditions issued by the wildlife

agency permits. If the development requires modifications as a condition of agency permitting, the development permits may be required to be modified with and approved by the City prior to construction.

The Conservation and Open Space Element also seeks to address air pollution, climate change, energy independence, water supply and water quality. Development proposed by the specific plan will be designed to current Building Codes and Standards that include the most stringent requirements in the United States for water, material, and energy efficiency; improved air quality; stormwater treatment; and more. The specific plan implements the strategies of the City's Climate Action Plan to reduce greenhouse gases by including elements that support transit use, active modes of transportation including pedestrian and bicycles, and the use of electric vehicles. Proximity to transit and trails and the walkable design of the community have the potential to significantly reduce vehicle miles traveled (VMT) for improved air quality.

2.5.5 Parks, Recreation, and Community Health Element

According to the General Plan, the purpose of the Parks, Recreation, and Community Health Element is to maintain and increase access to parks, trails, recreational facilities, and community service programs. In addition, it aims to provide a healthy and safe community by taking into consideration community health and family enrichment needs of community members, including older adults, children, persons with special needs, and residents of all ages.

The Specific Plan includes an open space plan and an amenity package designed to address the specific recreational needs of the anticipated community demographics. Standards for both private open space and common recreational open space are provided to ensure an adequate amount of space is provided to support a high quality of life. Selected amenities cater to an urban lifestyle and consider not only families, but young singles and couples who are likely to be purchasing their first home within this community. Consideration for proximity to trails is also considered through the provision of multiple connections, landscaping and architecture designed to promote pedestrian comfort, and bicycle parking. New development is also required to pay public facility fees which fund its fair share of public park and recreational facilities within the City.

2.5.6 Safety Element

The Safety Element is designed to ensure public health, safety, and welfare of residents and their property by identifying and planning for anticipated natural and human-caused safety issues including geologic and seismic hazards, flood, fire and more.

Hazards associated with the development proposed by the Specific Plan were evaluated as part of the CEQA process and no significant hazards were identified. Homes and landscaping will be designed, built, and installed to current safety codes and standards. Additionally, the specific plan includes development and design standards that incorporate Crime Prevention Through Environmental Design (CPTED) strategies. CPTED strategies consider design standards that deter criminal activity and build a sense of community between neighbors so that residents are encouraged to take ownership of their neighborhood, watch for and discourage crime, and protect one another.

2.5.7 Noise

The Noise Element identifies potential problems and noise sources threatening community safety and comfort with the intent of limiting the community's exposure to excessive noise levels. Noise impacts to new residents as well as noise impacts generated by the development of the Specific Plan were evaluated as part of the CEQA process. Mitigation to reduce those impacts to a less than significant level has been incorporated into the specific plan. Additionally, the new development proposed by the specific plan is subject to the City's noise standards.

2.5.8 Housing

As required by State law, the City of San Marcos Housing Element identifies the housing needs of both the existing and projected population and ensures that the land use plan provides adequate capacity to provide safe, suitable, and affordable housing for City residents. The Housing Element is coordinated with each element to ensure comprehensive policies and goals throughout the General Plan. These policies and goals form a framework that the Pacific Specific Plan will follow to systematically implement a comprehensive housing development plan that is consistent with these goals and policies. The residential development proposed by Specific Plan will encompass approximately 32.2-acres and will include a maximum of ~~449-228~~ multi-family residential dwelling units for an approximate total density of up to ~~13-56.9~~ dwelling units per gross acre (du/acre). This residential density is consistent with other medium density housing in the city. Homes proposed by the Pacific Specific Plan are designed as attainable housing with a range of unit sizes and price points, creating opportunities for home ownership that will be attractive to varying income levels. The townhomes proposed also offer a style of home that is not widely available in this area of the city and provide a residential density increase which will help nearby businesses as well as situate residential uses near employment, schools, retail centers, as well as transportation. Inclusion of affordable dwelling units, or payment of in-lieu fees within the Specific Plan area helps support lower-mid level incomes demographics while increasing this sought-after housing product and is in line with affordable housing directives promoted by the State as well as the City of San Marcos. Therefore, the Pacific Specific Plan is consistent with the goals provided within the Housing Element of the General Plan.

2.6 CEQA COMPLIANCE

An Environmental Impact Report (EIR) was prepared for the Pacific Specific Plan in accordance with the California Environmental Quality Act (CEQA) and serves as a comprehensive environmental document for subsequent development within the Specific Plan area. The EIR examines the relationship the Specific Plan implementation may have on potential environmental impacts to the Specific Plan area and makes determinations for mitigation measures to reduce impacts to below levels of significance. The EIR was certified concurrently with the Specific Plan by the decision-making body.

A Mitigation Monitoring and Reporting Program (MMRP), adopted in accordance with Public Resources Code Section 21081.6, ensures the proper implementation of the mitigation measures outlined within the EIR. All future development within the Specific Plan area is required to adopt and implement the mitigation measures specified in the MMRP, if applicable.

Subsequent development proposals within the Pacific Specific Plan, if found by the City of San Marcos to be consistent with this Plan and the impact analysis and mitigation measures found in the certified EIR, may be approved, and implemented without further public environmental review according to

California Government Code Section 65457. Prior to amendment to this Specific Plan and/or a Multi-Family Site Development Plan or Site Development Plan, the City of San Marcos shall determine if further environmental review and analysis is required to satisfy CEQA requirements.

2.7 PROJECT'S REQUIRING CONSISTENCY WITH THE SPECIFIC PLAN

Discretionary actions and projects proposed within the Specific Plan area are required to demonstrate consistency with this Specific Plan. The actions processed under this Specific Plan which require consistency prior to approval, and/or adoption by the San Marcos City Council are the General Plan Amendment and Rezone of the project site from Industrial (I) to Specific Plan Area (SPA), a Tentative Subdivision Map (TSM), and a Multi-family Site Development Plan (MFSDP). Subsequent projects proposed within the Specific Plan area must demonstrate compliance with the Specific Plan's policies, rules, regulations, and design standards. More discussion on what is considered a project under this Plan can be found in the Implementation Chapter.

Chapter 3 – Land Use and Development Standards

3 LAND USE AND DEVELOPMENT STANDARDS

Overview

This chapter regulates the distribution and intensity of land uses and establishes development standards that will govern all future development within the Pacific Specific Plan. These standards and guidelines provide a foundation for the community's character and sense of place that will ultimately result in an attractive and functional community.

3.1 LAND USE AND DEVELOPMENT OBJECTIVES

Pacific Specific Plan strives to create an appealing residential community founded on solid design principles. The Plan area's natural features provide an opportunity to create that appealing community through development that respects its surroundings.

The Plan area will address community planning goals and will incorporate core recreational concepts as well as conservation concepts into the development design. Through careful engineering the site will present a residential design conscious of recreational open space and conservation open space placement and orderly circulation design thereby reducing the projects impacts and maximizing conservation and residential opportunities. These goals include:

- Create a sustainable development through careful balancing of land use, connections to, and proximity to transportation options, and open space opportunities.
- Create a land use plan that respects sensitive habitat areas.
- Design a series of roadways that safely link the development to the larger community.
- Create a series of built features, using architecture design and landscape design, that provide a distinct built environment which is pleasing to residents and neighbors alike.
- Maintain the feel of the community through use of building materials that complement and enhance the surrounding environment and neighborhoods.
- Create a distinct recreational environment through the careful placement of open space features that blend with natural landforms.

3.2 DISTRIBUTION OF LAND USES

~~As **Figure 5, Land Use Plan**, depicts the proposed land uses, which includes up to 228 multi-family residential units (6.9 dwelling units per gross acre) and preservation of approximately 70% of the site's gross acreage as Conservation Open Space land. Table 1 quantifies the distribution of land uses. Illustrated in **Figure 5, Land Use Plan**, the 33.2-acre Specific Plan area is comprised of two primary land uses: multi-family residential which may mean condominiums, apartments, rowhomes, townhomes, and villa dwelling units up to a total of 449228 dwelling units and a maximum density of 6.9 13.5 dwelling units per gross acre; and a minimum of 50% gross acreage of Conservation Open Space land, however the Land Use~~

~~Plan depicts approximately 70% preservation of existing onsite open space.~~ Land use permit requirements, regulations, and development standards of this section shall be applicable to all existing and new uses, structures, modifications, additions, and activities within the Specific Plan Area.

Table 1 Distribution of Land Uses

Residential Land Use	North-Development Plan Option Total Area (in acres)	South-Development Plan Option Total Area (In acres)
Multi-Family Residential Development Footprint	15.1	9.7
Driveways/Alleys/Parking/loading	4.3	2.86
Common Open Space area w/ grades 10% or greater	0.25	0.28
Common Open Space area w/ grades less than 10%	3.98	1.49
Private Open Space	1.23	0.93
Bio-Retention Areas	0.33 ¹	
Conservation Open Space	17.94	23.44
Open Space Subtotal ²	22.17	25.22
Site Total (gross acres)	33.2 ³	

¹Bio retention basin acreage also included within common open space with grades less than 10%.

²Open Space subtotal does not include private open space areas.

³Site Total includes Multi-Family Residential (MFR), Conservation Open Space, street dedications, all roadways, common & private open space, & bio retention area.

To maintain an appropriate balance of development and to protect sensitive biological open space, residential and conservation open space shall remain within their predetermined planning areas identified in this Specific Plan. Any changes to land distribution ratios within the Plan Area should be carefully considered by the City of San Marcos and shall take into consideration all prior consultations with State and Federal Wildlife Agencies and the Army Corps of Engineers. See Chapter 8 for more information on changes to land use distribution.

3.2.1 Allowable Uses

Table 2, Allowable Land Uses identifies the permits required to establish uses allowed within the planning area, consistent with this Specific Plan. Allowed uses shall be for the express purpose of establishing and protecting the residential living environment and conservation of open space envisioned by this Specific Plan. Residential and conservation open space uses are intended to be the primary permitted uses. All other uses are intended to support residential, or conservation open space uses. When indicated, please also refer to the sections identified under the “Additional Use Regulations” column for additional operational standards and regulations applicable to the use. When a use is not specifically listed, that use is not permitted; However, in accordance with Section 8.7 and 8.10 of Chapter 8 of this document, the Planning Director shall have the authority to determine whether the proposed use shall be permitted or conditionally permitted based on a finding of substantial conformance if the proposed use is similar to a use already listed in **Table 2**.

Table 2 Allowable Land Uses

Use	Permit Required	Additional Use Regulations
Residential Land Uses		
Apartments	MFSDP	
Condominiums	MFSDP	
Rowhomes	MFSDP	
Villas	MFSDP	
Guest Parking	MFSDP	Refer to Section 3.
Recreational Amenities	MFSDP	Refer to Section 3.
Conservation Open Space Land Uses		
Conservation Open Space	P	Refer to Section 3.
Signage	P	Refer to SMMC sign review and approval process; Per Consultations with City, State, and Federal Wildlife Agencies.
Fencing	P	Per Consultations with City, State, and Federal Wildlife Agencies.
Accessory Uses		
Animal Keeping, Small and Large	P	As Permitted by the SMMC
Non-Public Antenna or Communications Facility	CUP	SMMC
Alternative Energy Systems	P	SMMC; Title 24 California Building Standards Code. Includes Photovoltaic Systems and Solar Water Heaters.
Signs	P	SMMC

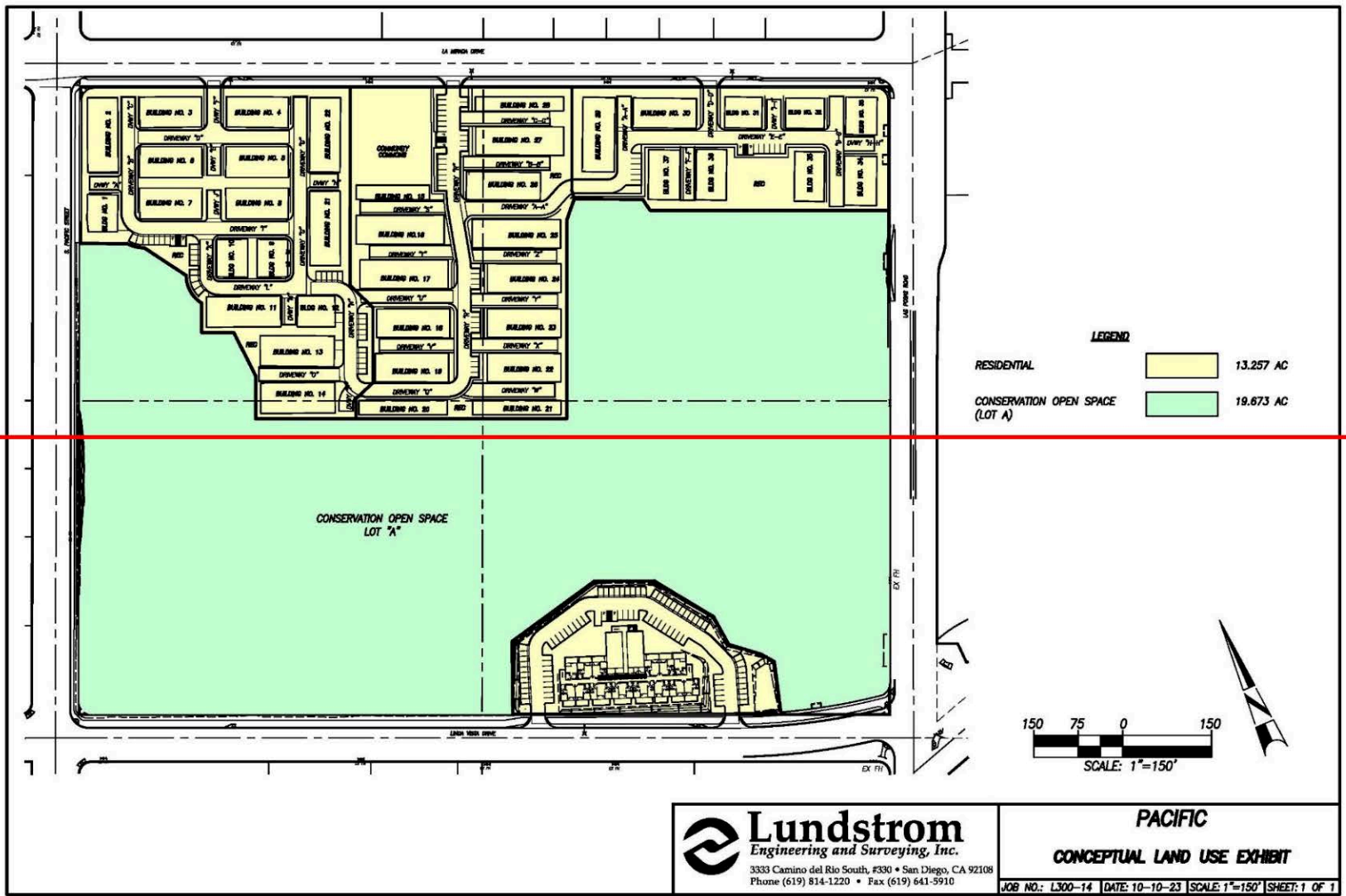
Symbol:

P = Permitted use subject to compliance with all applicable provisions of the Pacific Specific Plan.

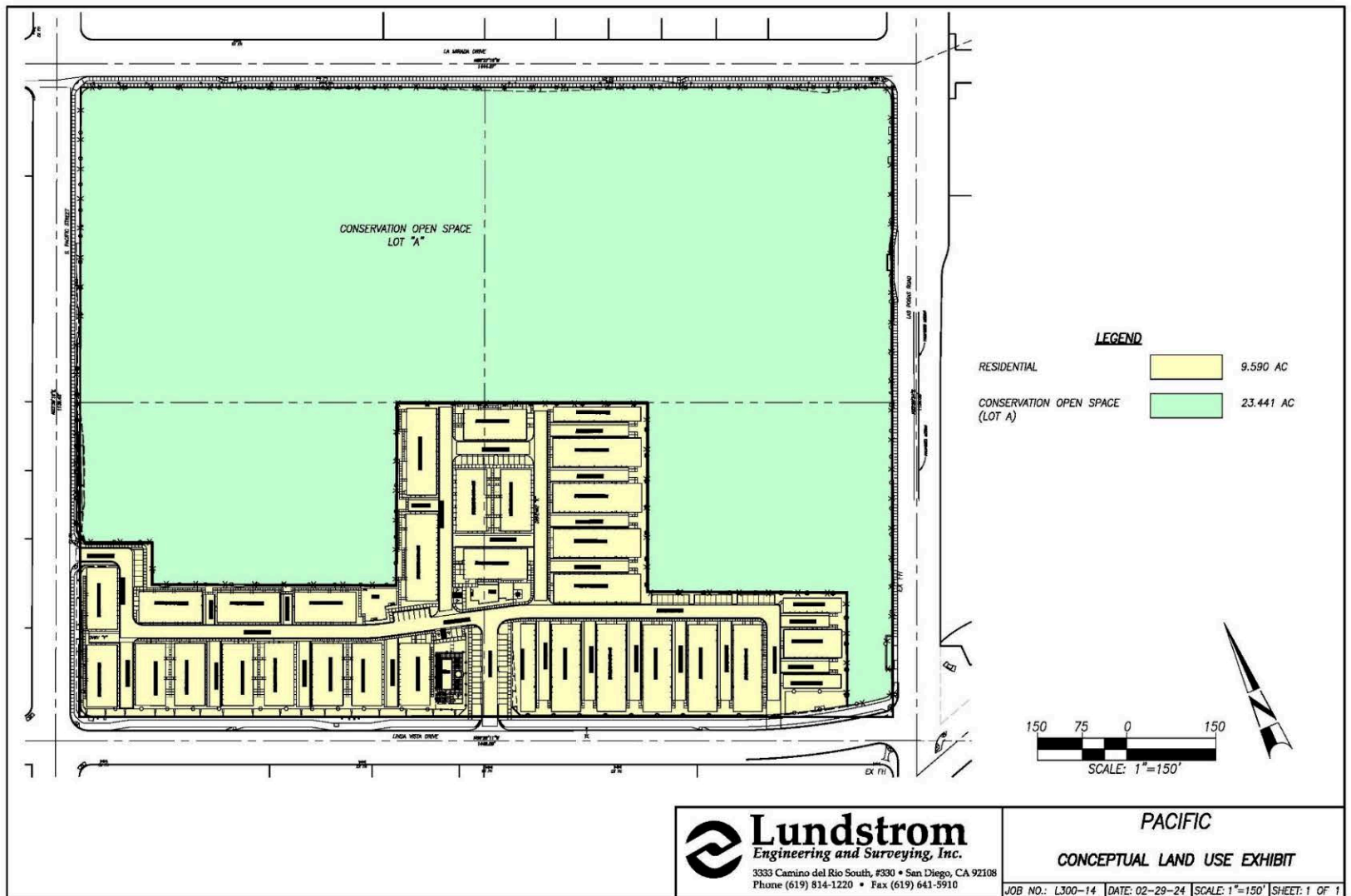
CUP = Conditional Use Permit.

SMMC = San Marcos Municipal Code.

Figure 5, Conceptual Land Use Plan and Table 2, Allowable Land Uses, provides an illustration and summary of the amount of area dedicated to roadways, buildings, conceptual open space, and various types of allowable uses proposed within the planning area.



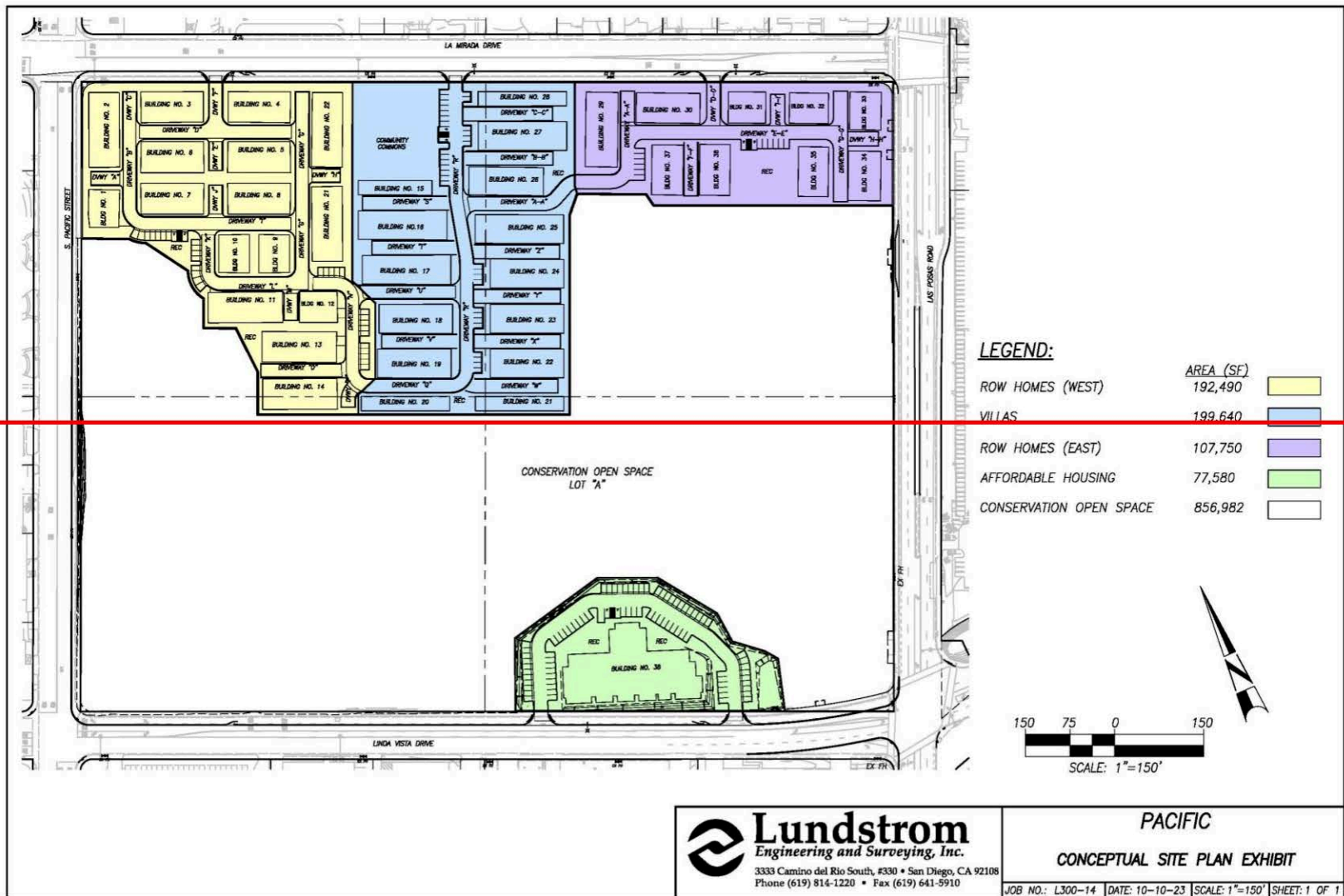
~~North Development Plan Option~~



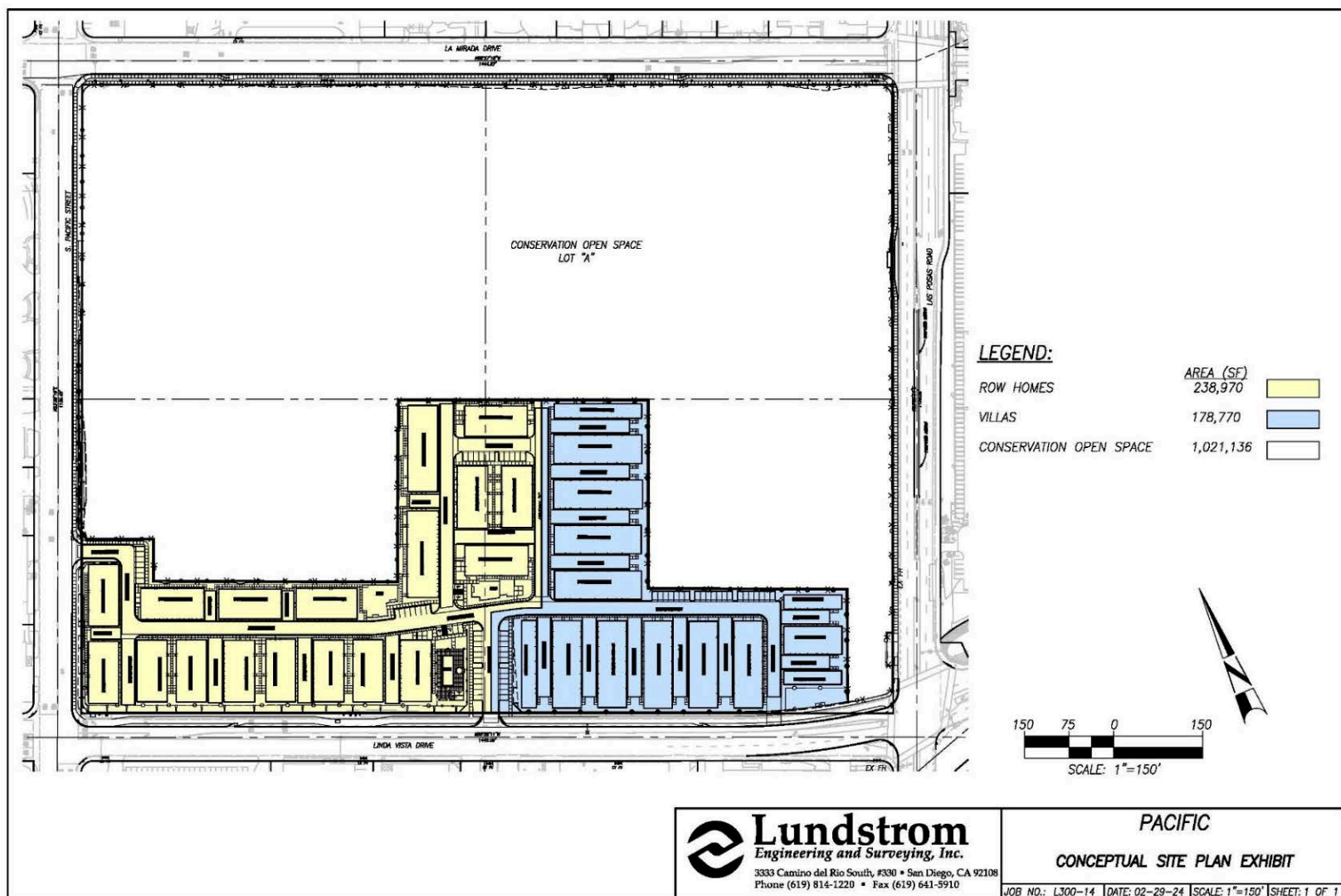
~~South Development Plan Option~~

3.3 DEVELOPMENT STANDARDS

Table 3, Development Standards, provides a list of development standards applicable to all new development within the Pacific Specific Plan Area. These standards include building setbacks, height limitations, open space requirements, and more. **Figure 5** provides a visual representation of the Conceptual Site Plan including planning areas which may be included in the Specific Plan. Development standards apply to the residential planning areas. The conservation open space planning area includes separate standards intended to protect and preserve habitats and species identifies in Section 3.3.3.C as well as Section 4.2.1.4 of this Plan. For clarity each residential product type is shown as a distinct color on the Conceptual Site Plan.



~~North Development Plan Option~~



~~South Development Plan Option~~

Table 3 Development Standards

Use	Min. Standards	Additional Standards/Notes
Density and Intensity		
Maximum Density (based on gross Specific Plan acreage)	13.5 <u>6.9</u> du/gross ac.	Up to 449 <u>228</u> dwelling units consisting of multi-family residential housing types such as condominiums, apartments, rowhomes, townhomes, and villa dwelling units. No minimum density.
<u>Minimum Conservation Open Space Preservation</u>	<u>60%</u>	
Maximum Developable Lot Coverage	50%	Maximum lot coverage is calculated on an individual lot basis.
Maximum Building Height	65 <u>45</u> feet or 5 <u>3</u> stories	Whichever is less, as measured from the adjacent grade to the top of the tallest roof or architectural feature. Mezzanine shall not count as a story.
Development Setbacks		
La Mirada Drive	10'	Measured from ROW to buildings.
Las Posas Road¹	15'	Measured from ROW to buildings.
Linda Vista Drive	10'	Measured from ROW to buildings.
Pacific Street	10'	Measured from ROW to buildings.
Internal Lot	5'	Only applicable to apartments for area(s) adjacent to condominiums. Otherwise, no setback required.
Private Driveway	5 feet minimum ²	Measured from back of walk or from face of curb when no sidewalk is present.
Private Alley	3 feet or 18 feet plus ²	Measured from face of garage door.
Building Separation	10 feet minimum ²	Consistent with adopted Building Code on building design.
Open Space Preserve	5'	Measured from edge of building.
Parking (parking space dimensions shall comply with current standards of SMMC 20.340.)		
Market-Rate Residential Units	Condos & Townhomes: 2 spaces per unit maximum. Apartments: 1.5 spaces per 1 BR unit, 2 spaces per 2 BR unit. Guest: 1 per 3 units minimum	Refer to Section 3.3.2. Apartments shall provide 1 covered space/unit. Note: If affordable housing units are included and constructed concurrently with or prior to the market rate units, then the State of California Government Code 65915 (p)(1) parking ratio may be applied to all project parking. Refer to Section 3.3.2
Affordable Parking/State of California	Studio/1BR: 1 space per unit.	Parking ratio per State of California Government Code Section 65915(p)(1). Refer to Section 3.3.2.

Government Code 65915 (p)(1)	2BR-3BR: 1.5 spaces per unit. 4BR+: 2.5 spaces per unit. Guest: No guest parking required.	
Bicycle	1 long term bike parking space per unit + 1 short term space for every 5 units	Refer to Section 3.3.2
Open Space		
Private Open Space	250 sf patio for units with main living area (bedroom and/or kitchen) on the ground floor/50 sf balcony for 2 nd story units and above	Refer to Section 3.3.3
Common Open Space	Area equal to 30% of livable ground floor area of all units	Refer to Section 3.3.3
Conservation Open Space		Refer to Section 3.3.3
Other Standards		
Walls and Fencing		Refer to Section 3.3.4
Landscaping		Refer to Section 3.4
Signage		Refer to Section 3.4.2

¹The Specific Plan includes a shorter setback than required in the SMMC. Building code material requirements negate the need for an expanded setback due to noise impacts.

²Encroachments permitted per Section 20.300.20 of the SMMC.

3.3.1 Density and Intensity

The principal land uses within the Specific Plan include multi-family residential land uses and their respective private and recreational open space as well as conservation open space land use. The specific plan area is approximately 33.2-acres and includes up to ~~449228~~ multi-family dwelling units. Due to the biological constraints, the ~~development footprint for all four parcels combined shall not exceed 50% of the Specific Plan area~~ Land Use Plan depicts approximately 70% preservation of open space onsite. Building heights shall not exceed ~~five~~three stories and ~~6545~~-feet in height. Conservation open space shall remain undeveloped and will be placed in a conservation easement to fund the upkeep and maintenance of the identified conservation areas.

3.3.2 Parking

The purpose of this section is to regulate the provision of off-street parking for all residential uses within the planning area. Parking standards have been developed in accordance with the SMMC Section 20.340 Off-Street Parking and Loading.

A. General Requirements

1. Parking shall only be permitted in designated parking spaces and inside garages. No parking shall be permitted in Private Drives, Private Drive Aisles, or driveways.
2. All circulation, ingress and egress, and off-street parking areas shall be surfaced with an asphalt or cement concrete paving, designed to withstand repeated vehicular traffic. Other paving material may be used, such as pervious surfaces, subject to the approval of the Planning Director and/or City Engineer.
3. All storm water runoff shall be conveyed into a public storm drain or directed into planting areas. Storm drains shall be provided in accordance with the specifications of the City Engineer. Storm water runoff shall be treated per the requirements of the latest NPDES permit for the San Diego Region and City of San Marcos BMP Design Manual prior to entering the city's separate storm drain sewer system.
4. All guest parking spaces, Private Drives, Private Drive Aisles, pedestrian crossings, driveways, and fire lanes shall be striped or otherwise designated to provide safe access and circulation. Pavement markings, signage, and other distinctions shall be maintained in a visible and legible manner.
5. On-street parking for the portions of Pacific Street not adjacent to development improvements shall remain. Street parking on La Mirada along the developed frontage will be removed to accommodate urban trail improvements.
6. Parking for mail delivery will be coordinated with USPS at final engineering and will identify spaces for mail truck parking, delivery vehicles, and mail-box locations.

~~7. If affordable housing units are included and concurrently with or prior to the market rate units, then the State of California Government Code 65915 (p)(1) parking ratio may be applied to all project parking.~~

B. Garages/Covered Parking

The following standards shall apply to all private residential garages within the Specific Plan area:

1. Condominium and townhome garages shall provide a minimum of two (2) parking spaces.
2. Each interior garage parking space for condominium units shall maintain an unobstructed dimension of 20 feet long and 10 feet wide with a minimal vertical clearance of seven (7) feet, except the front three (3) feet of a parking space located at the front of the garage may have a vertical clearance of four (4) feet.
- ~~3. Each covered apartment or affordable unit parking space shall maintain a minimum dimension of 9' x 18'.~~
- ~~4.~~3. Garages shall be designed to provide adequate storage for three (3) waste carts. Waste carts storage space shall not encroach into the required parking

space area.

~~5.4.~~ Bicycle parking shall be allowed within garages.

~~6.5.~~ Garage spaces shall be used for parking and not storage, which shall be enforced through the Community's Covenants, Conditions, & Restrictions (CC&Rs).

~~7.6.~~ Apartment parking shall include a minimum of one (1) covered parking space per unit except for affordable apartments.

C. Guest Parking

The following standards shall apply to all guest parking within the Specific Plan area.

1. A minimum of 1 guest space per 3 units shall be required. Calculations for the required number of spaces of 0.5 or greater shall be rounded up to the nearest whole number. ~~If affordable housing units are included and constructed concurrently with or prior to the market-rate units, then the State of California Government Code 65915 (p)(1) parking ratio may be applied to all project parking.~~
2. Parking Space dimensions shall be provided as follows:
 - a. Perpendicular guest parking spaces shall have a minimum dimension of nine (9) feet wide by 18 feet long. Bumper guards or wheel stops shall be provided in such a manner as to ensure that no portion of any parked vehicle shall touch any wall, fence, building or project beyond any lot lines bounding a parking area facility. In lieu of bumper guards or wheel stops, the paved parking space length may be decreased by up to two (2) feet by providing an equivalent vehicle overhang into landscape areas or paved walkways. Such overhang area shall not be considered as part of any open space requirement. In no case shall such overhang be considered part of a required walkway or sidewalk width.
 - b. Parallel guest spaces shall provide a minimum dimension of nine (9) feet wide by 22 feet long.
 - c. Compact guest spaces shall be allowed per the guidelines of Section 20.340.060 (i) of the San Marcos Municipal Code and shall have a minimum of 8.5' wide by 16' long.
3. Guest parking spaces shall be evenly distributed throughout the Specific Plan area and designed to occur along private driveways where possible. Apartment building types may cluster parking adjacent to buildings.
4. Parking shall not be permitted within the setback area of any setback to La Mirada Drive, Las Posas Road, Linda Vista Drive, or Pacific Street and should be located behind buildings and interior to the Specific Plan area, where feasible, such that parking visibility is minimized from the public right-of-way.

5. To provide shade and reduce heat island effect, rows of new parking shall be broken up with tree planters provided at a minimum of one (1) tree for every five (5) parking spaces. Tree planters shall have a minimum interior dimension of five (5) feet. Trees shall be a minimum 24-inch box size and shall be designed to achieve a goal of fifty percent (50%) shade requirement within fifteen (15) years of planting. Landscape irrigation shall be provided per the requirements of the City of San Marcos Water Efficient Landscape Standards (WELO).
6. Guest parking spaces shall be solely used for parking, not for storage; display for sale or lease; or repair of vehicles, trailers, recreation vehicles, boats, or similar.
7. In addition to required guest spaces, at least one (1) space shall be reserved for United States Postal Service and other delivery trucks per residential lot. This delivery space shall be located in convenient proximity to grouped mailboxes.
8. Designated parking spaces for the disabled shall be provided in compliance with state law (Title 24) and the California Vehicle Code (Section 22507.8), including required number of parking spaces and design requirements.

D. Bicycle Parking

The following standards promote the use of bicycles as an alternative to single occupancy vehicle use in accordance with Specific Plan Objectives #3 and #4:

1. Each home shall provide a minimum of one (1) secure and weatherproof bicycle parking space or as otherwise required by CalGreen, whichever is more stringent. Space may be provided within a garage, locker, or accessible indoor area.
2. Provide guest bicycle parking at a ratio of one (1) bike per 5 units. Guest parking shall consist of permanently anchored bicycle racks or other secure bicycle parking in a location readily visible to passers-by. Wave racks are not allowed.

E. Electric Vehicle Parking and Charging

The following standards implement Specific Plan Objectives #3 and #4 and Measure T-2 of the Climate Action Plan to support and promote the use of electric vehicles:

1. A minimum of five percent (5%) of the guest parking spaces required shall be equipped with EV charging stations or as otherwise required by CalGreen, whichever is more stringent. Calculations for the required number of spaces shall be rounded up to the nearest whole number.
2. Garages shall be equipped with electric vehicle charging infrastructure in accordance with CalGreen.
3. Charging stations/spaces shall not interfere with on-site parking or pedestrian circulation.

4. Charging stations/spaces shall be maintained in functioning order in all respects.
5. Final EV stall locations will be determined at submittal of building plans.
6. EV charging station calculations shall apply to both garage/covered parking as well as uncovered and/or guest parking.

3.3.3 Open Space

In accordance with SMMC, new multi-family residential developments are required to provide both private and common open space. In addition to this requirement, conservation open space shall be preserved within the Conservation Open Space Planning Area.

A. Private Open Space

Private open space is defined as open space areas intended for the private use of individual dwelling units. Each dwelling unit should provide a minimum of 50 square feet of private open space. Units with ground floor living space (bedroom and/or kitchen) shall provide 250 square feet of patio space. Private open space areas shall be subject to the following requirements:

1. Private open space shall be directly accessible from the interior living space of the unit it is intended to serve.
2. Private open spaces shall be located on the same floor as the primary living area to maximize functionality.
3. Private open space shall not be used for storage.

B. Common Open Space

Common area open spaces are provided for the benefit of residents and their guests. Common area open space includes landscaping and recreation areas and amenities.

1. An area equal to 30% of the total livable ground floor area of all units shall be provided as usable common open space.
2. Common open space exceeding ten percent (10%) in slope shall not be considered usable open space.
3. Walkways and bike paths shall be used in the calculation of usable open space.
4. Children's play structures, including tot lots and playground equipment should be strategically spaced throughout each residential planning area.
 - a. Each residential planning area shall provide a minimum of 400 square feet of tot lot area for every 25 dwelling units.
 - b. Children's play areas shall be a minimum of 400 square feet of usable area.
 - c. Children's play areas shall be effectively buffered/fenced from adjacent street and parking areas.

- d. Play equipment should include multiple elements such as sandboxes, climbing equipment, slides, swings, seesaws, or other appropriate play equipment.
 - e. Tot lot square footage may be combined with playground square footage to provide a larger enhanced play experience or larger tot lot areas.
5. In addition to the of tot lot play area requirements described above an additional 800 square feet of playground or tot lot area shall be provided, preferably centrally located in the planning area.
- a. Each residential planning area including 75 or more dwelling units shall provide an 800 square foot playground in addition to tot lot square footage.
 - b. Playgrounds may be combined with tot lots to create larger enhanced play areas.
6. At least three (3) major recreational amenities shall be provided for each residential planning area and may include the similar amenities as the following:
- a. Basketball court
 - b. Garden, community, meditation, or similar.
 - c. Lawn game(s) such as bocce ball, cornhole, horseshoes, or similar.
 - d. Multi-purpose recreation center.
 - e. Off-leash pet area/dog park.
 - f. Outdoor exercise area.
 - g. Picnic space(s) with gas barbeque/outdoor kitchen.
 - h. Playground.
 - i. Pool or spa.
 - j. Tennis court.
 - k. Volleyball court.

Other similar amenities may be allowed pending approval by the Planning Director.

7. Amenities shall be distributed throughout the site and should be selected to cater to a diverse range of interests and lifestyles including pet owners, young families, singles and more. Spaces should be provided that offer opportunities to play, socialize, and relax.

C. Conservation Open Space

Conservation open space is included within the planning area specifically for the preservation and protection of sensitive habitats and associated species. ~~A minimum of 50%~~ The land Use Plan depicts approximately 70% of the site ~~shall~~ is designed to be preserved for long-term

preservation of biological resources. This conservation open space is not intended for residential land uses within the planning area. Public access into or through this dedicated conservation open space area is strictly prohibited unless approved by the appropriate jurisdictional agencies such as the U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife.

1. Conservation open space areas shall be secured from public and private access by means of physical barriers (i.e., fencing and/or walls) and shall include “No Trespassing” signage. Fencing type shall be approved by the jurisdictional wildlife agencies and the City of San Marcos.
2. No trespassing signage shall be provided along the perimeter of residential land uses. The signage shall also label/identify the conservation open space as a “Protected Biological Conservation area” and include contact information of the Land Manager.
3. All residents residing within the planning area shall be notified via the HOA or Apartment Manager that there is no private access or trespassing within the conservation open space areas.
4. Dedicated conservation open space shall have legal protection in perpetuity through a Covenant of Easement, Conservation Easement, Deed Restriction, or other mechanism approved by the city and jurisdictional resource agencies. The dedicated conservation open space shall be managed in perpetuity, funded by an endowment to maintain the open space, clean up trash, repair fencing, and implement other requirements as approved by the jurisdictional agencies.
5. Any habitats impacted by residential land uses which cannot be mitigated onsite within the conservation open space may be mitigated through purchase of conservation credits or offsite habitat creation, restoration, enhancement, or combination thereof and subject to approval of the jurisdictional agencies.

3.3.4 Wall and Fence Regulations

Walls, ~~fences~~, and monuments within the Specific Plan Area are functional boundaries framing outdoor spaces and complementary pieces of the landscape design and serve many other purposes. The review of walls and fences shall be an integral part of any site plan, permit, or Site Development Plan review application. Compliance with all wall and fence regulations contained herein shall be required unless otherwise approved by the Planning Director.

1. Walls, fences, and monuments may be used to create partitions between private open space, screen the development from roadways, reduce noise from roadways, and enhance the site design.
2. Development within the planning areas shall be designed to minimize walls and fences where possible to support an open community.

3. No walls or fences which exceed four (4) feet in height are permitted within the required setbacks to South Las Posas Road except along conservation open space areas. All other walls and fences shall not exceed ~~ten~~twelve (12) feet in height excepting a combination wall-fence. Decorative pilasters may exceed the maximum height by one (1) foot and shall have a maximum of 50' of separation. Taller walls or fences for sound attenuation may be allowed upon review and approval of the Planning Director.
 - a. Combinations of berms and fences shall be allowed along South Las Posas Road to mitigate potential noise impacts.
 - b. A retaining wall or fence or combination thereof shall be allowed along the development perimeter adjacent to conservation open space. Fence type to be approved by the jurisdictional wildlife agency.
4. Walls, fences, and architectural screening elements shall be compatible with the architectural treatments of the site buildings.
5. No wall, fence, or landscape element shall interfere with intersection visibility, line of sight, or other safety issues.
 - a. Blank walls are prohibited. Where screening or security walls (excluding tubular steel or other "open" fence types) are located within ten (10) feet of public right-of-way, landscaping shall be provided between the wall and the right-of-way to a minimum height of four (4) feet to minimize opportunities for crime and unsafe conditions.
 - b. Approved materials include wood, vinyl, stone, masonry, brick, block, stucco, and tubular steel. Comparable materials are permitted subject to approval by the Planning Director. Vinyl coated chain link fencing or ricket and post fencing may be permitted along the exterior perimeter of the conservation open space as directed by jurisdictional agencies.
 - c. Prohibited materials include barbed wire, razor wire, concertina, corrugated metal and plastic, tarps, and electrified wire of any kind or configuration.
 - d. All retaining walls are subject to the City of San Marcos Municipal Code and Engineering Standards.

3.4 LANDSCAPING REGULATIONS

All open space areas shall be landscaped in accordance with the City of San Marcos' Water Efficient Landscape Ordinance (WELO). All required landscaping shall be permanently maintained in a healthy and thriving condition free from weeds, trash, and debris.

1. No trees shall be planted within a biofiltration BMP.

3.4.1 Lighting Regulations

Lighting fixtures shall be directed and shielded so as not to illuminate surrounding properties and

reduce glare and shall comply with the following standards, as verified through a photometric study:

1. Parking areas shall be illuminated to levels that achieve a uniform ratio of three to one (3:1) (average to minimum) and maintain an average of one (1) foot candle, with a minimum of one-half (1/2) foot candle.
2. Perimeter lighting, not affiliated with the lighting of parking lots, shall not exceed one-half (1/2) foot candle at any point along the property line of the subject or adjacent parcel.
3. No light shall spill over into any conservation open space land use.
4. All lighting shall be shielded and directed downward.

3.4.2 Signs

Signs are permitted within the Specific Plan area and shall be subject to the City of San Marcos sign code.

Up to one (1) Monument Sign is permitted at each residential planning area entry. Monument signs shall be subject to the following requirements:

1. Each monument sign shall not exceed six (6) feet in height. Any accent pilaster(s) may exceed 6 feet in height by up to one (1) foot.
2. The sign face for each monument sign, exclusive of any decorative pilaster(s) or sign base, shall not exceed a maximum area of 20 square feet.
3. Monument signs shall be set back a minimum of five (5) feet from any property line, subject to Engineering Division approval.
4. Monument signs shall not interfere with intersection visibility, line of sight or other safety issues.
5. Signage for conservation open space should be of an appropriate size to notify there is no public access. Signs should be similar in size to no trespassing signs.

Chapter 4 – Design Standards

4 DESIGN STANDARDS

Overview

The architectural design guidelines contained herein are meant to supplement the development standards outlined in Chapter 3. The design standards and regulations will help ensure a high-quality Specific Plan area designed to complement and enhance the neighborhood. To create successful communities, architectural design must embody methods which are flexible enough to meet the changing needs of the consumer market yet, must also be visually pleasing products complementary to the surrounding community. For those reasons, the proposed architectural style has been presented for inclusion in the Pacific Specific Plan Area and was chosen based on its historic popularity with homeowners in California.

The following overview offers a brief description of the look and feel for the Pacific Specific Plan architectural style, which could be offered within the Plan area.

4.1 ARCHITECTURAL STYLE

The Pacific Specific Plan community is made up of multiple building types. This variation in building types provides diversity between buildings within the Specific Plan area. Building types include Apartments, Rowhomes, and Villas. Each type provided is a variation of Spanish style architecture. A description of this style is provided below:

- The architecture incorporated with the Pacific Specific Plan Area takes inspiration from traditional Spanish Mediterranean Colonial style architecture. Elements and materials traditionally used for the Spanish Mediterranean Colonial style include low pitched roofs using “S” tiles, simple forms with stucco walls, fiber cement trim at selected window enhancements, decorative shutters, decorative pot shelves, decorative metal grilles, accent tiles for a decorative look at select gables and select entryways and stone veneers. The architecture was chosen to complement existing architecture adjacent to the Specific Plan Area.

The architectural style will be complemented with a color scheme which incorporates creams, whites, tans, and other earth tones to complement the project with nearby development within the area.

It should be noted that architecture proposed in the following sections be considered conceptual and subject to modifications. Additional architectural styles not represented in the following text should be allowed within the Plan area so long as any proposed architecture is found to be an appropriate design by the City of San Marcos Development Services Department and consistent with design guidelines set forth in the sections below.

4.1.1 Floor Plan Summary

Development projects should provide a variety of floor plans and should be selected to provide a range of sizes, bedrooms, and square footage. This variety should be chosen to provide price points that accommodate many different income levels. Floor plans may include studio flats and

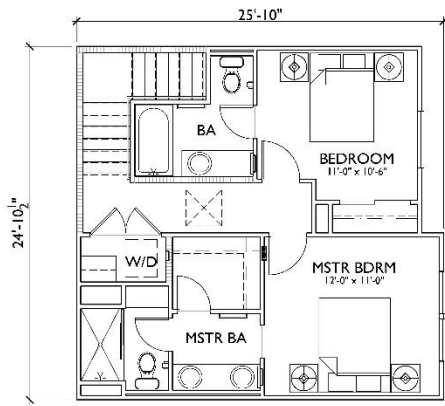
one (1) bedroom units, two (2) bedroom units, three (3) bedroom units, and four (4) bedroom units.

Residential units should be grouped in a manner which promotes architectural variation of the building exterior. Apartment units may be clustered into a minimum of two (2) buildings to facilitate a break in massing. Affordable units may be clustered in a minimum one (1) building or included within the apartment buildings. Villas and Rowhomes should include a minimum of three (3) building types. As noted in Section 4.1, building architecture within the planning area will incorporate a contemporary form of a Spanish style architectural theme. Some of those architectural features include low pitched roofs using “S” tiles, simple forms with stucco walls, fiber cement trim at selected window enhancements, decorative shutters, decorative pot shelves, decorative metal grilles, accent tiles for a decorative look at select gables and select entryways and stone veneers.

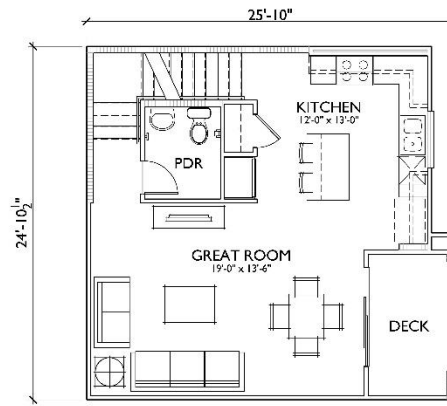
4.1.2 Massing and Scale

Massing and scale provide the visual identity between residential dwelling units and the environment. Those qualities help dictate the placement, size, and form for multi-family residential buildings within the planning area. Building type and placement should be sited and grouped to achieve the best possible groupings as well as providing transition massing between the neighboring commercial, light industrial structures, as well as the conservation open space, thereby enhancing the visual character of the neighborhood. Incorporation of the following design concepts should be considered for the architecture within the Specific Plan Area:

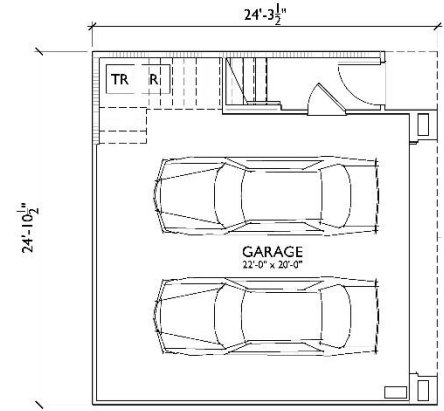
- Utilize building-form elements such as place breaks, roof forms, and changes in materials to define individual units.
- Vertically and horizontally articulate building design for both front and rear elevations.
- Avoid long unbroken surfaces on front and rear elevations by providing a change in plane at least every 25 feet.



THIRD FLOOR

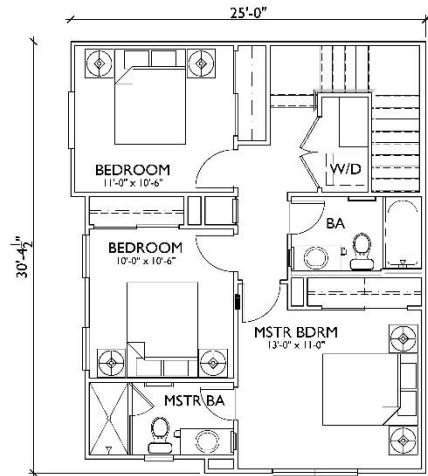


SECOND FLOOR

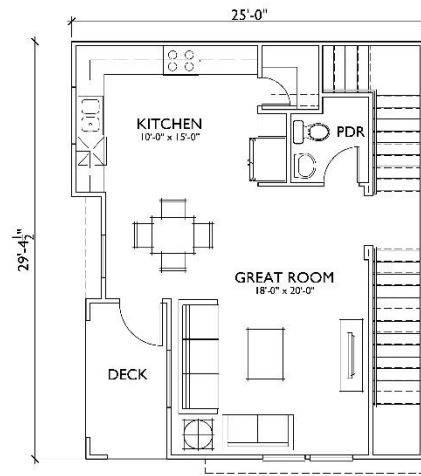


FIRST FLOOR

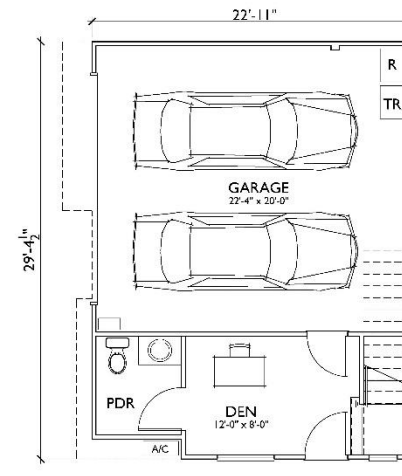
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1ST FLR -	51 S.F.
2ND FLR-	559 S.F.
3RD FLR-	662 S.F.
TOTAL	1,272 S.F.
DECK	55 S.F.



THIRD FLOOR



SECOND FLOOR



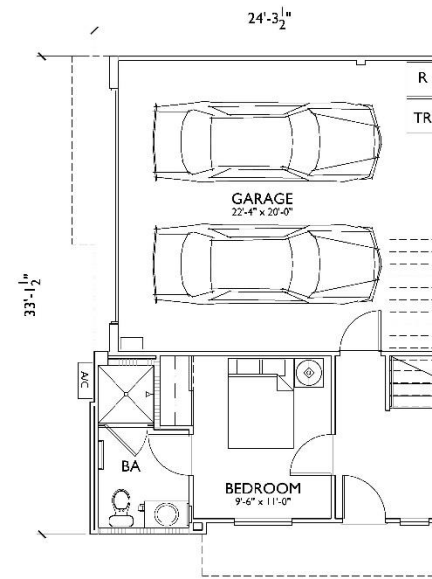
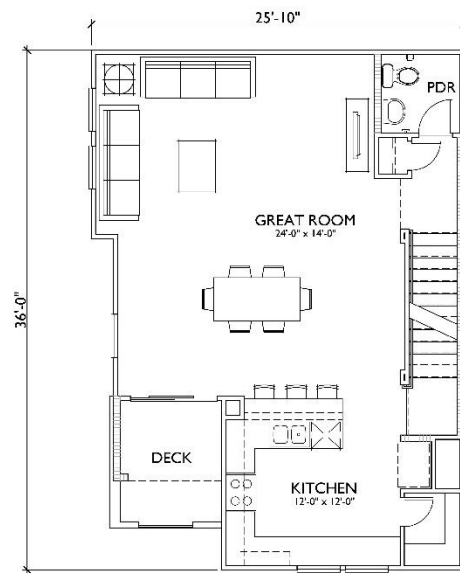
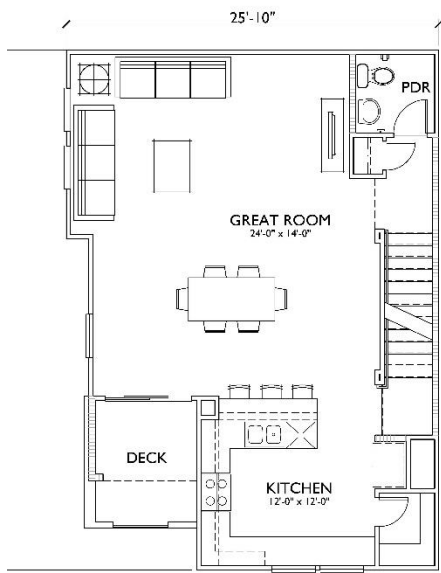
FIRST FLOOR

PLAN 2:	3BD/2.5BA
1ST FLR -	196 S.F.
2ND FLR-	558 S.F.
3RD FLR-	732 S.F.
TOTAL	1,486 S.F.
DECK	60 S.F.

Conceptual Villa Unit Plans

Pacific Specific Plan

Figure 6



PLAN 3:	3BD/3.5BA
1ST FLR -	295 S.F.
2ND FLR-	806 S.F.
3RD FLR-	731 S.F.
TOTAL	1,832 S.F.
DECK	60 S.F.

Conceptual Villa Unit Plans Cont'd
Pacific Specific Plan

Figure 7



BLDG B



BLDG B



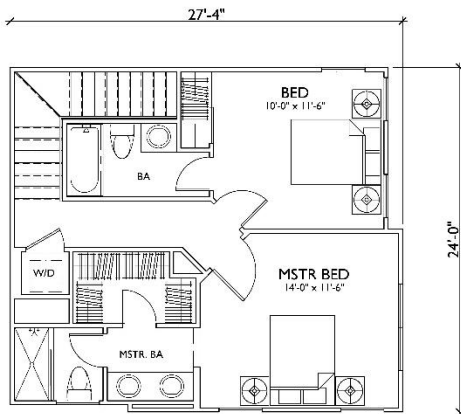
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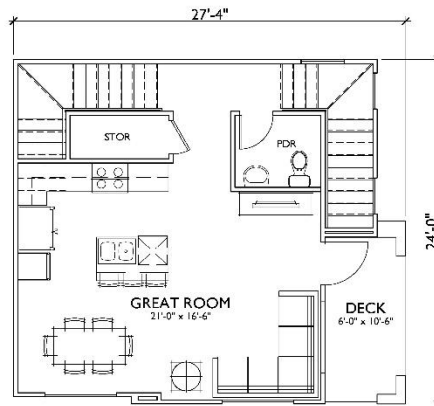
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Conceptual Villa Renderings
Pacific Specific Plan

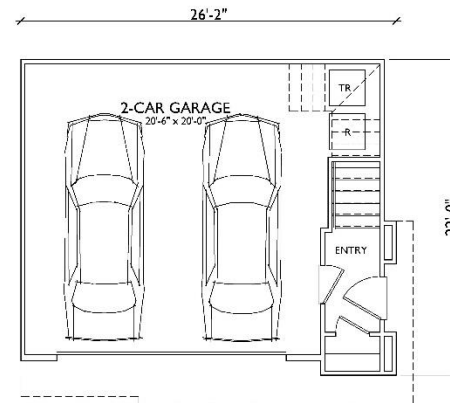
Figure 8



THIRD FLOOR

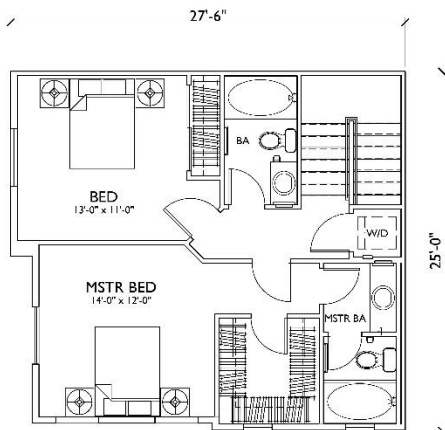


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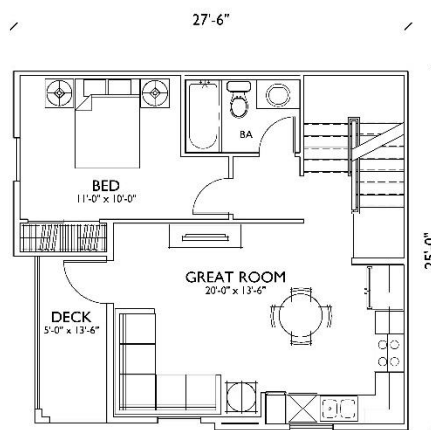


FIRST FLOOR

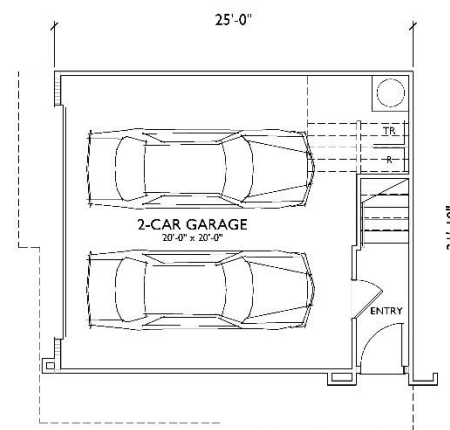
PLAN 1:	2BD/2.5BA
1ST FLR -	66 S.F.
2ND FLR -	493 S.F.
3RD FLR -	641 S.F.
TOTAL	1,200 S.F.
DECK	65 S.F.



THIRD FLOOR



SECOND FLOOR



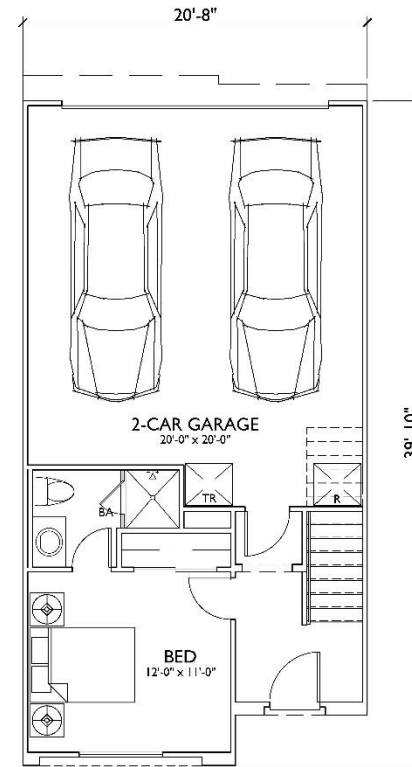
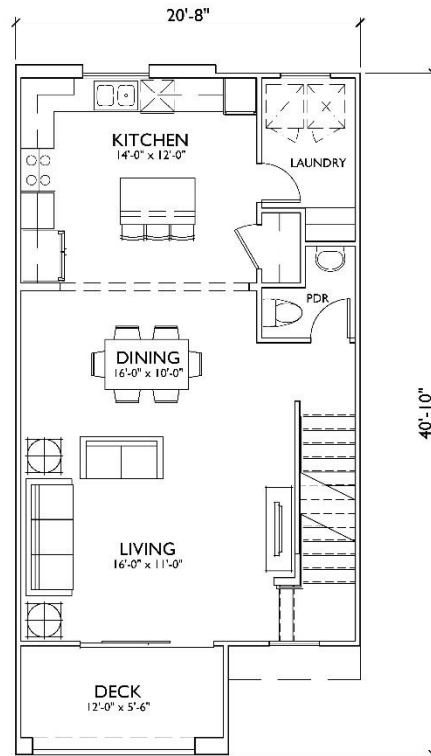
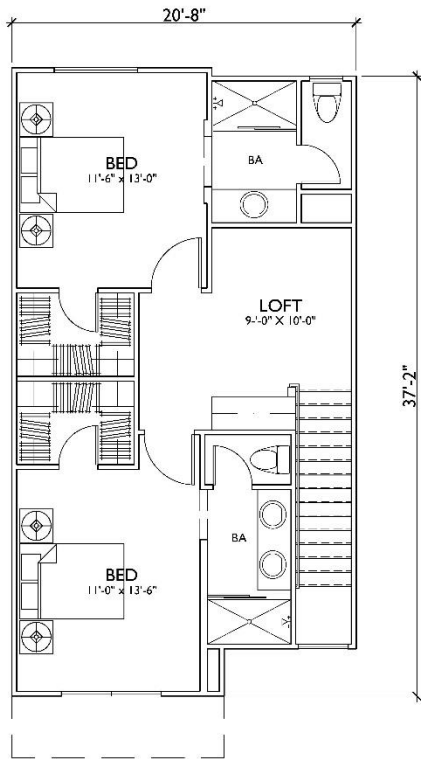
FIRST FLOOR

PLAN 2:	3BD/3BA
1ST FLR -	44 S.F.
2ND FLR -	603 S.F.
3RD FLR -	663 S.F.
TOTAL	1,310 S.F.
DECK	58 S.F.

Rowhome Unit Plans

Pacific Specific Plan

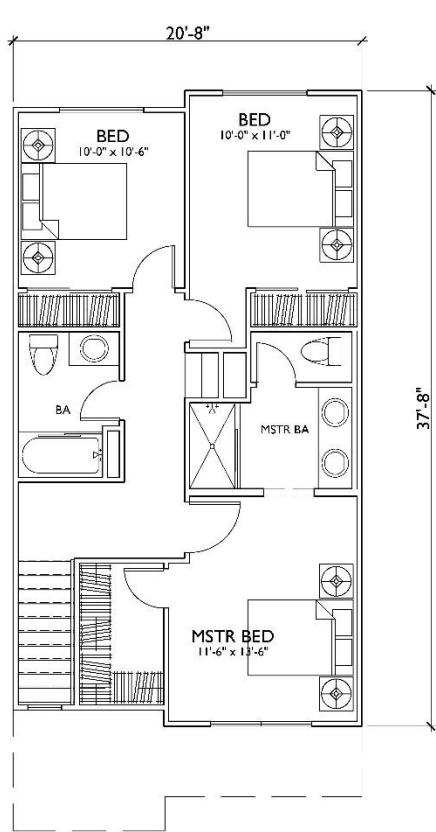
Figure 9



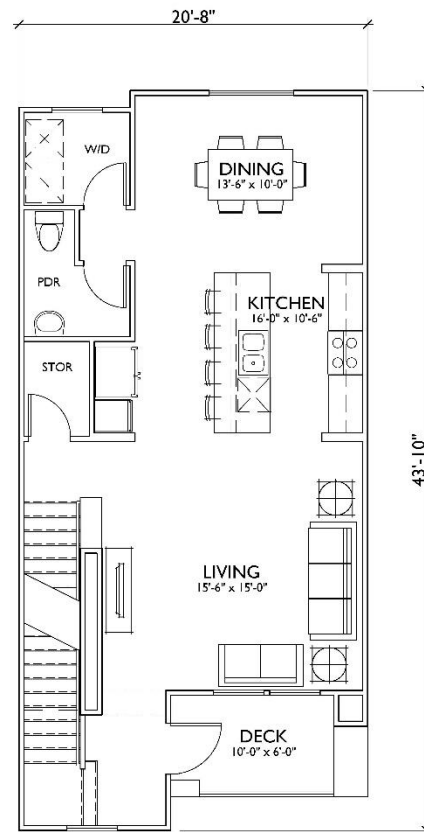
PLAN 3:	3BD+ LOFT/3.5BA
1ST FLR -	310 S.F.
2ND FLR -	710 S.F.
3RD FLR -	716 S.F.
TOTAL	1,736 S.F.
DECK	80 S.F.

Rowhome Unit Plans (cont'd)
Pacific Specific Plan

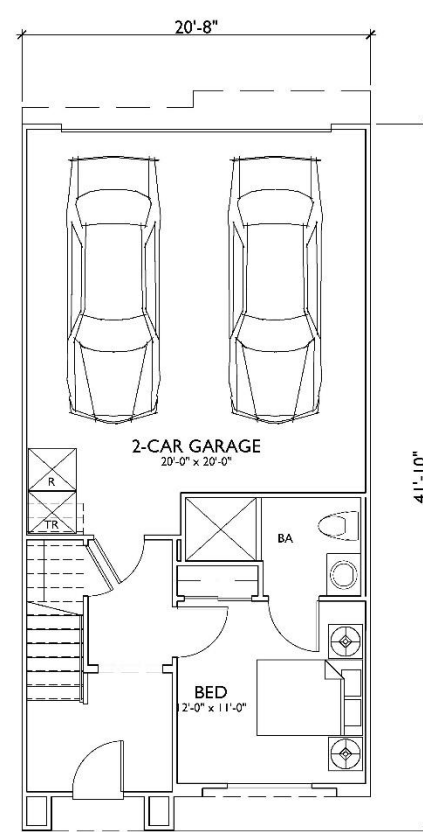
Figure 10



THIRD FLOOR



SECOND FLOOR



FIRST FLOOR

PLAN 4:	4BD/3.5BA
1ST FLR -	343 S.F.
2ND FLR -	806 S.F.
3RD FLR -	741 S.F.
TOTAL	1,890 S.F.
DECK	70 S.F.

Rowhome Unit Plans (cont'd) 2
Pacific Specific Plan

Figure 11



BUILDING D



BUILDING C



BUILDING B

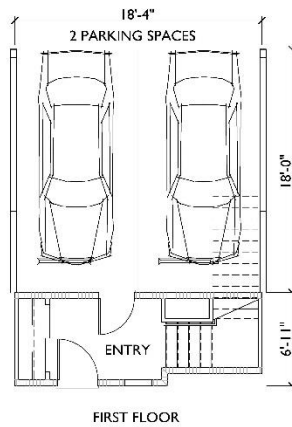
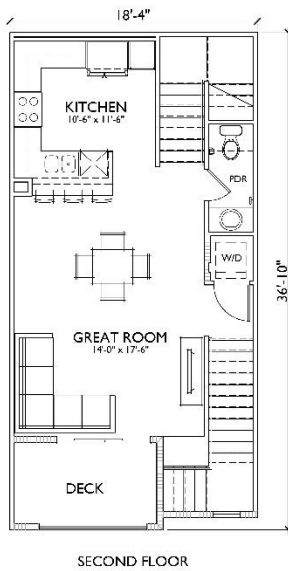
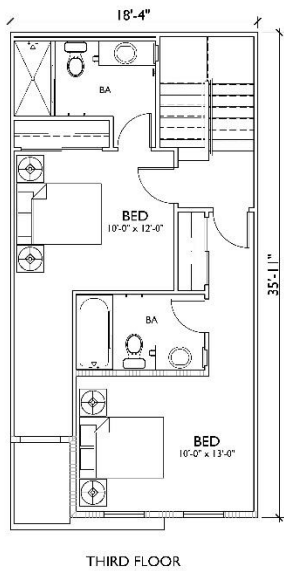
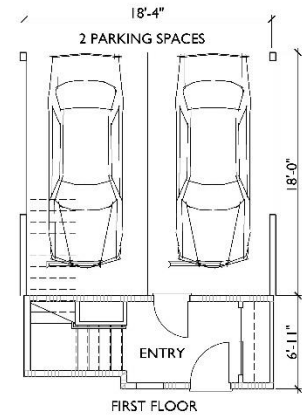
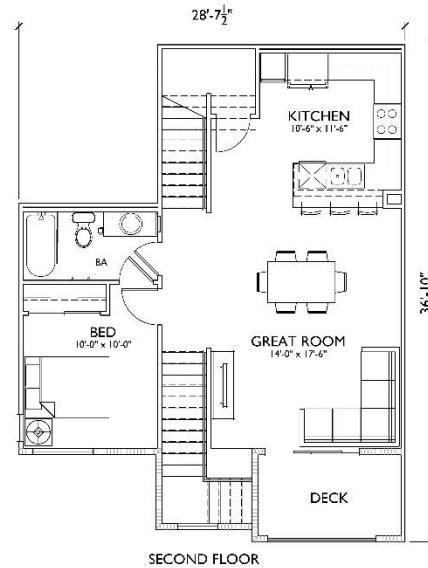
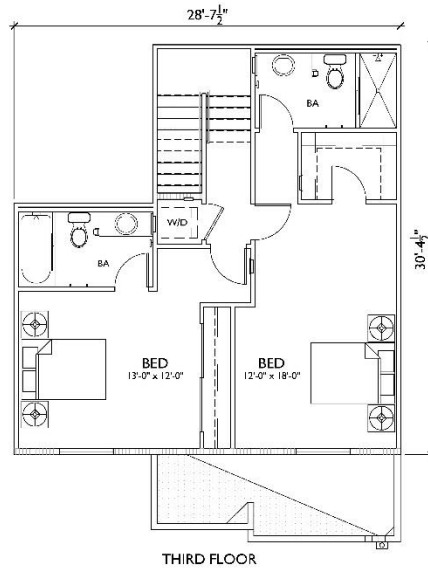


BUILDING A

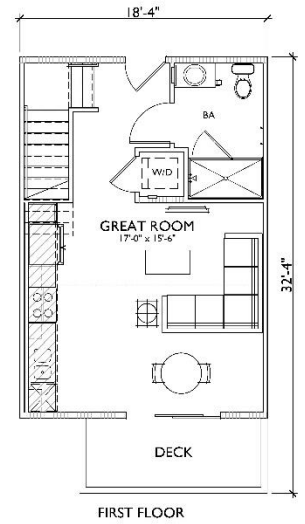
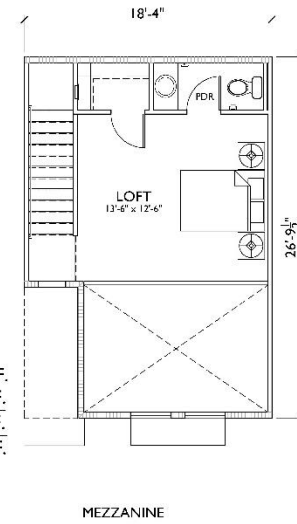
Rowhome Renderings
Pacific Specific Plan

Figure 12

PLAN 3A:	3BD/3BA
1ST FLR -	121 S.F.
2ND FLR-	749 S.F.
3RD FLR-	709 S.F.
TOTAL	1,579 S.F.
DECK	64 S.F.



PLAN 2:	2BD/2.5BA
1ST FLR -	120 S.F.
2ND FLR-	557 S.F.
3RD FLR-	579 S.F.
TOTAL	1,256 S.F.
DECK	64 S.F.

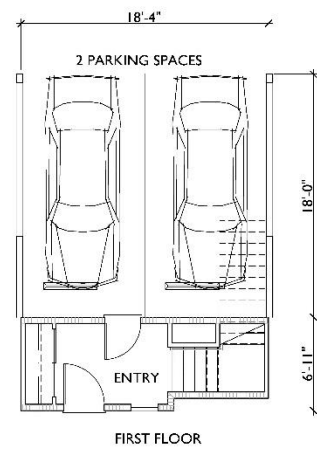
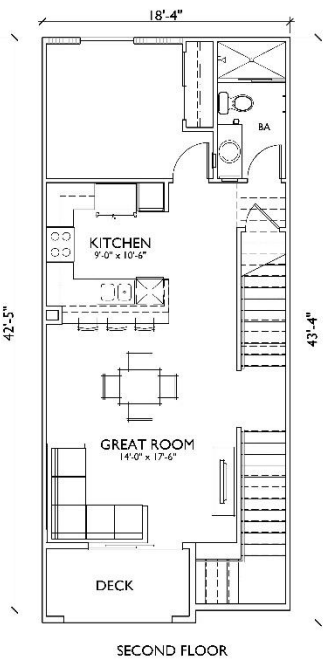
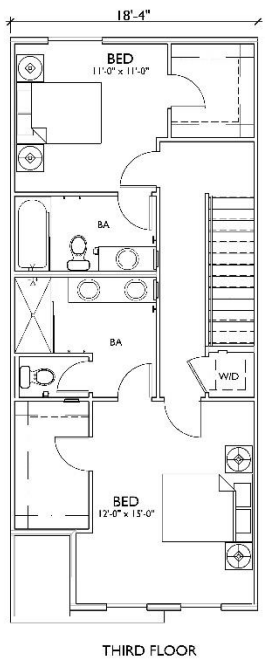
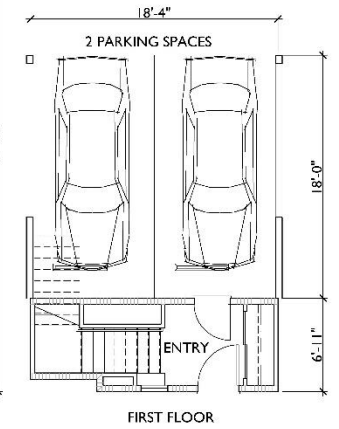
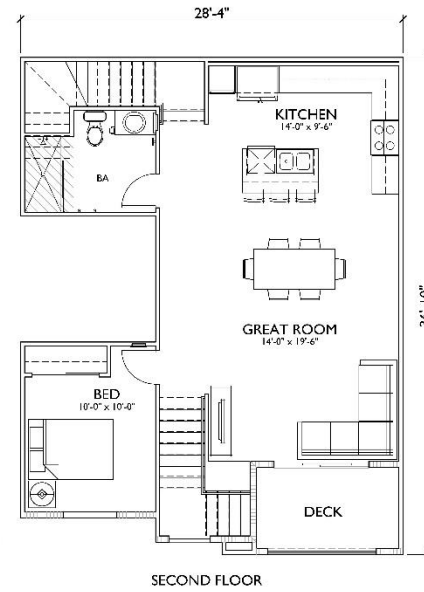
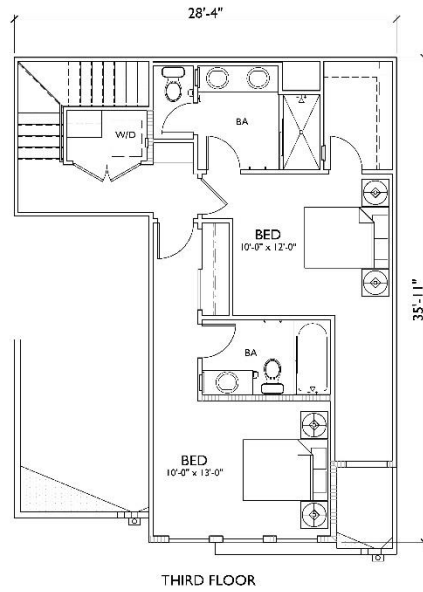


PLAN 1:	1BD/1BA
1ST FLR -	491 S.F.
MEZZANINE-	249 S.F.
TOTAL	740 S.F.
DECK	66 S.F.

Apartment Unit Plans
Pacific Specific Plan

Figure 13

PLAN 3C:	3BD/3BA
1ST FLR -	122 S.F.
2ND FLR-	806 S.F.
3RD FLR-	707 S.F.
TOTAL	1,635 S.F.
DECK	64 S.F.



PLAN 3B:	3BD/3BA
1ST FLR -	120 S.F.
2ND FLR-	694 S.F.
3RD FLR-	731 S.F.
TOTAL	1,545 S.F.
DECK	64 S.F.

Apartment Unit Plans (cont'd)
Pacific Specific Plan

Figure 14



Apartment Renderings
Pacific Specific Plan

Figure 15

Figure 16 Affordable Unit Plans [NOT USED]

Figure 17 Affordable Building Renderings [NOT USED]

4.1.3 Building Materials, Accents, and Colors

Materials and accents are a key factor in defining architectural style, convey a sense of quality, and contribute to the community character. Building color is the unifying component of structures, which creates a sense of variation for the streetscape and builds upon the foundation of the community aesthetic. The following guidelines should be considered when selecting materials and colors:

- Select materials, accents, and colors which are appropriate for each façade and contribute to enhancing the visual theme for the planning area as well as themes for the specific style of building to which they are applied.
- Use materials and colors to accentuate changes in massing, define individual units, and complement architectural materials and features.
- Choose colors and materials that complement each other, complement neighboring developments to the extent possible considering neighboring land uses, and add depth to the community.
- Avoid materials and colors that significantly clash with the surrounding neighborhood.
- Avoid the use of identical color palettes where possible for adjacent buildings.
- Use color palettes to distinguish individual buildings within the planning area and improve the visual interest of streetscapes.
- Appropriate materials include wood, stone or brick veneer, and stucco. Metal accents and trims are acceptable within the planning area.
- Choose colors to achieve a reasonable representation of a particular architectural style and which lend authenticity to the final product.
- Accent colors should complement the palette of the main structure.

Figure 18 provides a conceptual material scheme chosen to accompany the architecture. Alternative materials and colors may be allowed if the Planning Director determines they are acceptable.

MANUFACTURER:
SHERWIN-WILLIAMS
CORONADO STONE
EAGLE ROOFING

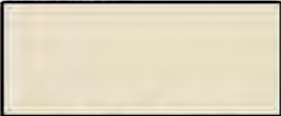









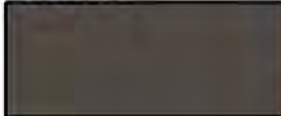









UPHAM PROPERTY
SAN MARCOS, CA.
INTEGRAL COMMUNITIES
703 PALOMAR AIRPORT ROAD, STE 170
CARLSBAD, CA 92011

SUMMA
ARCHITECTURE
5256 S. MISSION RD. STE 404
BONSALL, CA. 92003
760.724.1198

SCHEME A

SCHEME B

SCHEME C

<p>STUCCO 1</p>  <p>NAVAJO WHITE SW 6126</p>	<p>STUCCO 2</p>  <p>FAVORITE TAN SW 6157</p>	<p>STUCCO 1</p>  <p>ALABASTER SW 7008</p>	<p>STUCCO 2</p>  <p>ROW HOUSE TAN SW 7689</p>	<p>STUCCO 1</p>  <p>PURE WHITE SW 7005</p>	<p>ACCENT 1</p>  <p>SMOKEHOUSE SW 7040</p>
<p>STUCCO 3</p>  <p>NEARLY BROWN SW 9093</p>	<p>ACCENT 1</p>  <p>SMOKEHOUSE SW 7040</p>	<p>STUCCO 3</p>  <p>FENLAND SW 7544</p>	<p>ACCENT 1</p>  <p>WELL-BRED BROWN SW 7027</p>	<p>ACCENT 2</p>  <p>BLACK FOX SW 7020</p>	<p>ROOF</p>  <p>CAPISTRANO - WEATHERED TERRACOTTA RANGE 3615</p>
<p>ACCENT 2</p>  <p>BLACK FOX SW 7020</p>	<p>ROOF</p>  <p>CAPISTRANO - SUNSET BLEND 3646</p>	<p>ACCENT 2</p>  <p>IRON ORE SW 7069</p>	<p>ACCENT 3</p>  <p>TRICORN BLACK SW 6258</p>	<p>STONE</p>  <p>OLD WORLD LEDGE - ANTIQUE CREAM</p>	
<p>STONE</p>  <p>OLD WORLD LEDGE - BURNT OAK</p>	<p>STONE</p>  <p>OLD WORLD LEDGE - MONARCH</p>		<p>ROOF</p>  <p>CAPISTRANO - VALENCIA 3526</p>		

Conceptual Materials and Color Board
Pacific Specific Plan

Figure 18

4.2 OPEN SPACE DESIGN

Overview

Open space is a critical component of the Specific Plan and is provided in several forms to improve the quality of the Specific Plan area. The open space component of this Plan provides recreational opportunities and a landscape theme to enhance the living experience for residents and visitors, as well as a conservation open space component which preserves habitats for special status plants and animals. Inclusion of these guidelines will contribute to a well-balanced Specific Plan and ensure open space is designed and implemented in an orderly manner.

4.2.1 Open Space Categories

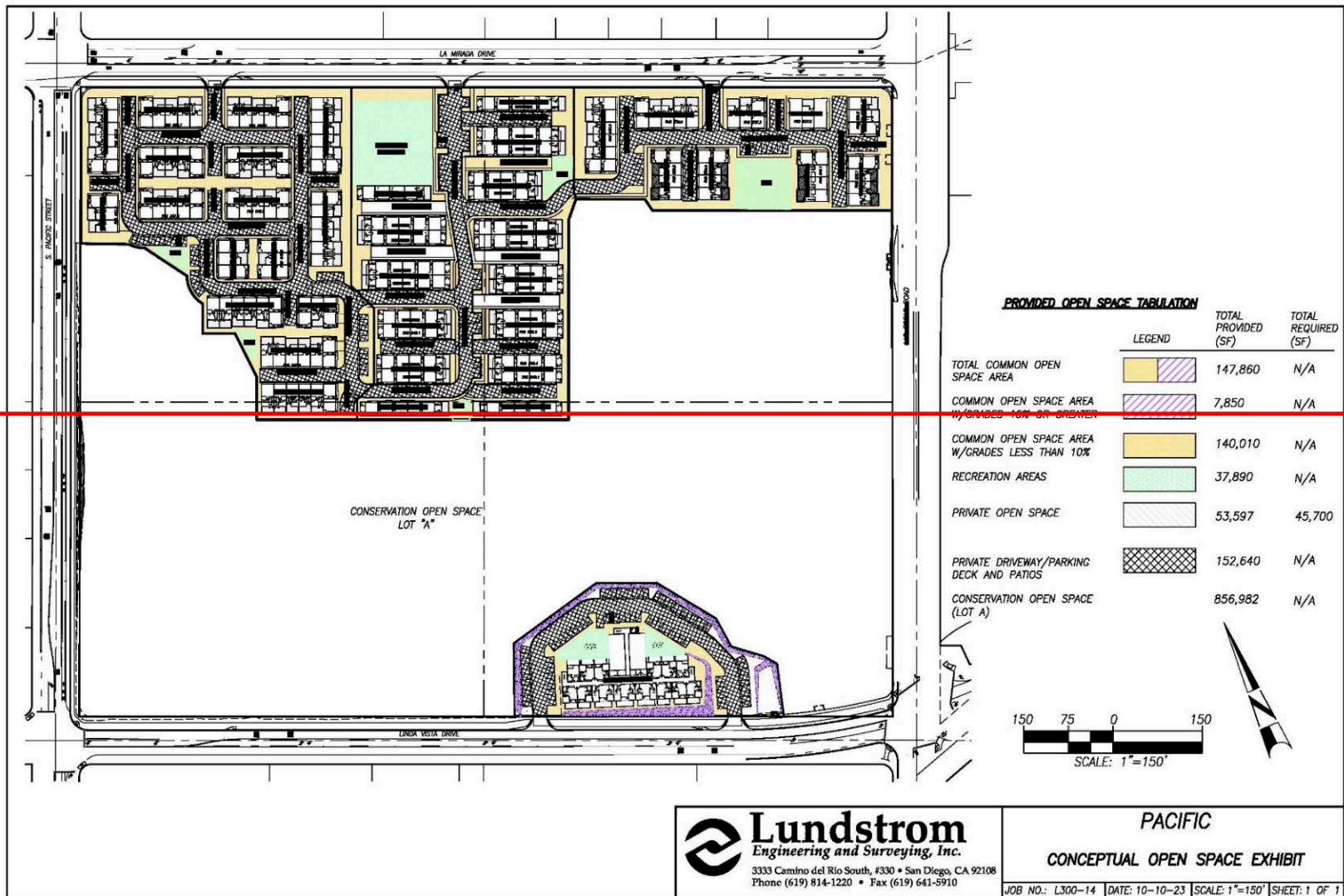
Figure 19, Conceptual Open Space Plan identifies the categories of open space provided within the Specific Plan area as well as their locations and the extent of each open space area. Open space within the Pacific Specific Plan area has been divided into four (4) sub-categories of open space to help identify the rules regulating implementation of each type of open space: Private open space, open space with grades of 10% and greater, common open space with grades less than 10%, and conservation open space.

Table 4 Conceptual Open Space Summary

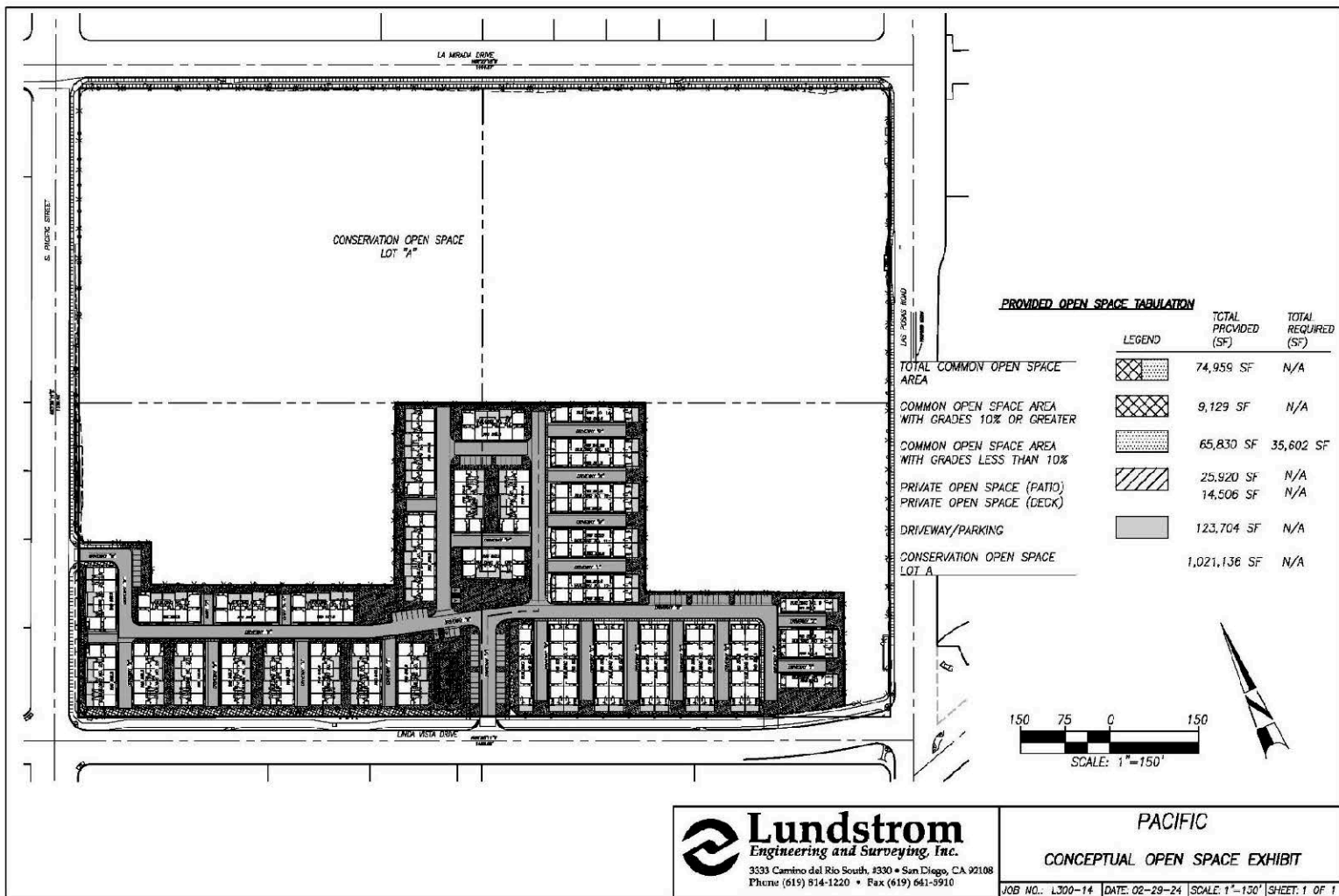
Type of Open Space	North Development Option Total Provided (Acres or SF)	South Development Option Total Provided (Acres or SF)
Common Open Space with Grades of 10% and Greater	0.25 Acres	0.28 Acres
Common Open Space with Grades Less than 10%	3.98 Acres	1.49 Acres
Conservation Open Space	17.94 Acres	23.44 Acres
Private Open Space ¹	53,597 SF	40,426 SF
Recreation Area ²	0.92 Acres	0.26 Acres
Total	22.17 Acres	25.47 Acres

¹Private open space square footages are not included in the calculations.

²Recreation area calculation included within the Common Open Space.



North Development Plan Option



South Development Plan Option

4.2.1.1 *Private Open Space*

Each dwelling unit included within the Specific Plan area will be provided with private open space. For units including ground floor living space (bedroom and/or kitchen), a total of 250 square feet of private open space shall be provided in the form of a patio. For units located on the second story and above a minimum of 50 square feet of private open space shall be provided.

4.2.1.2 *Open Space with Grades of 10% or greater*

Open space with grades of 10% or above typically constitute landscape slope areas that are not “usable” open space. The project site is relatively flat and contains few slopes overall leaving the majority of developed open space within the Specific Plan area able to be utilized as recreation area and common area landscaping.

4.2.1.3 *Common Open Space with Grades Less than 10%*

This category of open space is within the developed footprint of the residential land uses within the Specific Plan. As mentioned in the section above, the site is relatively flat and presents an opportunity to utilize larger swathes of land for recreation and usable landscaped areas. Recreation areas within the Specific Plan shall provide at least three major amenities for each residential planning area. A list of comparable recreation amenities can be found in Section 3.3.3. Landscaping and water quality basins fall into this category of open space supporting the functionality of drainage systems as well as enhancing and beautifying the Specific Plan area.

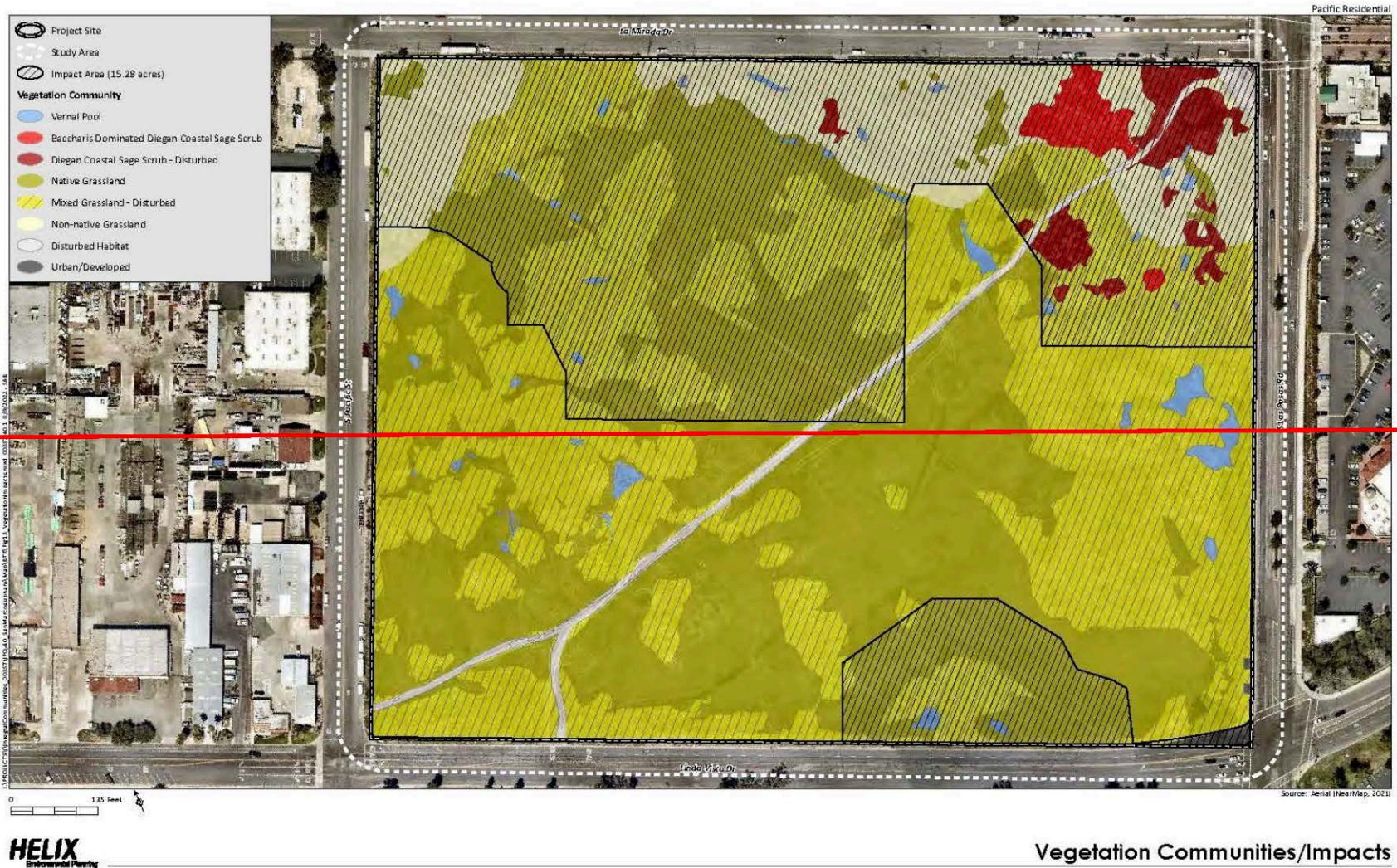
4.2.1.4 Conservation Open Space

Seven vegetation communities or habitat types occur within the project site: vernal pools, Diegan coastal sage scrub (including disturbed and baccharis-dominated), native grassland, non-native grassland, disturbed habitat, and developed lands (See Figure 20).

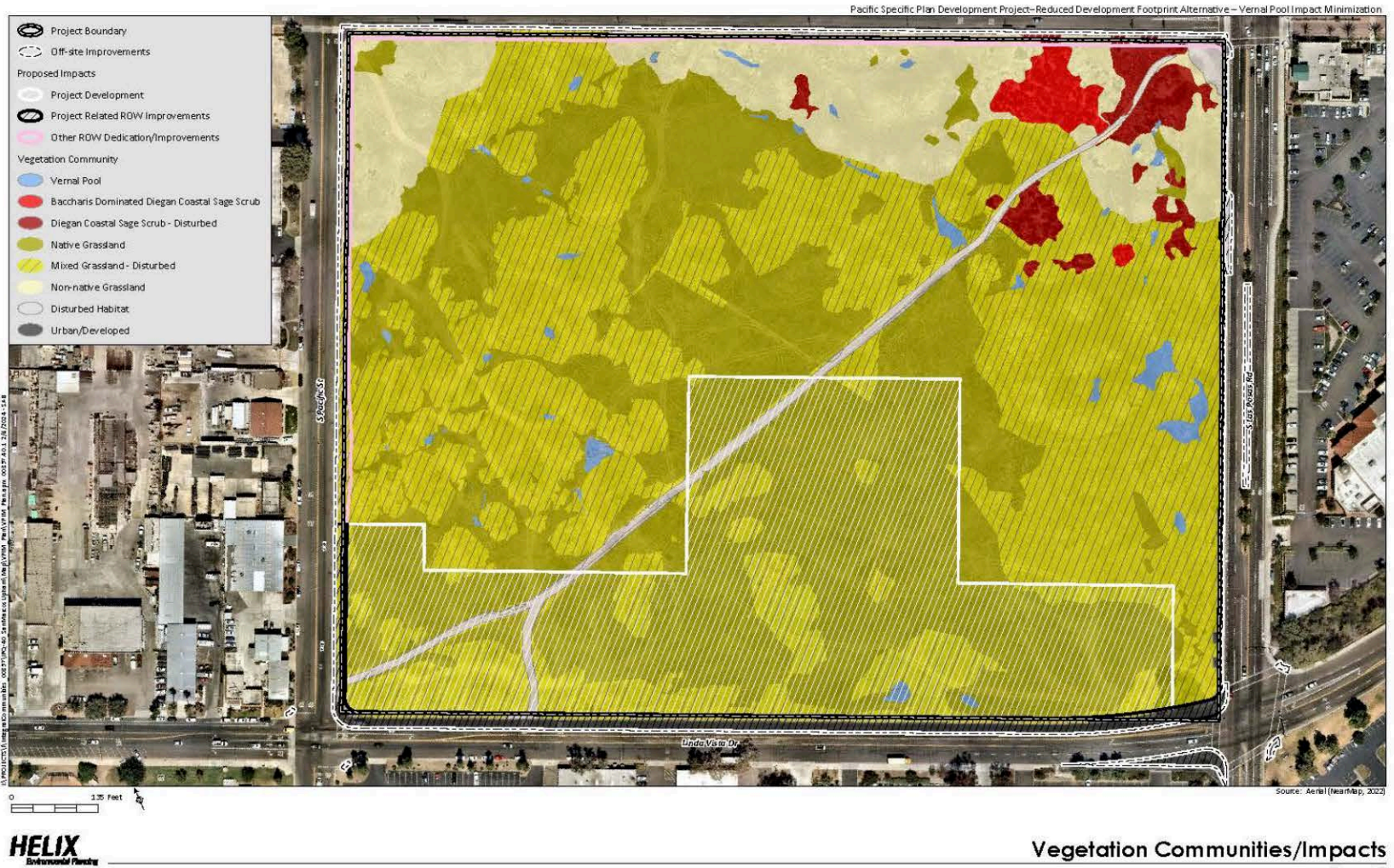
Table 5 Existing Vegetation and Habitat Groups

VEGETATION COMMUNITY	PROJECT AREA (acres)
Wetland Vegetation Community	
Vernal Pool	0.44
Wetland Subtotal	0.44
Upland Vegetation Community	
Native Grassland	13.61
Diegan Coastal Sage Scrub-disturbed	0.71
Diegan Coastal Sage Scrub-Baccharis-dominated	0.36
Grassland – mixed and disturbed	13.93
Non-native Grassland	3.52
Disturbed Habitat	0.58
Developed	0.07
Upland Subtotal	32.78
TOTAL	33.22

Table from Biological Resources Technical Report by Helix Environmental Planning Group, November 2022.



NORTH OPTION DELETED



Site Vegetation Communities/Impacts
Pacific Specific Plan

Figure 20

Sensitive Vegetation Communities/Habitats

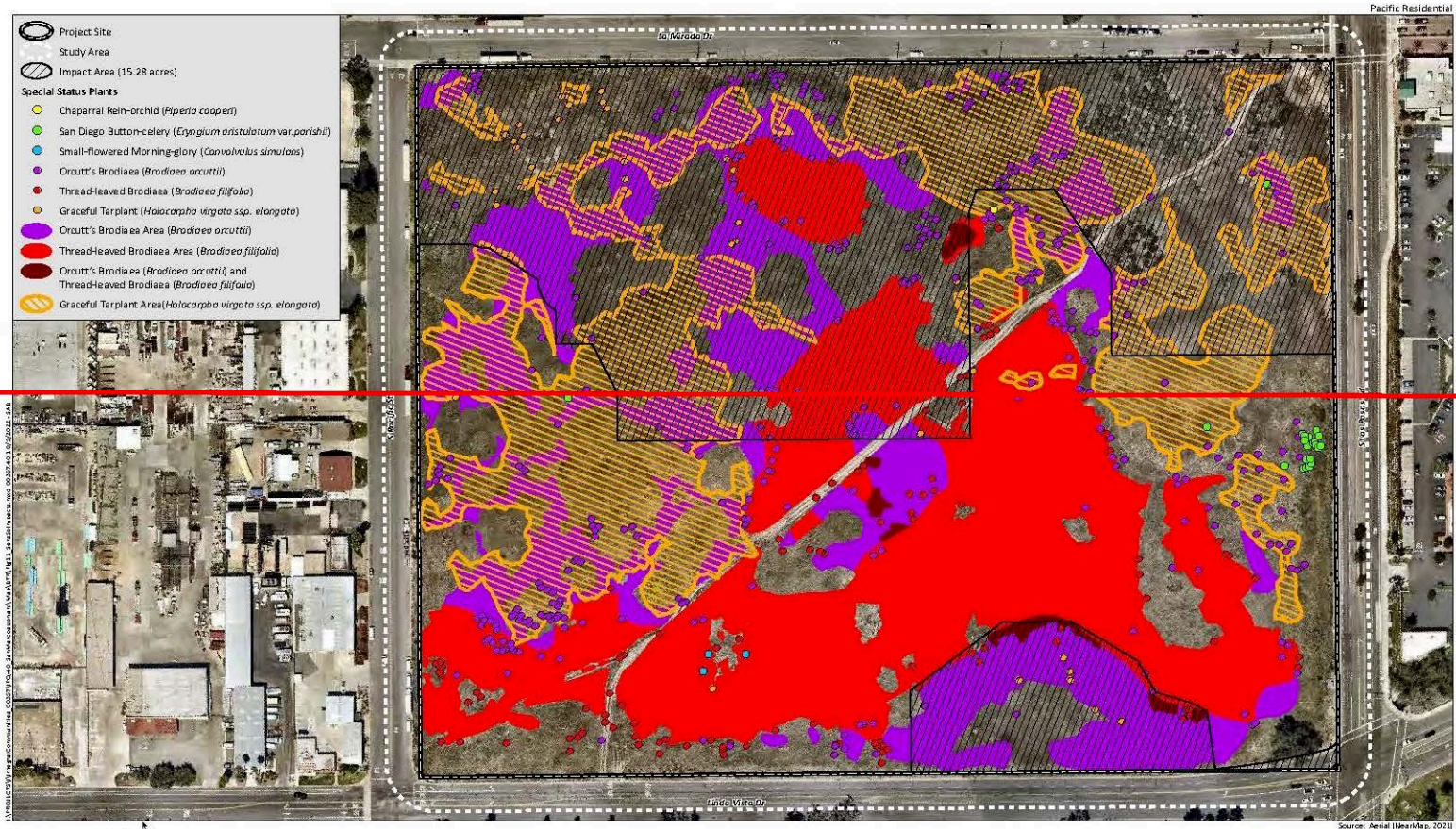
Four sensitive vegetation communities/habitat types were mapped on the project site: vernal pool, Diegan coastal sage scrub (including disturbed and baccharis-dominated), native grassland, and non-native grassland. The remaining areas on the project site include disturbed habitat and urban/developed, which are not considered sensitive.

Special Status Species – Special status plant species have been afforded special status and/or recognition by the USFWS and/or CDFW. They may also be included in the CNPS' Inventory of Rare and Endangered Plants. Their status is often based on one or more of three distributional attributes: geographic range, habitat specificity, and/or population size. Sensitive species are those considered unusual or limited in that they are: (1) only found in the region; (2) a local representative of a species or association of species not otherwise found in the region; or (3) severely depleted within their ranges or within the region. Five special status plant species were observed on site during biological surveys conducted in 2020 and 2022. These five species are discussed below:

- **Thread-leaved brodiaea** (*Brodiaea filifolia*)
Presence on site: Approximately 155,371 individuals (occupying approximately 7.43 acres) were mapped throughout the project site during 2020 surveys.
 - **Orcutt's brodiaea** (*Brodiaea orcuttii*)
Presence on site: Approximately 136,962 individuals (occupying approximately 6.51 acres) were mapped throughout the project site during 2020 surveys.
 - **Small-flowered morning-glory** (*Convolvulus simulans*)
Presence on site: Three individuals of this species occur in the southwestern corner of the project site.
 - **San Diego button-celery** (*Eryngium aristulatum* var. *parishii*)
Presence on site: Approximately 54 individuals were mapped in three general areas in the northeast, east, and west portions of the project site during 2020 surveys.
- Graceful tarplant (Holocarpha virgata ssp. Elongate)**
Presence on site: Approximately 28,780 individuals were cumulatively mapped throughout the project site during plant surveys conducted in 2020 through 2022.
- **Chaparral rein orchid** (*Piperia cooperi*)
Presence on site: One individual of this species occurs in the northeastern side of the project site.

In addition to the five rare plants detected on site during 2020 focused surveys, four special status plant species have been observed and recorded on the project site by others: San Diego thornmint (*Acanthomintha ilicifolia*), spreading navarretia, graceful tarplant (*Holocarpha virgata* sp. *Elongate*), and small flowered microseris (*Microseris douglasii* ssp. *platycarpha*). San Diego

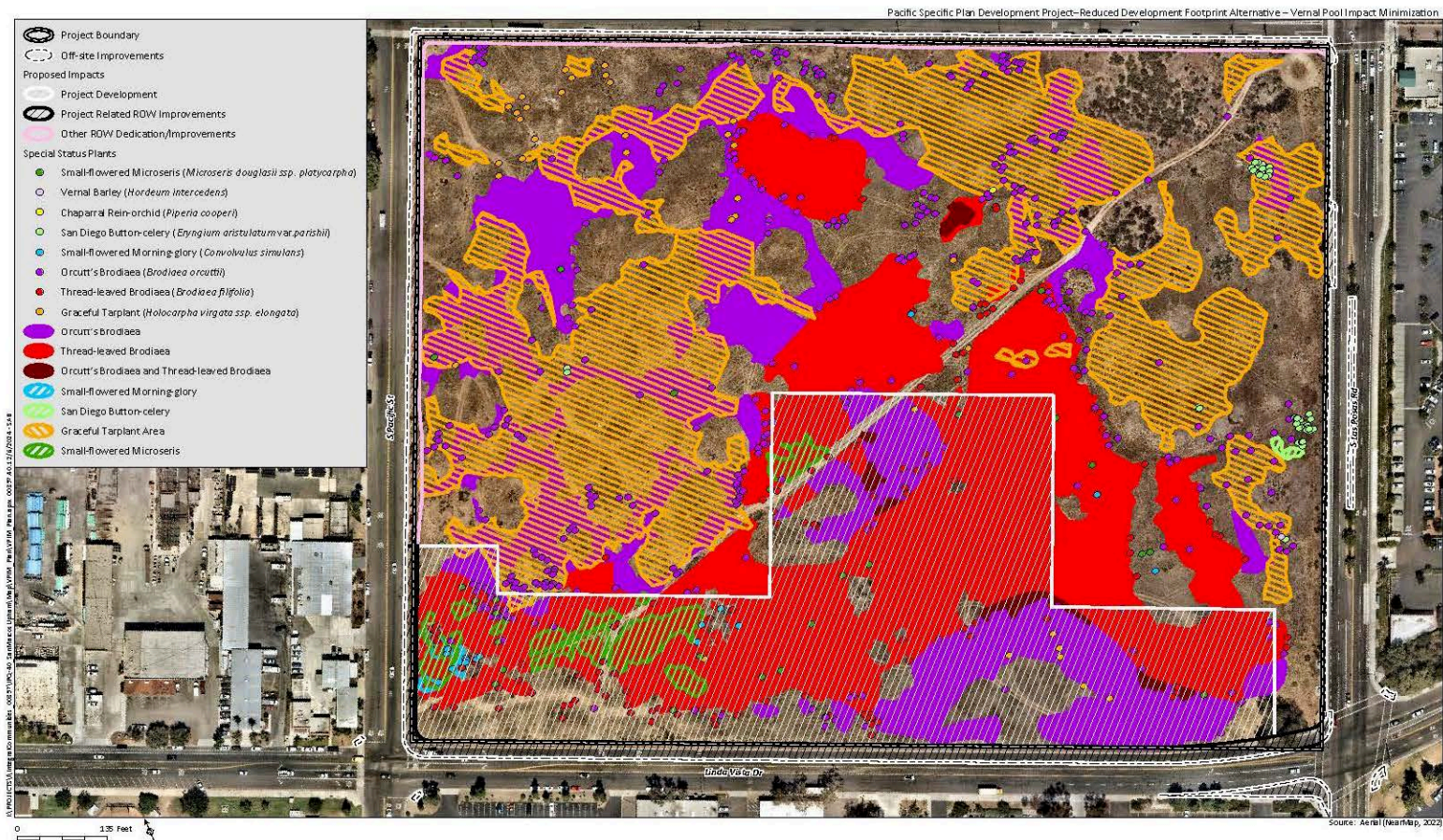
thornmint and spreading navarretia are reported by the MHCP as critical populations occurring on the project site; however, they have not been detected other than historical observations. Although these four species were not observed within the project site during biological surveys in 2018, 2020, or 2022, they are considered to have low potential to occur on the project site.



HELIX
Environmental Planning

Special Status Plant Species/Impacts

NORTH OPTION DELETED



HELIX
Environmental Planning

Special Status Plant Species/Impacts
Figure 11

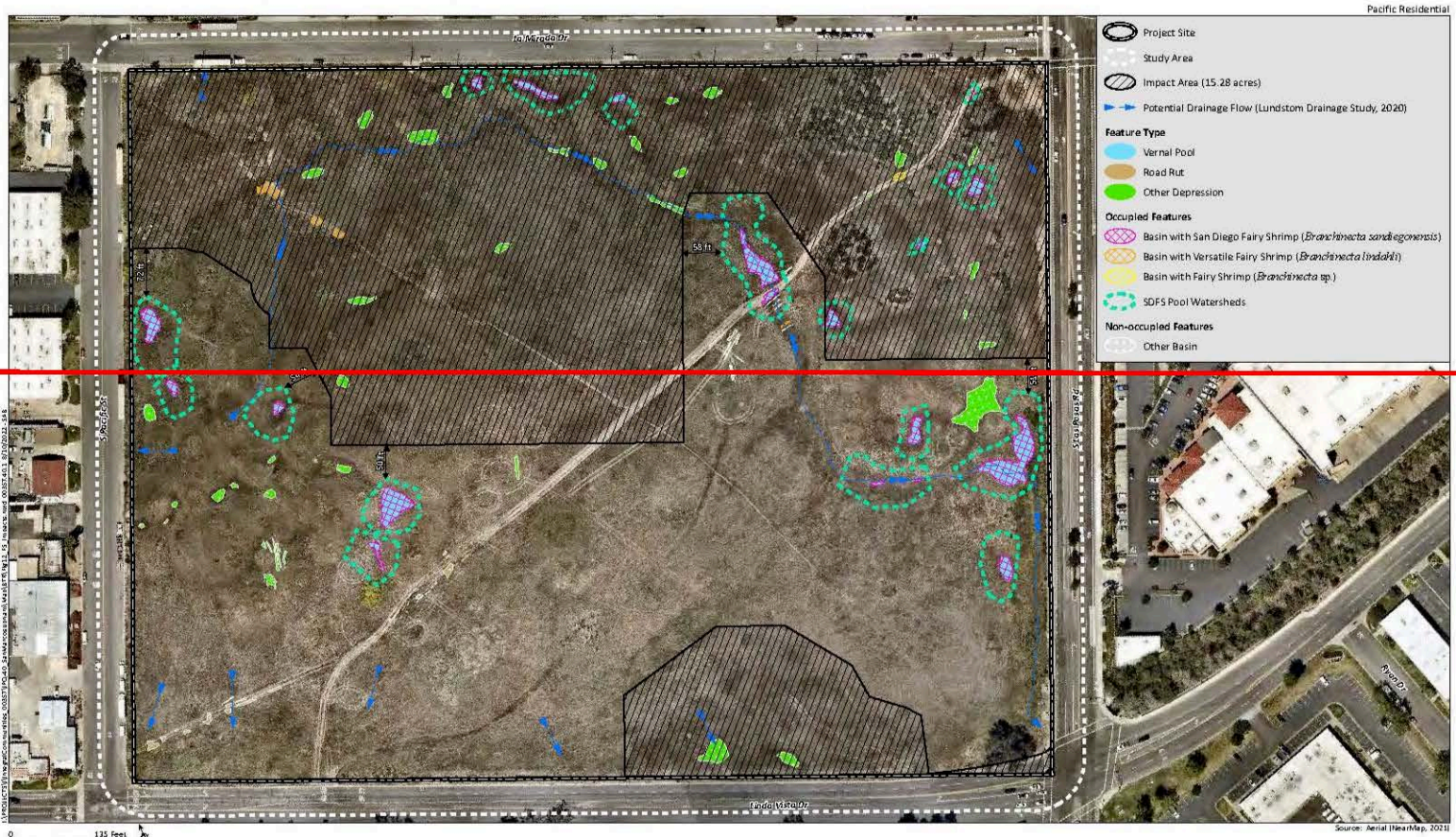
Special Status Animal Species

One special status animal species was detected on site during the biological surveys in 2020. This species is discussed below, and occupied locations are presented on **Figure 22**, *Special Status Animal Species*. No other special status animals have been detected during surveys for the project.

- **San Diego fairy shrimp** (*Branchinecta sandiegonensis*)

Presence on site: This species was observed in multiple locations (i.e., vernal pools) throughout the project site during 2020 surveys.

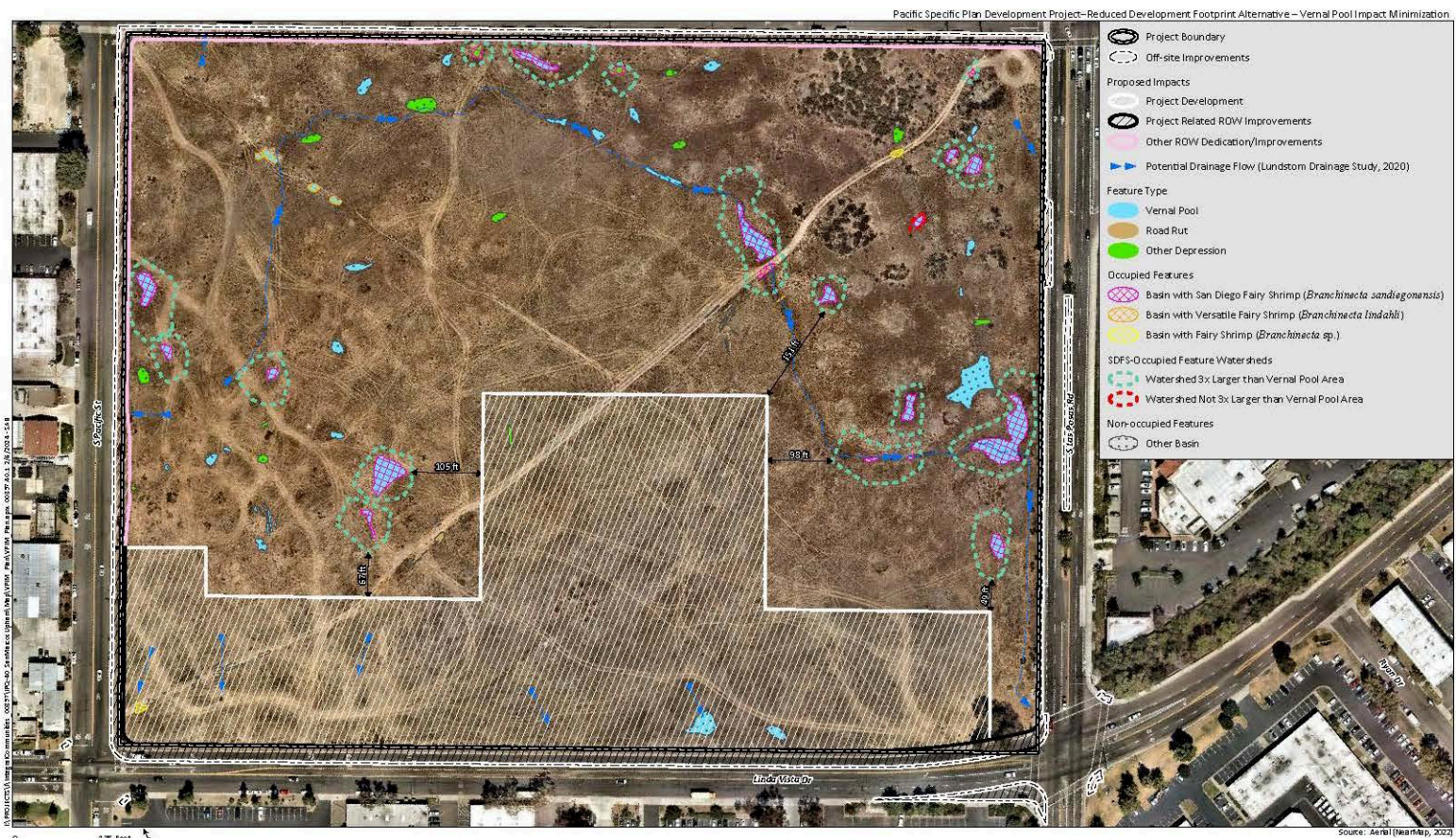
In addition to the one sensitive animal detected on site during the 2020 focused surveys, one other special status animal species has been observed and recorded on the project site by others: burrowing owl, which is a species of special concern.



HELIX
Environmental Planning

Special Status Animal Species/Impacts
Figure 12

NORTH OPTION DELTED



HELIX
Environmental Planning

Special Status Animal Species/Impacts
Figure 12a

Development Constraints and Impacts

Conservation open space is included within the planning area specifically for the preservation and protection of sensitive habitats and associated species. The Land Use Plan depicts Approximately 70% of the site is designed to be preserved long-term for biological resources. The maximum development for the site shall not exceed 50% and includes temporary and permanent impacts to vegetation communities. At the maximum development percentage, impacts would occur to vernal pools, native and non-native grasslands, Diegan Coastal Sage Scrub-disturbed and baccharis dominated, and San Diego Fairy Shrimp.

Vegetation Protection During construction – Indirect impacts to sensitive natural communities are not anticipated because implementation of measures to protect sensitive species would ensure that environmentally sensitive areas beyond the authorized limits of work are protected during construction via the following measures:

- Installation of temporary work/impact limits fencing (orange silt fencing or similar), and
- Biological construction monitoring to verify the authorized impact limits are not exceeded.

Mitigation – The proposed project shall compensate for impacts to sensitive natural communities (i.e., Diegan coastal sage scrub, native grassland, non-native grassland, and vernal pools) according to the ratios provided in Table 9, *Impact Mitigation to Sensitive Natural Communities*. Mitigation shall not occur at levels below the ratios described in Table 9 unless otherwise conditioned in permits and/or discretionary approvals issued by USFWS, USACE, RWQCB, and/or CDFW, as applicable.

Prior to issuance of any permits for clearing, grubbing, or grading, the developer(s)/builder(s) shall either demonstrate they have:

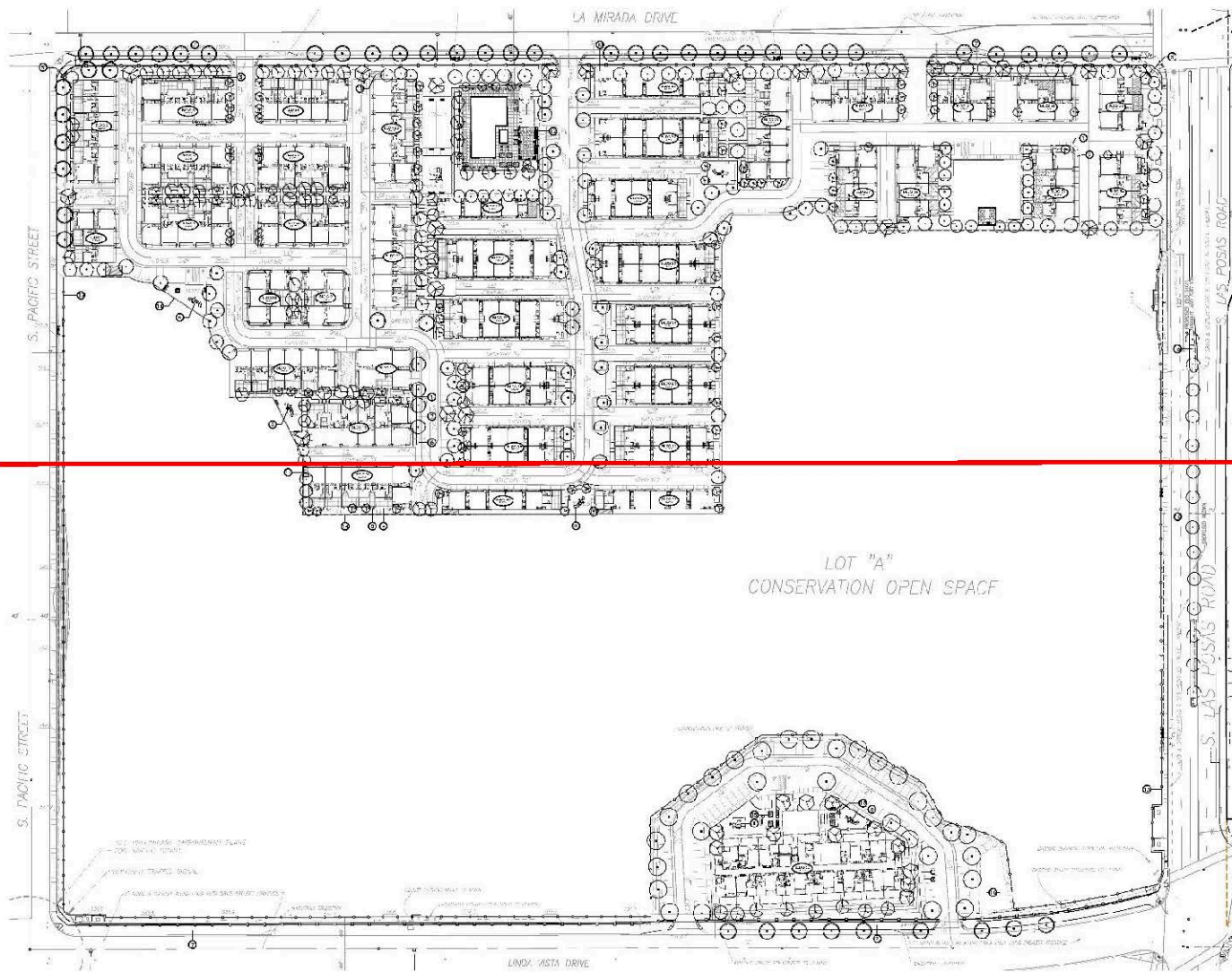
- Purchase of off-site conservation credits from a conservation bank in the region; or
- Implementation of on- and/or off-site habitat preservation, creation, restoration, and/or enhancement.

4.3 LANDSCAPING

Along with architecture, landscaping helps form an identity and theme for development. Landscaping must be carefully considered to meld architecture with the landscape to form an attractive neighborhood, which is both functional and water efficient. To assure development of an attractive and cohesive community the following landscape guidelines have been provided. A landscape concept for the project can be seen on **Figure 23, Conceptual Landscape Plan**. Developers and/or builders will use the following information on the design, materials, lighting, and themes, which shall be incorporated into the Pacific Specific Plan Area. Although provided, the following information should be considered conceptual in nature. Minor changes may be necessary due to changing material guidelines, design theme modifications, or changes to State or local regulations. Final landscape design shall be approved by City of San Marcos Development Services Department.

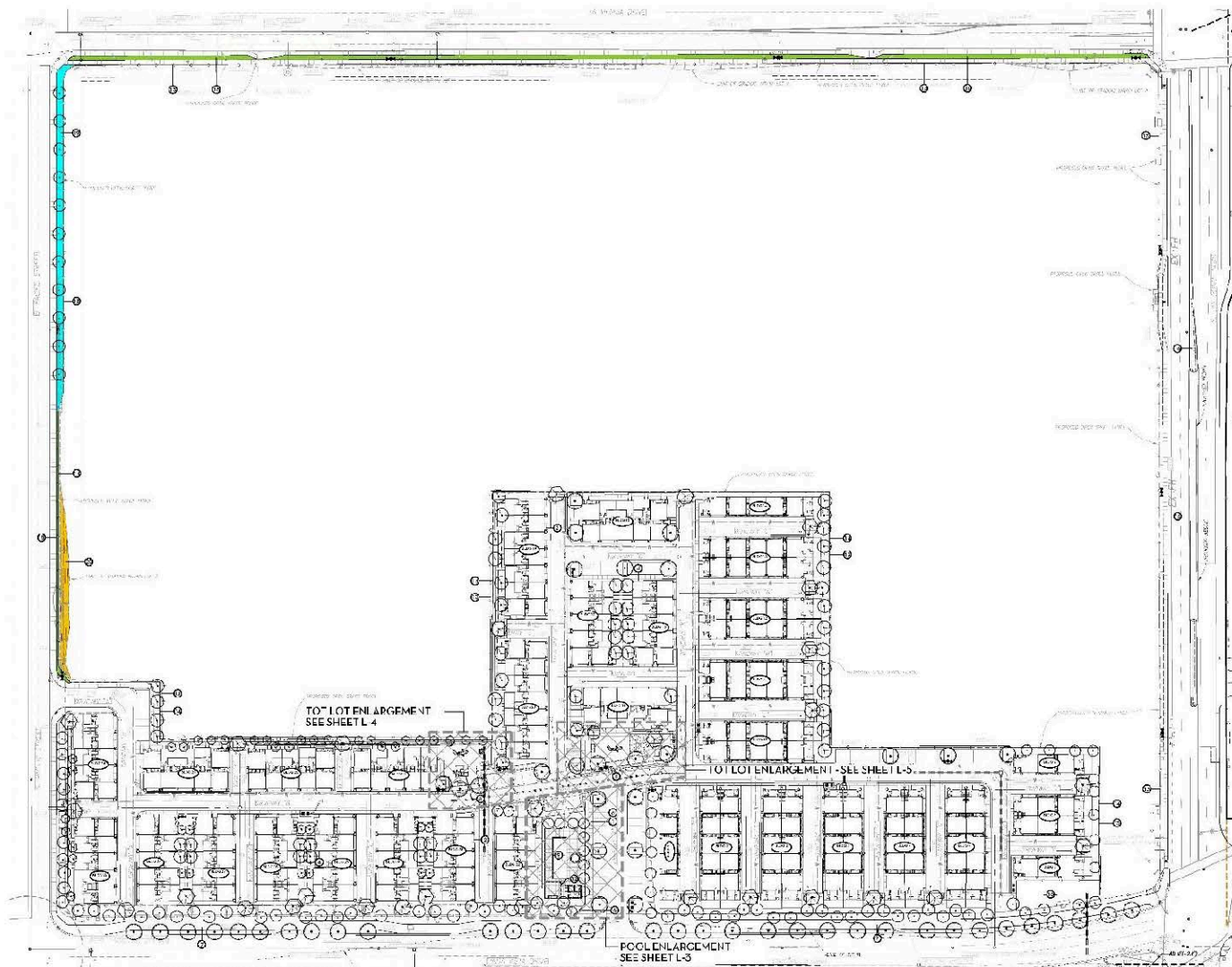
Irrigation within the Specific Plan Area shall utilize the following:

- Install automatic controllers which feature evapotranspiration or moisture sensing data, with manual and automatic shut-off.
- Low volume heads, subsurface irrigation system designed to prevent runoff, low head drainage, and overspray.
- Group plants by hydrozones and irrigate hydrozones separately.



PACIFIC
 San Marcos, CA
 Las Posas Owner LPV, LLC
 Landscape Concept North - Site Plan

~~North Development Plan Option~~



- CONCEPT LINE OVERALL SITE**
- 1 LOT ENLARGEMENT
 - 2 CONCERNS ONLY
 - 3 COURTYARD WALL
 - 4 COURTYARD FENCE
 - 5 LANDSCAPE WALL
 - 6 LANDSCAPE CURB
 - 7 UTILITY TANK
 - 8 FILL IN
 - 9 FILL IN
 - 10 CONCERNS ONLY - FILL IN PLANTING WITH BUSHES
 - 11 CONCERNS ONLY
 - 12 FENCE - 4 FT. HIGH
 - 13 CONCERNS ONLY - FILL IN
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PACIFIC
 San Marcos, CA
 Las Posas Owner LPV, LLC
 Landscape Concept South - Site Plan

~~South Development Plan Option~~

Conceptual Landscape Plan
Pacific Specific Plan

Figure 23

4.3.1 Plant Material Guidelines

The Plant Material Guideline provided below in **Table 6** is intended to provide developers and/or builders of the Pacific Specific Plan Area with guidelines for landscape plantings of locations such as entries, streetscapes, biofiltration basins, and common open space areas. Plant materials selected for the project area should be chosen based on a multitude of factors and should strengthen the overall character of the community.

Plants used in the Pacific Specific Plan will be subdivided into two (2) categories. The first category includes general residential area landscaping, while the second category covers slope plantings if slopes are included within the planning areas. These plants will conform to the City of San Marcos' requirement to utilize drought tolerant and California native plant palettes when designing and implementing landscaping on all projects in the City of San Marcos. In addition, plants selected for stormwater quality basins will need to comply with the latest adopted City of San Marcos BMP Design Manual. Landscaping within the Plan area has been designed to use specific plants in certain areas of the landscaping. These plants and the applicable planting areas are defined in **Table 6**.

All plants and trees included on the Pacific Specific Plan Plant Material Guidelines have been chosen for their appropriateness to the Specific Plan Area theme, local climate tolerance, soil conditions, and level of maintenance intensity. The selected plants are well suited to the local soils and have proven to flourish within the project area's climate and are consistent with AB 1881 requirements and the City of San Marcos Water Efficient Landscape Ordinance (WELO) and Municipal Code, Title 20. The following guidelines should be applied to all plant materials selected for residential land use planting within the planning area:

- The plant materials selected should be tolerant of a wide range of temperatures and require very little water consumption.
- No non-native invasive plant species shall be used per the California Exotic Pest Plant Council List A-1 and California Invasive Plant Council (Cal-IPC).
- All street trees planted within 10' of public improvements shall have root barriers.

This Plant Material Guidelines should be considered fluid and subject to change, with final approval determined by the City of San Marcos Development Services Department. Should changes be necessary to the Plant Material Guidelines, the newly selected plants and trees should be similar in tolerance and water usage to the conceptual list provided. If those requirements are met, any proposed changes to the Plant Legend shall be considered minor. Details on any proposed changes to the Plant Legend are provided in Chapter 9, Specific Plan Administration.

Table 6 Plant Material Guidelines

TREE LEGEND

STREET TREES (Such As) 24" Box (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Cupressus anacardioides</i>	Carrot Wood
	<i>Koeleruteria bipinnata</i>	Chinese Flame Tree
	<i>Laurus nobilis</i>	Sweet Bay
	<i>Pistache chinensis</i>	Chinese Pistache
	<i>Podocarpus gracillior</i>	Fern Pine
	<i>Quercus virginiana</i>	Southern Live Oak
	<i>Ulmus parvifolia</i> 'Drake'	Evergreen Elm

ACCENT TREES (Such As) 36" Box (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Cercidium</i> 'Desert Museum'	Desert Museum Palo Verde
	<i>Jacaranda mimosifolia</i>	Jacaranda
	<i>Koeleruteria bipinnata</i>	Chinese Flame Tree
	<i>Lagerstroemia indica</i>	Crape Myrtle
	<i>Magnolia grandiflora</i> 'Samuel Sommer'	Southern Magnolia
	<i>Olea europaea</i>	Olive Tree
	<i>Pyrus calleryana</i>	Callery Pear
	<i>Spathodea campanulata</i>	African Tulip Tree

COURTYARD TREES (Such As) 24" Box (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Arbutus hybrid</i> 'Marina'	Marina Strawberry Tree
	<i>Archontophoenix cunninghamiana</i>	King Palm
	<i>Eriobotrya deflexa</i>	Bronze Loquat
	<i>Laurus nobilis</i>	Sweet Bay
	<i>Ligustrum lucidum</i>	No Common Name
	<i>Magnolia grandiflora</i> 'Little Gem'	Southern Magnolia
	<i>Prunus caroliniana</i>	Carolina Laurel Cherry
	<i>Pyrus calleryana</i> 'Chanticleer'	Callery Pear
	<i>Trachycarpus fortunei</i>	Windmill Palm

SCREEN TREES (Such As) 24" Box (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Acacia cognata</i>	Emerald Cascade Acacia
	<i>Eriobotrya deflexa</i>	Bronze Loquat
	<i>Lophostemon confertus</i>	Brisbane Box
	<i>Pinus eldarica</i>	Afghan Pine
	<i>Pinus halepensis</i>	Aleppo Pine
	<i>Schefflera pueckleri</i> (<i>Typidanthus calyptratus</i>)	No Common Name
	<i>Streitzia nicalai</i>	Giant Bird of Paradise

ACCENT SHRUBS/SMALL TREES (Such As) 24" Box (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Chamaerops humilis</i>	Mediterranean Fan Palm
	<i>Dracaena marginata</i>	No Common Name
	<i>Rhapis excolta</i>	Lady Palm
	<i>Tecoma</i> 'Solar Flare'	Solar Flare Esperanza
	<i>Chamaerops humilis</i>	Big Bend Yucca

COLUMNS (Such As) 15 Gal. (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Cupressus sempervirens</i>	Italian Cypress
	<i>Cupressus sempervirens</i> 'Tiny Tower'	Italian Cypress
	<i>Juniperus chinensis</i> 'Blue Point'	Juniper
	<i>Ligustrum japonicum</i> 'Texanum'	Texas Privet
	<i>Prunus caroliniana</i> 'Compacta'	Dwarf Carolina Laurel Cherry

VINES + ESPALIERS (Such As) 5 Gal. (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Calliandra haematocephala</i>	Pink Powder Puff
	<i>Camellia japonica</i> ***	Camellia
	<i>Distictis 'Rivers'</i>	Royal Trumpet Vine
	<i>Pandorea jasminoides</i> 'Alba'	Bower Vine
	<i>Podocarpus gracillior</i>	Fern Pine
	<i>Rhaphiolepis indica</i> 'Majestic Beauty'	India Hawthorn
	<i>Tecoma</i> 'Solar Flare'	Solar Flare Esperanza
	<i>Trachelospermum jasminoides</i>	Star Jasmine

GROUND COVER (Such As)

SYMBOL	BOTANICAL NAME	COMMON NAME
	Turf	Fram Sod
	Turf	See plans by Valley Crest

SHRUB LEGEND

SHRUBS (Such As) 1 Gal. (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Acacia</i> species	No Common Name
	<i>Arbutus unedo</i> 'Compacta'	Strawberry Tree
	<i>Aspidistra elatior</i>	Camellia
	<i>Bougainvillea</i> species	No Common Name
	<i>Buxus microphylla japonica</i> 'Green Beauty'	Japanese Boxwood
	<i>Calliandra haematocephala</i>	Pink Powder Puff
	<i>Callistemon citrinus</i> 'Little John'	Little John Bottlebrush
	<i>Camellia japonica</i> ***	Camellia
	<i>Carissa macrocarpa</i> 'Green Carpet'	Prostrate Natal Plum
	<i>Cistus</i> 'Sunset'	Rockrose
	<i>Caprosma kirkii</i>	No Common Name
	<i>Euonymus japonica microphylla</i>	Evergreen Euonymus
	<i>Heteromeles arbutifolia</i>	Tayon
	<i>Ilex vomitoria</i> 'Nana'	Yaupon
	<i>Lantana</i> species	No Common Name
	<i>Ligustrum japonicum</i> 'Texanum'	Texas Privet
	<i>Liriope gigantea</i>	Giant Lily Turf
	<i>Microlepia strigosa</i> ***	Lace Fern
	<i>Philodendron hybrid</i> 'Xanadu' ***	Dwarf Philodendron
	<i>Olea europea</i> 'Little Ollie'	No Common Name
	<i>Pittosporum tabira</i>	Tabira
	<i>Pittosporum tabira</i> 'Variegata'	Variegated Tabira
	<i>Rhaphiolepis indica</i> 'Clara'	Indian Hawthorn
	<i>Rhaphiolepis</i> 'Majestic Beauty'	Indian Hawthorn
	<i>Rhaphiolepis umbellata minor</i> 'Gulf Green'	No Common Name
	<i>Rosa</i> species	Shrub Rose
	<i>Rosmarinus officinalis</i>	Rosemary
	<i>Rumohra adiantiformis</i> ***	Leatherleaf Fern
	<i>Salvia</i> species	No Common Name
	<i>Schefflera arboricola</i>	Hawaiian Elf Schefflera
	<i>Streitzia reginae</i>	Bird Of Paradise
	<i>Tecoma hybrid</i> 'MHSTAPBE'	No Common Name
	<i>Tecoma stans</i> 'Gold Star'	No Common Name
	<i>Trachelospermum asiaticum</i>	No Common Name
	<i>Trachelospermum jasminoides</i>	Star Jasmine
	<i>Viburnum obovatum</i> 'Dense'	Dwarf Walter's Viburnum
	<i>Viburnum lina</i> 'Spring Bouquet'	Leurustinus
	<i>Weastingia</i> species	Weastingia

CACTI + SUCCULENTS (Such As) 1 Gal. (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Agave</i> species**	No Common Name
	<i>Aloe</i> species	No Common Name
	<i>Cololedon</i> 'Long Fingers'	Long Fingers
	<i>Crassula</i> species**	No Common Name
	<i>Hesperaloe parviflora</i>	No Common Name
	<i>Portulacaria afra</i> **	Elephant's Food
	<i>Portulacaria afra</i> 'Minima'**	Elephant's Food
	<i>Sanseveria trifasciata</i>	Snake Plant
	<i>Senecio mandraliscae</i> **	No Common Name
	<i>Senecio vitalis</i> **	No Common Name

ORNAMENTAL GRASSES (Such As) 1 Gal. (Min.)

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Bouteloua gracilis</i> 'Blonde Ambition'	Blonde Ambition Blue Grama
	<i>Carex divisa</i> (tumulicola)	Berkeley Sedge
	<i>Chondropetalum tectorum</i>	Cape Rush
	<i>Dianella revoluta</i> 'Little Rev'	Little Rev Flax Lily
	<i>Lomandra 'Breeze'</i>	Mat Rush
	<i>Miscanthus transmorrisonensis</i> 'Sentinel'	Sentinel
	<i>Muhlenbergia</i> species	Muhlenbergia species

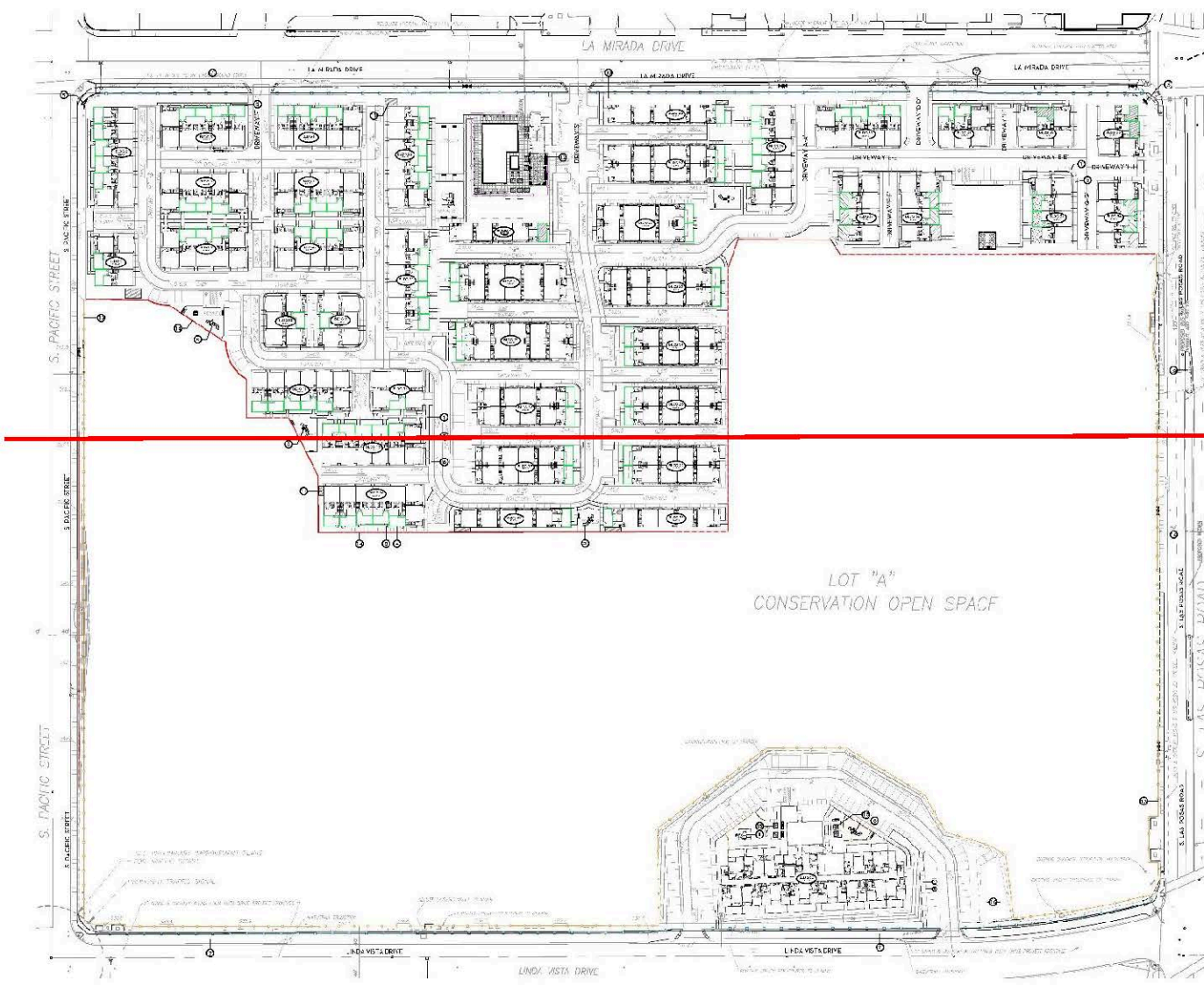
4.3.2 Walls and Fences

Generally, walls and fences within the planning areas are designed to function in six (6) ways; they shall act as aesthetic boundaries for open space, sound attenuation, retaining barriers along roadways or lots, safety fencing around recreational areas, privacy fencing between private open space for multi-family dwelling units, and security fencing around conservation open space. Fence and wall types allowed within the Specific Plan Area include tubular steel, masonry block/earth-tone color, living hedge with tubular steel gate, wood, or vinyl privacy fencing, chain link fencing around conservation open space. Wall and fencing materials may be substituted with other wall and fence types and materials upon review and approval by the Development Services Department. The following guidelines should be applied to any walls or fencing within the Specific Plan area:

- Walls and fencing should also be designed in such a way as to become a visual amenity.
- Walls and fencing should be compatible with the surrounding natural landscapes, colors and materials.
- Standard masonry walls and masonry retention walls are suitable as retaining walls in areas where engineering requires more stability and strength.
- Retaining walls may incorporate fencing along the top of the wall.
- Split rail fencing may be utilized upon approval from the City of San Marcos Planning Department and the stakeholder wildlife agencies for use adjacent to preserved open space.

Table 7 Allowable Walls and Fencing Types

Wall and Fence Type	Application
Tubular Steel	Perimeter; adjacent to open space areas and Recreational Open Space fencing
Masonry Block	Sound attenuation, Retaining
Living Hedge	Private open space areas and common walks
Wood	Private open space areas and common walks
Vinyl	Private open space areas and common walks
Chain Link	Perimeter; adjacent to conservation open space areas
Split Rail Fence	Perimeter; adjacent to conservation open space areas

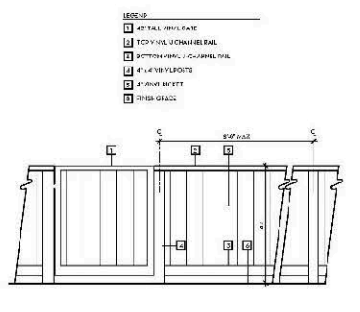


WALL + FENCE LEGEND

- 42" HIGH CONCRETE REINFORCED WALL
- 6" TALL TUBULAR STEEL POST AND RAIL FENCE
- 6" TALL TUBULAR STEEL POST AND RAIL FENCE WITH CONCRETE CURB
- POST AND RAIL FENCE

UTILITY LEGEND

- 6" WATER MAIN
- 8" WATER MAIN
- 12" WATER MAIN
- 18" WATER MAIN
- 24" WATER MAIN
- 30" WATER MAIN
- 36" WATER MAIN
- 42" WATER MAIN
- 48" WATER MAIN
- 54" WATER MAIN
- 60" WATER MAIN
- 66" WATER MAIN
- 72" WATER MAIN
- 78" WATER MAIN
- 84" WATER MAIN
- 90" WATER MAIN
- 96" WATER MAIN
- 102" WATER MAIN
- 108" WATER MAIN
- 114" WATER MAIN
- 120" WATER MAIN
- 126" WATER MAIN
- 132" WATER MAIN
- 138" WATER MAIN
- 144" WATER MAIN
- 150" WATER MAIN
- 156" WATER MAIN
- 162" WATER MAIN
- 168" WATER MAIN
- 174" WATER MAIN
- 180" WATER MAIN
- 186" WATER MAIN
- 192" WATER MAIN
- 198" WATER MAIN
- 204" WATER MAIN
- 210" WATER MAIN
- 216" WATER MAIN
- 222" WATER MAIN
- 228" WATER MAIN
- 234" WATER MAIN
- 240" WATER MAIN
- 246" WATER MAIN
- 252" WATER MAIN
- 258" WATER MAIN
- 264" WATER MAIN
- 270" WATER MAIN
- 276" WATER MAIN
- 282" WATER MAIN
- 288" WATER MAIN
- 294" WATER MAIN
- 300" WATER MAIN



FRONT ELEVATION
VINYL FENCE AND GATE

Scale: 1" = 50'

Project: 2017E

Date: 28 Apr 22

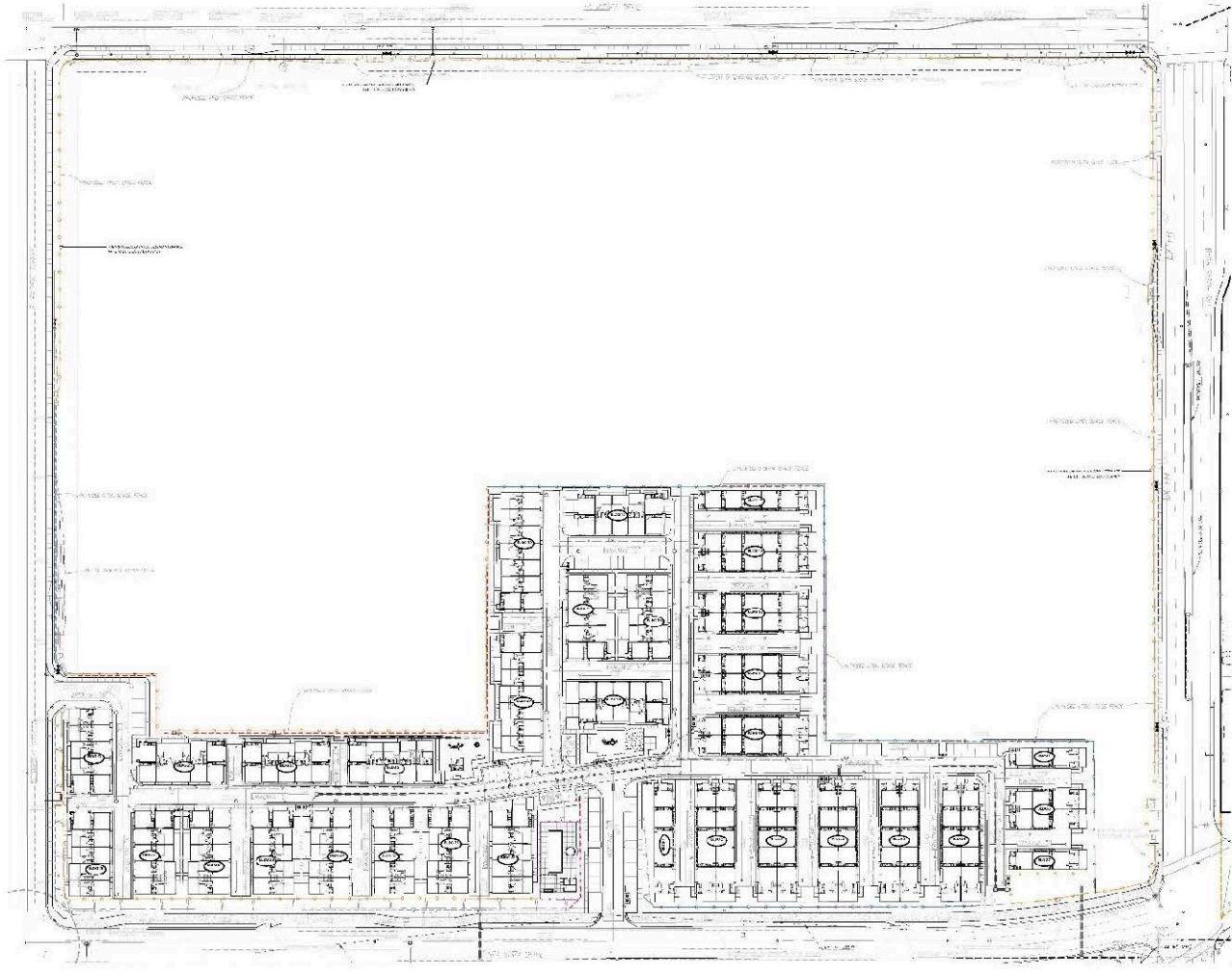
Drawn: 20 Apr 22

Check: 20 Apr 22

L-3

PACIFIC
San Marcos, CA
Las Posas Owner LPV, LLC
Landscape Concept North - Wall + Fence Plan

~~North Development Plan Option~~

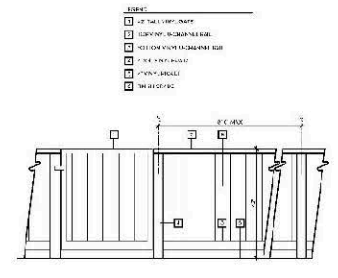


WALL + FENCE LEGEND

- 42" HIGH CONCRETE REINFORCED WALL
- 6" TALL TUBULAR STEEL POST AND RAIL FENCE
- 6" TALL TUBULAR STEEL POST AND RAIL FENCE WITH CONCRETE CURB
- POST AND RAIL FENCE

UTILITY LEGEND

- 6" WATER MAIN
- 8" WATER MAIN
- 12" WATER MAIN
- 18" WATER MAIN
- 24" WATER MAIN
- 30" WATER MAIN
- 36" WATER MAIN
- 42" WATER MAIN
- 48" WATER MAIN
- 54" WATER MAIN
- 60" WATER MAIN
- 66" WATER MAIN
- 72" WATER MAIN
- 78" WATER MAIN
- 84" WATER MAIN
- 90" WATER MAIN
- 96" WATER MAIN
- 102" WATER MAIN
- 108" WATER MAIN
- 114" WATER MAIN
- 120" WATER MAIN
- 126" WATER MAIN
- 132" WATER MAIN
- 138" WATER MAIN
- 144" WATER MAIN
- 150" WATER MAIN
- 156" WATER MAIN
- 162" WATER MAIN
- 168" WATER MAIN
- 174" WATER MAIN
- 180" WATER MAIN
- 186" WATER MAIN
- 192" WATER MAIN
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- 270" WATER MAIN
- 276" WATER MAIN
- 282" WATER MAIN
- 288" WATER MAIN
- 294" WATER MAIN
- 300" WATER MAIN



FRONT ELEVATION
VINYL FENCE AND GATE

Scale: 1" = 50'

Project: 2017E

Date: 28 Apr 22

Drawn: 20 Apr 22

Check: 20 Apr 22

L-3

PACIFIC
San Marcos, CA
Las Posas Owner LPV, LLC
Landscape Concept South - Wall + Fence Plan

~~South Development Plan Option~~

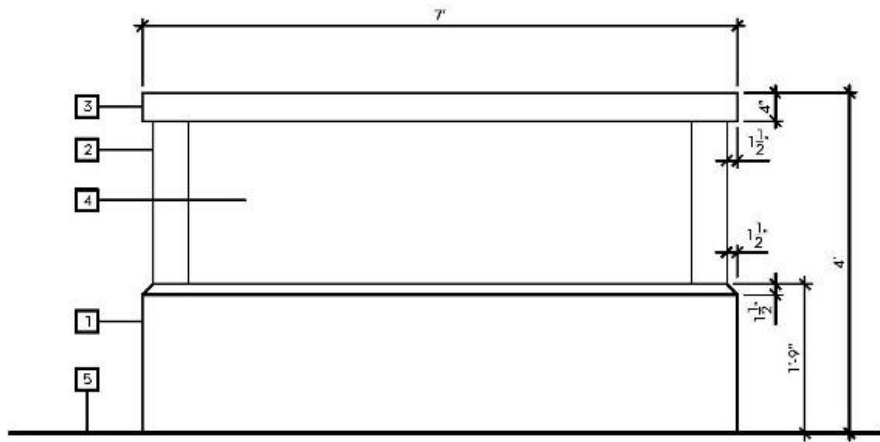
Conceptual Wall & Fence Plan
Pacific Specific Plan

Figure 24

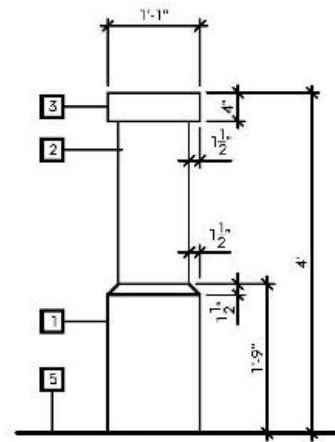
4.3.3 Signs and Entry Monuments

Exterior-illuminated monuments may be included within the Specific Plan Area and if included shall accent the overall landscape design and provide focal points within the development as well as the entrance to the Plan area. Each planning area may incorporate a monument located at the main entryway(s) as a prominent feature of the landscape design. The following design guidelines shall be adhered to when designing monuments.

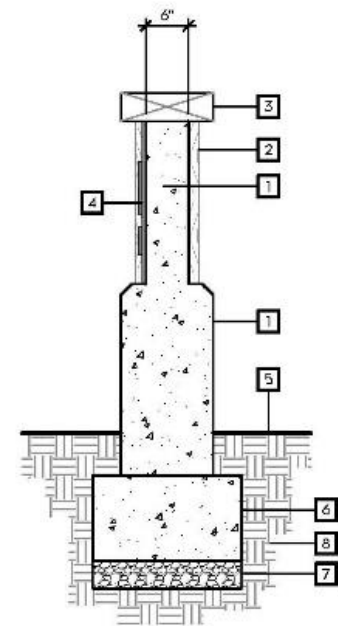
- Each entryway to a planning area may incorporate a monument sign (excepting emergency entries).
- Monuments within the Plan area shall incorporate materials compatible with the surrounding natural landscape features and the landscape design.
- A variety of materials may be used to design monuments. Some of these materials may include tile, stucco, stone veneer plaster, metalwork, draught tolerant shrubs and trees, or other draught tolerant vegetation.
- Monuments may include accent lighting.
- Entry monuments shall be limited to a maximum of 6' in height and setback a minimum of 5' from any property line and should not conflict with line-of-sight for vehicular turn motions. Any accent pilaster(s) may exceed the 6' height by up to one (1) foot.
- Signage identifying the site/development name may be included on site retaining walls near the project entry in-lieu of free-standing monumentation.
- If signage is included in-lieu of monuments, signage will comply with the City of San Marcos sign requirements.
- Precise details for entry monuments shall be provided with plans submitted for the construction of monuments.



FRONT ELEVATION



SIDE ELEVATION



SECTION

LEGEND

- 1 PIP CONCRETE BASE - COLOR + FINISH TO BE SELECTED BY LANDSCAPE ARCHITECT.
- 2 1x WOOD CLADDING
- 3 WOOD CAP
- 4 SIGN FACE + LETTERING - PER SIGNAGE PACKAGE BY THE DESIGN FACTOR.
- 5 FINISH GRADE
- 6 CONCRETE FOOTING - SEE STRUCTURAL DETAIL / SHEET LD-1
- 7 COMPACTED SUB-BASE (IF REQUIRED) - SEE GEOTECHNICAL REPORT FOR RECOMMENDATIONS
- 8 COMPACTED SUB-GRADE - SEE GEOTECHNICAL REPORT FOR RECOMMENDATIONS

NOTES

- ALL REINFORCEMENT BY STRUCTURAL ENGINEER - SEE STRUCTURAL DETAIL / SHEET LD-1
- PRIME AND PAINT PER SPECIFICATIONS.
- PAINT COLORS TO MATCH ARCHITECTURE - SEE SIGNAGE PACKAGE BY THE DESIGN FACTOR FOR COLOR SPECIFICATIONS.

MONUMENT SIGN

SGN-MON

Conceptual Monument Design Pacific Specific Plan

Figure 25

4.3.4 Lighting

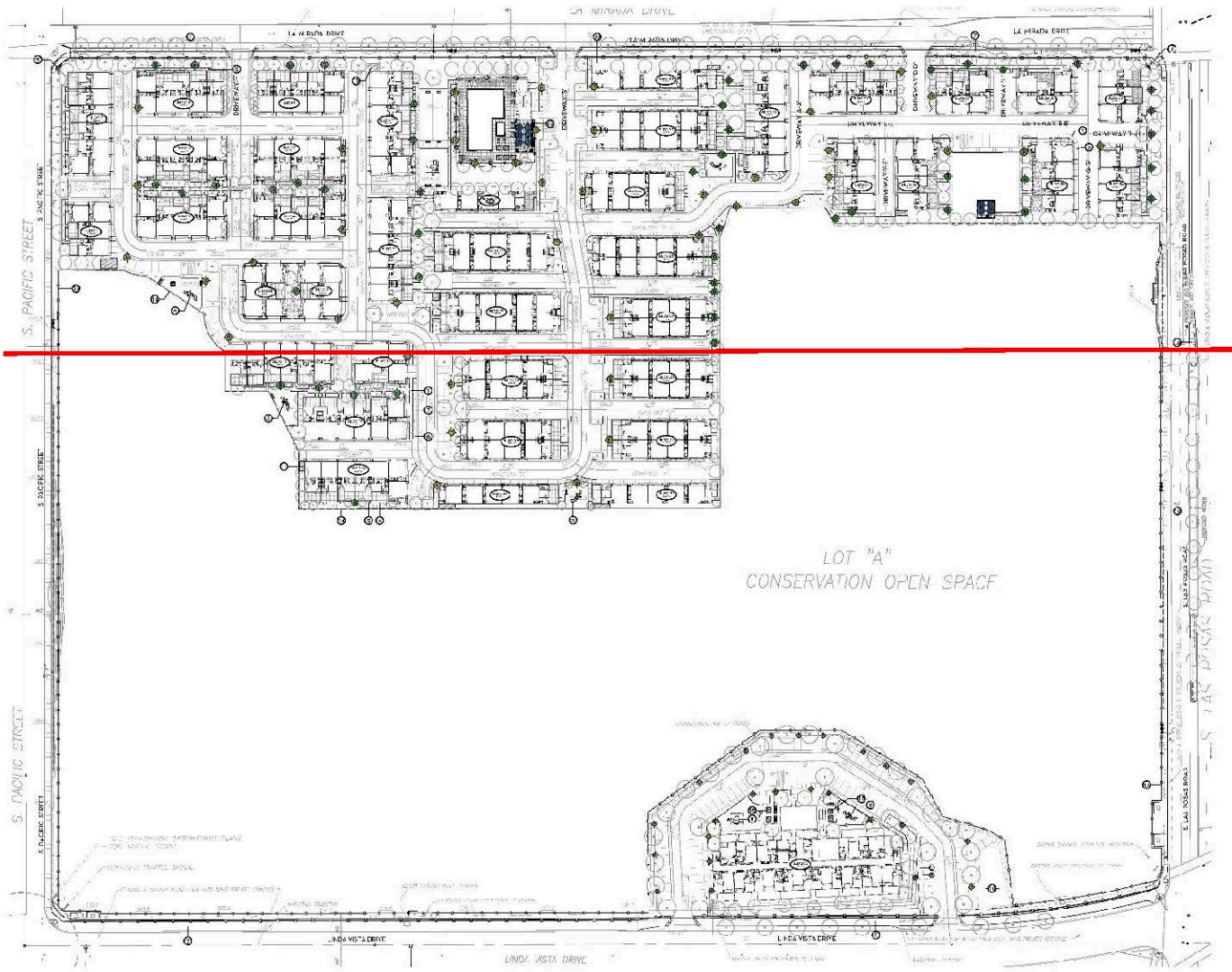
Lighting within the Specific Plan Area shall be used to accent landscaping and provide safety and accent lighting for multi-family building clusters. The following guidelines shall be incorporated into all lighting plans:

- All lighting within the Plan area shall be energy efficient, architecturally appropriate fixtures designed to minimize glare, conflict, and light pollution, while providing illumination levels that create a safe environment for both vehicles and pedestrians.
- All areas of the residential land use will be aptly lit to coincide with their relevant use and activities.
- Street lighting will be full cut-off fixtures and will utilize house-side shields to reduce light trespass and prevent light pollution.
- Lighting using the highest efficiency fixtures and lamps are preferred.

Common area lighting within the Plan area will be used to enhance and complement the character of the development.

- Lighting shall be varied and appropriate for each use within the common areas of development.

Conceptual lighting fixtures and locations are illustrated in **Figure 26**. During the construction drawing phase, the builders will submit drawing details providing light fixtures (cut sheets) to the City of San Marcos for conformance with the lighting ordinance and standards.



- CONCEPT LIGHTING LEGEND**
- POLE LIGHT
 - DOWNLIGHT
 - DOWNLIGHT-ADJUSTABLE

- WALL - 1/2" INCLUDE**
- 1/2" CONCRETE WALL
 - 1/2" CMU WALL
 - 1/2" BRICK WALL
 - 1/2" STUCCO WALL
 - 1/2" POST AND RAIL FENCE

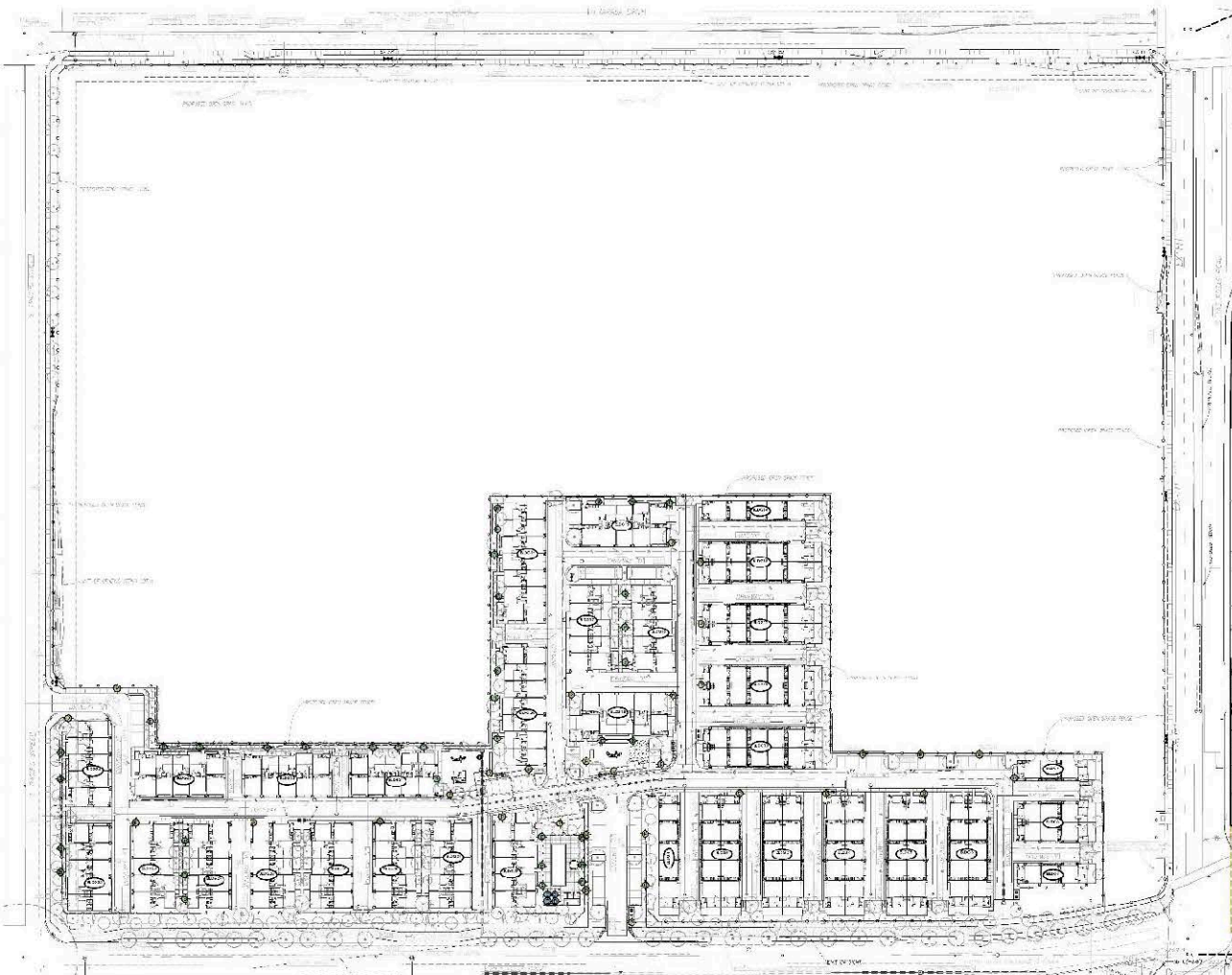
- UTILITY LEGEND**
- AVAILABLE UTILITY
 - PROPOSED
 - 10" DIA.
 - 6" DIA.
 - 4" DIA.

0 25 50 100
 Scale: 1" = 50'
 Project: 2017
 Date: 15 Apr 22
 Revision: 20 Dec 22
 L-4

Tributary
LA, Inc.
1755 Jefferson Street, Suite 14
Culver City, CA 90230

PACIFIC
 San Marcos, CA
 Las Posas Owner LPV, LLC
 Landscape Concept North - Landscape Lighting

~~North Development Plan Option~~



- CONCEPT LIGHTING LEGEND**
- POLE LIGHT
 - DOWNLIGHT
 - DOWNLIGHT-ADJUSTABLE

0 25 50 100
 Scale: 1" = 50'
 Project: 2017
 Date: 15 Apr 22
 Revision: 20 Dec 22
 L-4

Tributary
LA, Inc.
1755 Jefferson Street, Suite 14
Culver City, CA 90230

PACIFIC
 San Marcos, CA
 Las Posas Owner LPV, LLC
 Landscape Concept South - Lighting Plan

~~South Development Plan Option~~

Chapter 5 – Circulation Plan

5 CIRCULATION PLAN

Overview

The Circulation Plan is an integrated component of the Specific Plan and facilitates an interconnected mobility system for bicycles, pedestrians, and vehicles. The Circulation Plan provides developers with the blueprint for designing safe and efficient movement within the Specific Plan Area, secondary access, and emergency vehicle access, connections to existing roadways within the vicinity of the Plan area, and access to regional arterial and highway networks. A minimum 24-foot width curb to curb private internal driveway provides connections to all private driveways shall be provided within the Specific Plan Area. At least two (2) entryways shall be provided for any residential development proposed within the Specific Plan and shall be approved by the Fire Department. **Table 8, Table 9,** and sections 5.1 and 5.2 describe details of roadway design. **Figure 30** displays the Circulation Plan concept.

5.1 EXTERNAL ROADWAYS AND ENTRIES

Four (4) external roadways circumscribesurround the Specific Plan area. La Mirada Drive is located adjacent to the north boundary of the Specific Plan area, South Las Posas Road is located to the east, Linda Vista Drive is located on the southern boundary of the Specific Plan area, and Pacific Street is located adjacent to the western boundary. Each of these roadways is described in greater detail in the following sections.

Table 8 External Roadway ROW Improvements

Roadway Type	Street Section (ROW) Width (feet) ¹	Pavement Width (feet) ²	Vehicle Lanes ³	Parking	Proposed ROW Configuration
La Mirada Drive (North Development Option)	42'	22'	1 (13')	Yes (8')	12' urban trail + 5' buffer, & 8' parking. Requires 2' of ROW dedication
La Mirada Drive (South Development Option)	40'	23'	1 (13')	Yes (8')	13' urban trail + 5' buffer, & 8' parking.
South Las Posas Road	40'-42'	28'	2 (14')	No	8'-10' parkway includes existing sidewalk. 2' of ROW dedication varies. 8' landscaped median
Linda Vista Drive	40'-42'	18'	1 (11')	No	6'-9' of parkway, 12' of urban trail, & 5' of buffer. 2' of ROW dedication varies
South Pacific Street	40'-42'	29'	1 (13')	Yes (8')	9-11' of parkway, 6' sidewalk, 8' of parking, & 8' bike lane. 2' of ROW varies.

¹Measured from street centerline on project side of the street.

²Width centerline to curb.

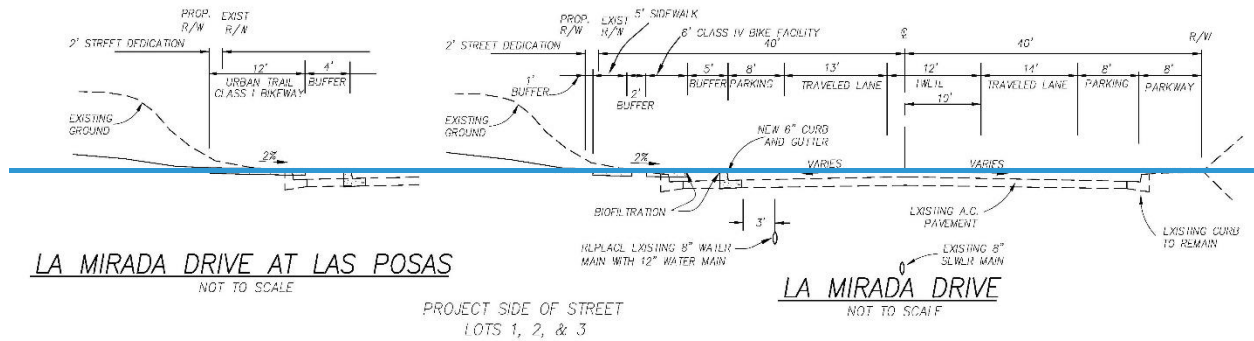
³Vehicle lanes only account for the lane adjacent to the project frontage.

5.1.1 La Mirada Drive

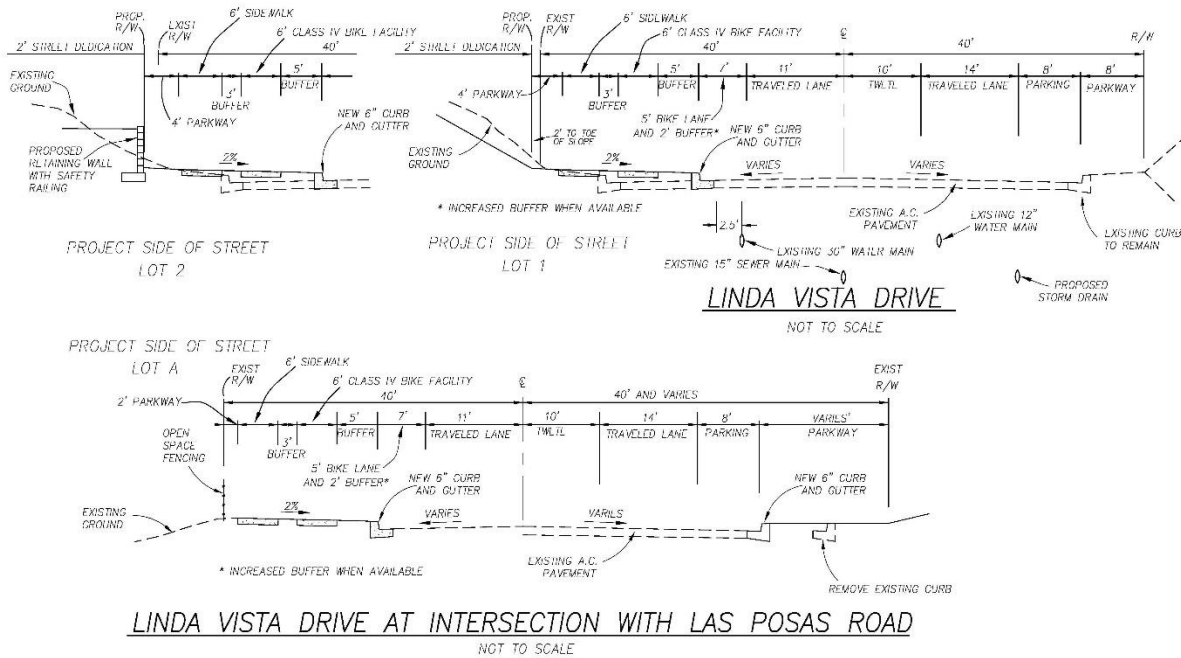
The Mobility Element of the City of San Marcos General Plan identifies La Mirada Drive as a Major Road including two (2) travel lanes with parking allowed on either side of the street and Class I bicycle facility. ~~North Development Option required improvements would include a varied 12' to 18' wide urban trail which includes a class IV bike facility, sidewalk, buffer area, eight (8) feet of parking, and a 13-foot vehicle travel lane.~~ The ~~South Development Option~~Plan would require improvements to this section of street along the project frontage include a varied 17' wide urban trail which includes a Class IV bike facility, a five (5) foot buffer, eight (8) feet of parking, and a 13-foot vehicle travel lane. The six-foot buffer will accommodate a bio-filtration basin as a green-street feature for storm water quality. Restriping is required to reconfigure La Mirada Drive to accommodate the urban trail, parking, and vehicle travel lanes. Improvement plans shall be required to be reviewed and approved by the City of San Marcos.

Figure 27 La Mirada Drive Cross Section

North Development Option



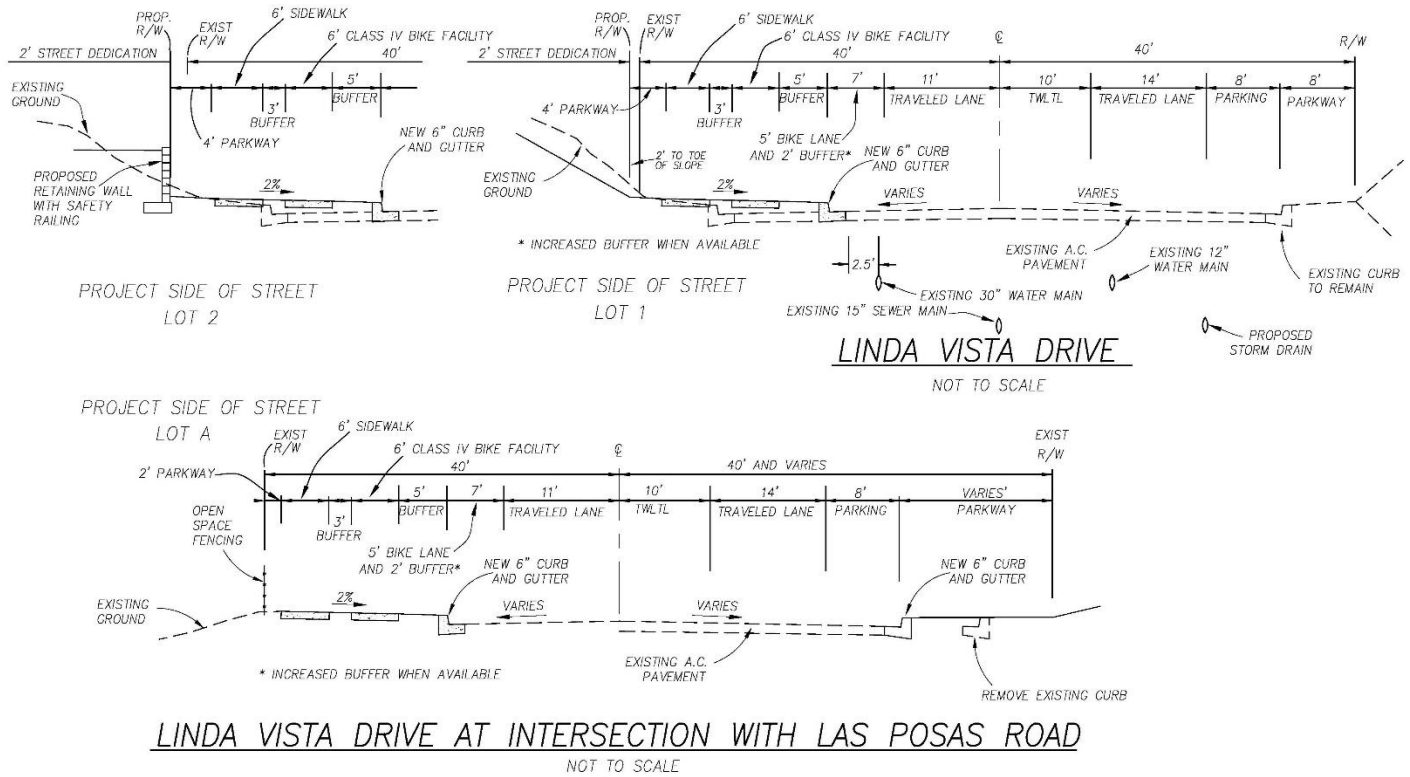
South Development Option



5.1.2 Linda Vista Drive

Linda Vista Drive is classified as a four (4) lane arterial roadway with a Class I bicycle facility in the Mobility Element of the General Plan. Once the city adopts its Active Transportation Plan, it would require Linda Vista to implement a Class IV bike lane. Right of way improvements along the frontage of the Specific area would include a two (2) to four (4) foot wide parkway, 12-foot of urban trail with a Class IV bicycle facility and five (5) feet of buffer to the urban trail. The project would re-stripe Linda Vista Drive from South Las Posas Road to South Pacific Street from four (4) lanes to two (2) travel lanes and a two way left turn lane. Portions of Linda Vista Drive adjacent to Lot 4 would include a five (5) foot buffer adjacent to the urban trail/Class I bike lane north of the curb. This five-foot buffer will accommodate a bio-filtration basin as a green-street feature for storm water quality. Restriping is required to reconfigure Linda Vista Drive to accommodate the urban trail, two-way left turn lane, and vehicle travel lanes. Improvement plans shall be required to be reviewed and approved by the City of San Marcos.

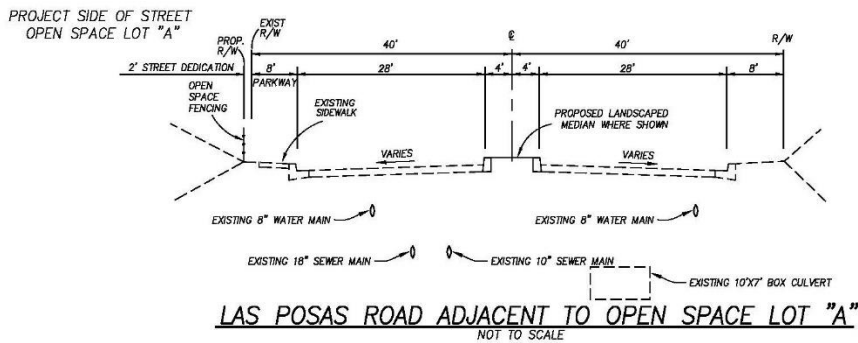
Figure 28 Linda Vista Drive Cross Section



5.1.3 South Las Posas Road

South Las Posas Road is identified as a four (4) lane plus arterial roadway with Class II or III bicycle facility in the Mobility Element of the General Plan. The proposed improvements to this section of frontage would include an additional two (2) feet of right of way in certain segments to facilitate space for existing utility cabinets. Additional right-of-way is required to facilitate construction of a North County Transit District (NCTD) bus stop. Right-of-way improvements shall include eight (8) to 10-foot of parkway. The project will maintain the existing six (6) foot wide sidewalk and will provide an eight (8) foot wide landscaped median and 28 feet of paved travel lanes. Improvement plans shall be required to be reviewed and approved by the City of San Marcos.

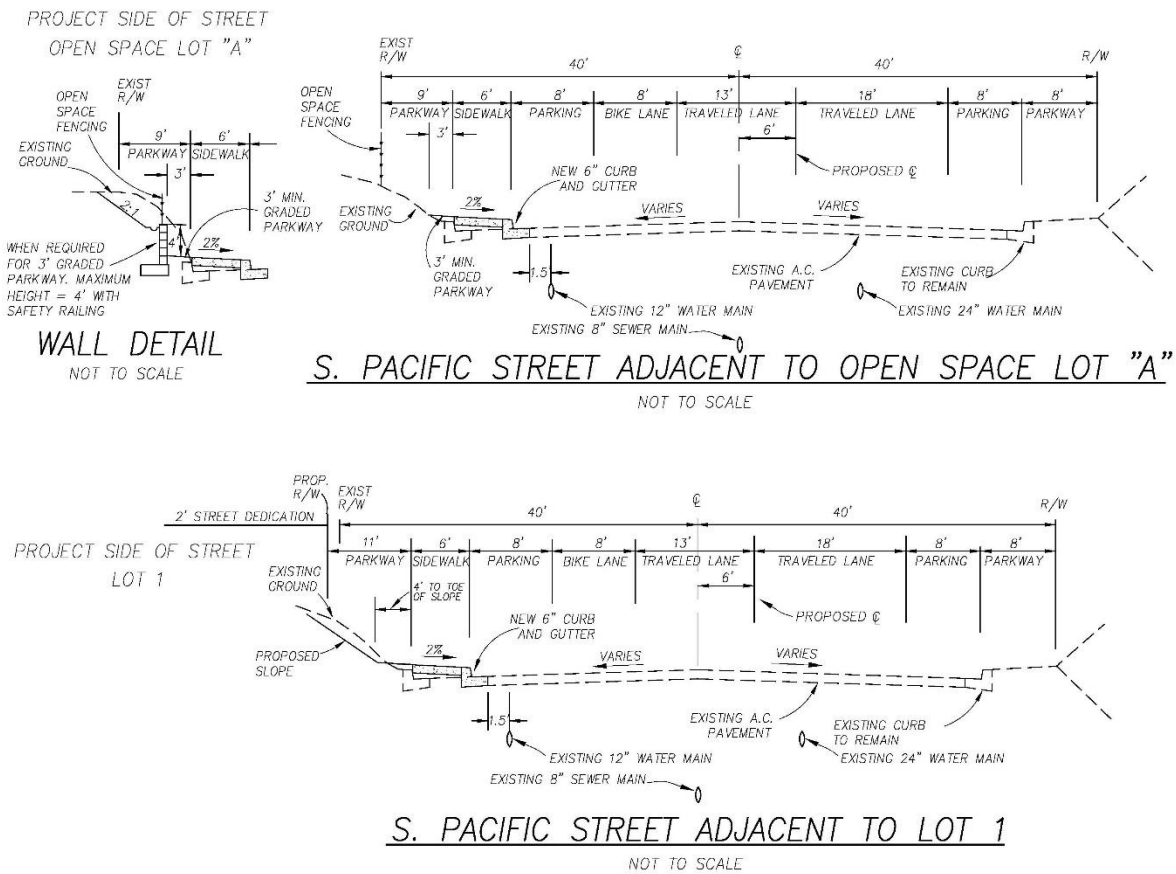
Figure 29 South Las Posas Road Cross Section



5.1.4 South Pacific Street

South Pacific Street is classified as a Major Road including two (2) lanes with parking allowed on either side of the street. Improvements for this section of right of way along the frontage would shift the existing curb line west approximately 8-feet and would include a nine (9) to 11-foot-wide parkway, a six (6) foot wide sidewalk, eight (8) feet of parking, an eight (8) foot bike lane including a bike buffer, and a 13-foot travel lane. Restriping is required to reconfigure South Pacific Street to accommodate the proposed sidewalk and parkway, parking, and vehicle travel lanes. Improvement plans shall be required to be reviewed and approved by the City of San Marcos

Figure 30 South Pacific Street Cross Section



5.2 INTERNAL CIRCULATION

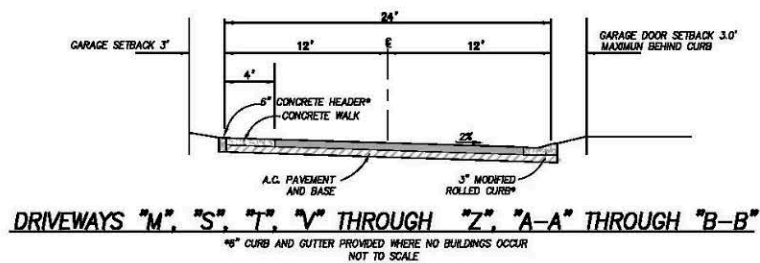
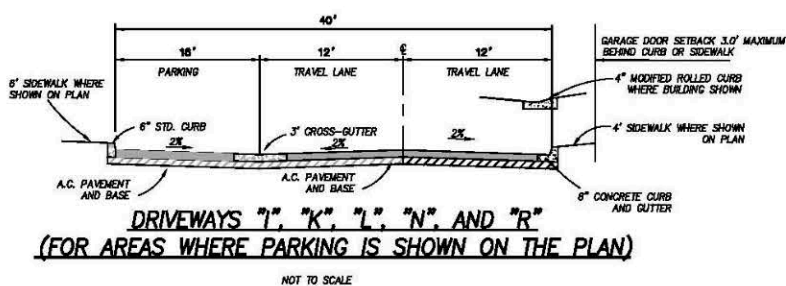
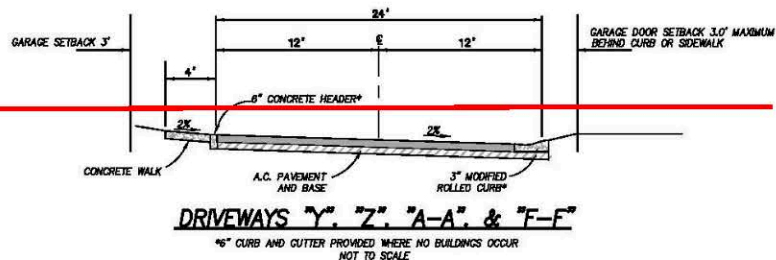
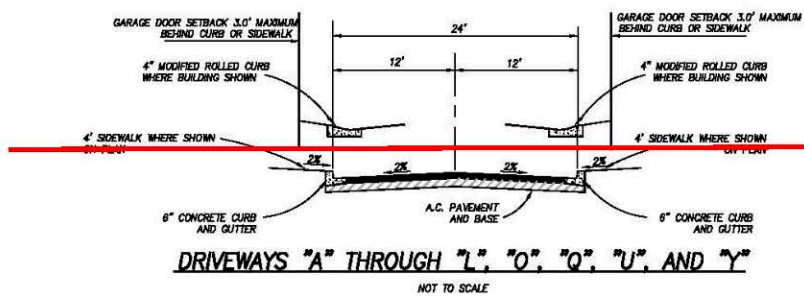
The internal circulation system for the Pacific Specific Plan area consists of a combination of private internal driveways designed to safely accommodate the level of vehicular, bicycle, and pedestrian traffic generated by the residential land use included within the Plan area. The Conceptual Circulation Plan exhibit identifies the locations of the internal sidewalk and driveway systems designed for the Specific Plan area. The following exhibits and sections provide details and standards for any proposed roadway systems.

~~There are two residential Planning Area options within the Specific Plan (North Development Plan Option and South Development Plan Option). Whichever Development within the Specific Plan Area planning area is chosen it shall provide adequate circulation systems for the developed area residential areas.~~ The circulation system allows for any residential community included in the planning area to be self-contained and answerable to a Homeowners Association (HOA) where fees can be allocated to maintain their self-contained driveways and entries.

Driveways in the Specific Plan area will provide a minimum of 24' of paved driving surface measured curb to curb. Where provided, a minimum four (4) foot concrete sidewalk should accommodate safe pedestrian travel through each area. ADA path of travel shall be accessible from all units to recreation areas and external roadways. A three (3) inch modified rolled curb shall be incorporated into certain driveways where buildings occur adjacent to the driveway to accommodate access to garages. Six (6) inch curb and gutter shall be provided where no buildings occur as a safety measure for pedestrians and to allow for Americans with Disabilities (ADA) access throughout the Specific Plan area.

Table 9 Minimum Internal Driveway Dimensions

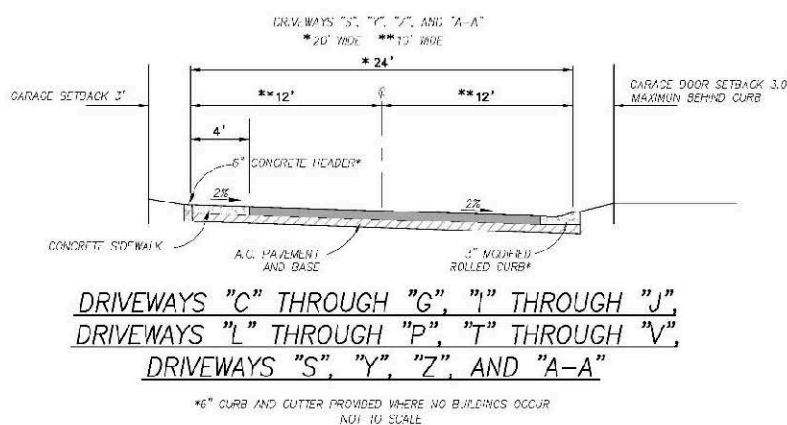
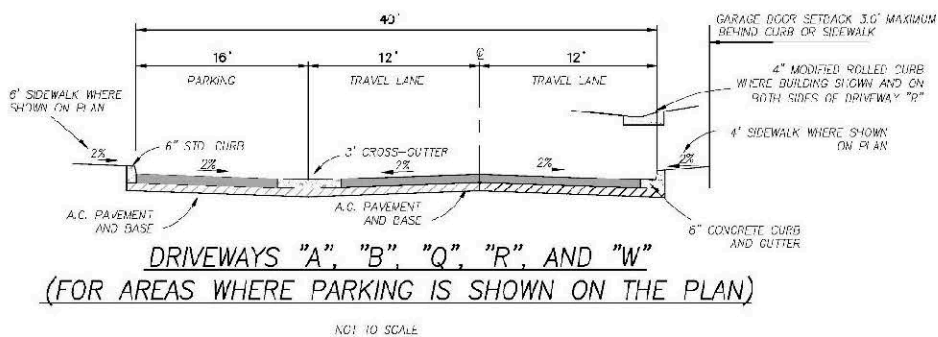
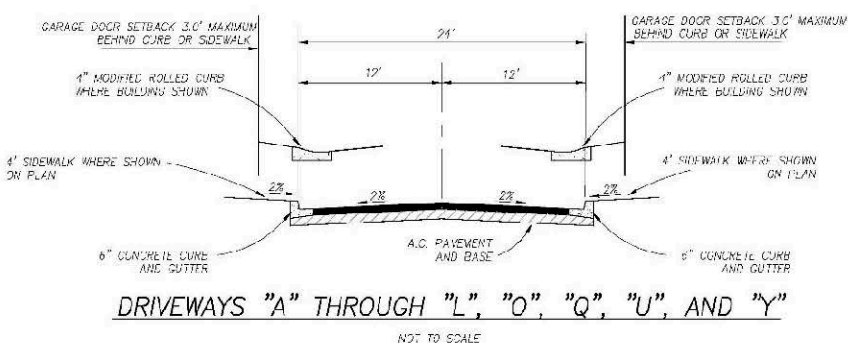
Roadway Type	Street Section Width (feet) ¹	Pavement Width (feet) ²	Vehicle Lanes	Parking	Minimum Pedestrian Component
North Development Option					
Driveway "A" through "L", "O", "Q", "U", & "Y"	24'	24'	2	N/A	Includes a 4' concrete walk to one side of the driveway
Driveway "M", "S", "T", "V" through "Z", "A-A" through "B-B"	40'	40'	2	Yes	Includes a 6' concrete walk to one side of the driveway
Driveway "U", "Z", "A-A", & "F-F"	24'	24'	2	n/a	Includes a 4' sidewalk on one side of the driveway
South Development Option					
Driveway "A" through "L", "O", "Q", "U", & "Y"	24'	24'	2	N/A	Includes a 4' concrete walk to one side of the driveway
Driveway "A", "B", "Q", "R", and "W"	40'	40'	2	Yes	Includes a 4' concrete walk to one side of the driveway
Driveways "C" through "G", "I" through "J", "L" through "P", "T" through "V", "S", "Y", "z", and "A-A"	24'	24'	2	N/A	Includes a 4' concrete walk to one side of the driveway



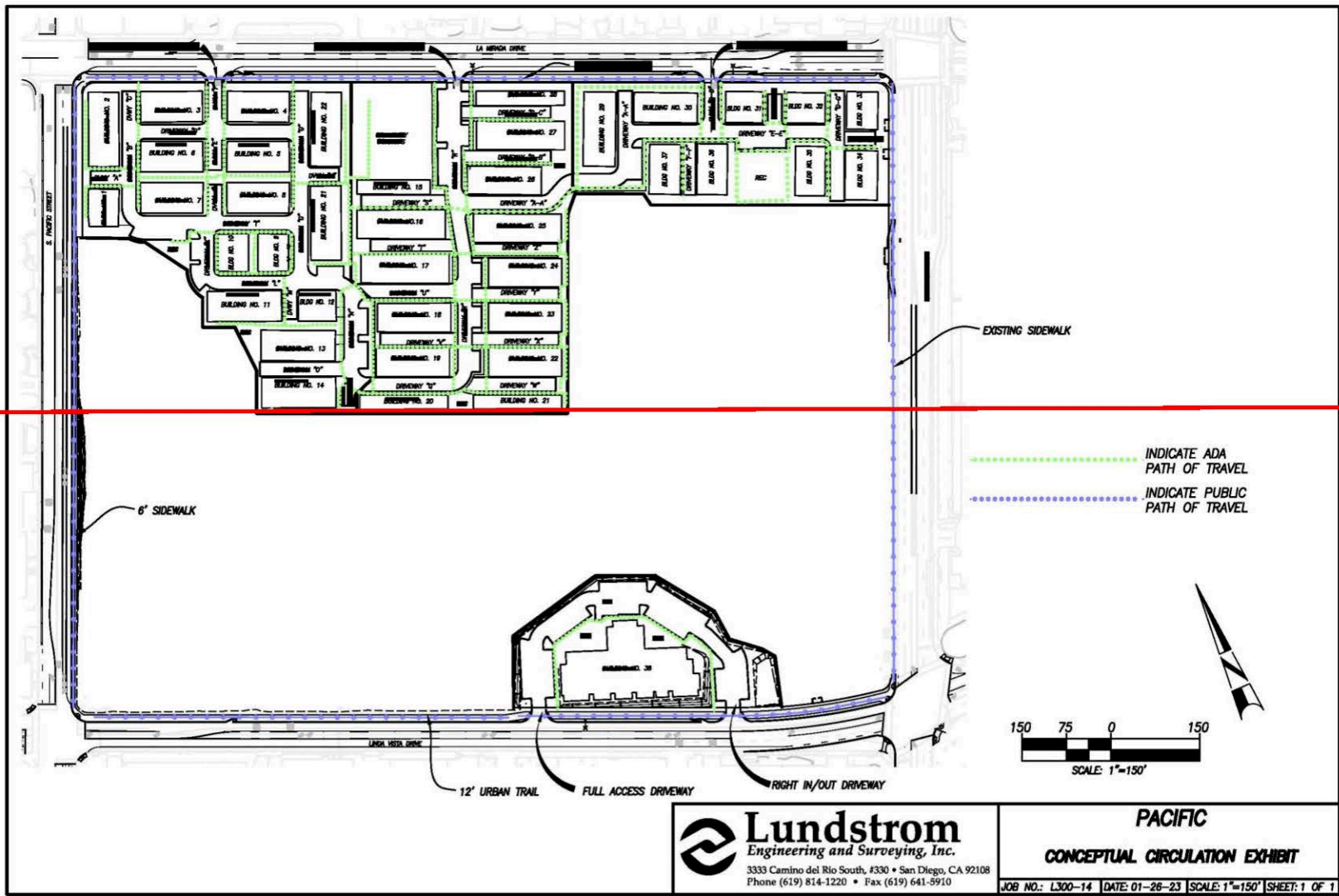
Lundstrom
Engineering and Surveying, Inc.
3333 Camino del Rio South, #300 • San Diego, CA 92108
Phone (619) 814-1220 • Fax (619) 641-5910

PACIFIC
TYPICAL STREET CROSS SECTIONS
PROPOSED INTERIOR STREETS

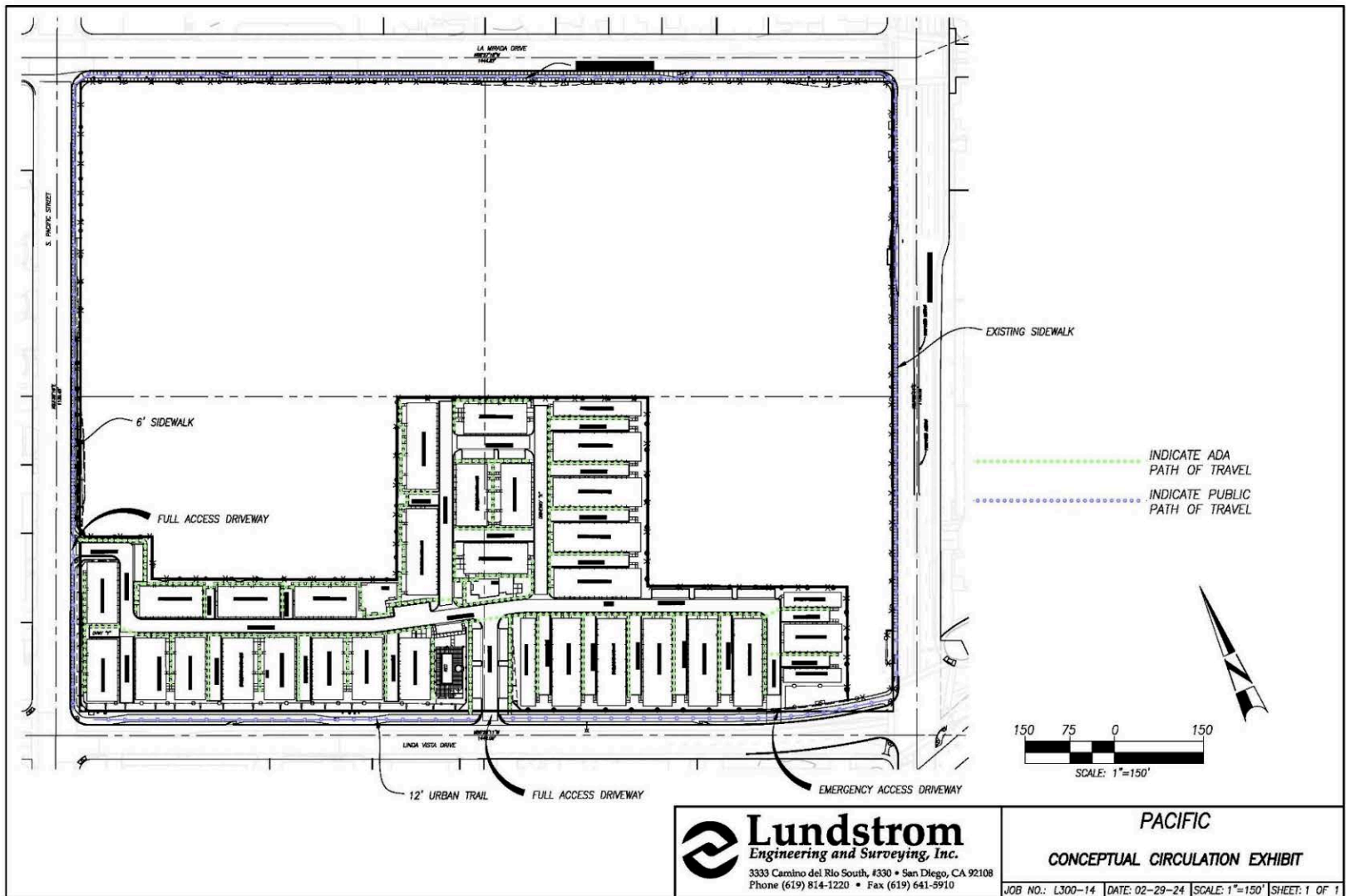
North Development Option



South Development Option



~~North Development Plan Option~~



~~South Development Plan Option~~

Conceptual Circulation Plan
Pacific Specific Plan

Figure 32

5.3 EMERGENCY VEHICLE ACCESS

The Pacific Specific Plan must be able to provide adequate facilities and access for emergency responders to deliver life and safety services to the community. The California Fire Code, along with local fire agency authorities, administers the rules and regulations on fire access design. At a minimum, each Planning Area must present a design which affords fire and emergency responders suitable fire access roads dimensions and surfaces (Chapter 5, § 503.1 through 503.4 of the California Fire Code), an adequate number of emergency rated entrances to the community (Appendix D, §D106 of the California Fire Code), and entryway gate access for first responders (Chapter 5 of the California Fire Code, §503.6). All points of entry to the Specific Plan area have been designed to meet the requirements codified in the California Fire Code. Any gated entry into the Specific Plan area must include a Knox type entry, bollards, or another emergency entry device as recommended and approved by the City of San Marcos Fire Department. No offsite improvements are anticipated to provide adequate emergency access to the site.

5.4 LOCAL AND REGIONAL CONNECTIVITY

As noted in Chapter 2, the Pacific Specific Plan Area is regionally connected to San Diego County and north to Riverside County through Interstate 15 via Highway 78. An existing system of expressways, arterial highways, and local roads such as the previously mentioned La Mirada Drive, Las Posas Road, Linda Vista Drive, and Pacific Street link the Specific Plan Area to the City of San Marcos' circulation system and ultimately to Highway 78. As noted in Chapter 2, residents will be able to access Highway 78 eastbound via an onramp located approximately 0.5-mile east of the Specific Plan Area. From the 78 east onramp it's approximately an additional 5.5-miles to Interstate 15. Access to Highway 78 westbound is located at the Las Posas-78 overpass, which lies approximately 0.25-mile north of the project site or residents may use the onramps at Rancho Santa Fe Road which are approximately 0.75-mile northwest of the project site. These connections allow for convenient and rapid access to and from the Specific Plan Area to other communities, shopping centers, and employment centers thereby relieving some stress residents would otherwise feel with limited transportation route options.

5.5 PEDESTRIAN, BICYCLE, AND PUBLIC TRANSIT OPTIONS

Alternate forms of transportation help alleviate many modern congestion problems for municipalities while also reducing strain on environmental resources such as greenhouse gas emissions, thereby improving air quality. The City of San Marcos' General Plan includes policies and goals for new development to meet so they are in conformance with local and state climate and transportation goals. The Pacific Specific Plan area encompasses the intent of San Diego Association of Government's (SANDAG) Transit Oriented Development (TOD).

This Specific Plan area design and location reflects SANDAG's long-term transit development strategy. The Specific Plan area's density, product type, and most importantly the project's location, are consistent with several strategies outlined in SANDAG's Regional Transit Oriented Development Strategy as well as SANDAG's transit-oriented development growth models for 2035 and 2050, which encourage denser development along future expanded transit corridors.

The project meets the intent of the following SANDAG TOD Strategies:

- Strategy #1 strives to produce diverse and interconnected land use design within core TOD's. The Specific Plan area meets that definition via its inherent location in the middle of commercial, retail, light industrial land uses and near to major transit stations and the future Las Posas Breeze bus stop on the project frontage.
- Strategy #3 promotes walking and biking to transit stations, connecting people to jobs in transit-oriented districts. The Pacific Specific Plan is directly adjacent to the Grand Plaza shopping center as well as light industrial and commercial employment areas. The Palomar College Transit Station is less than one (1) mile from the Specific Plan area facilitating quick access to the Sprinter rail line as well as bus routes that connect to the wider county. This centralized Specific Plan area enables residents to walk or bike to shop or work thereby lessening environmental impacts on the region.
- Strategy #4 seeks to manage the first and last mile gap to transit facilities to encourage ride share options as well as walking and biking. As identified in Section 5.1, The Specific Plan area will construct new Class II bicycle lanes as part of ROW improvements on La Mirada Drive and Linda Vista Drive. The addition of the bus stop constructed by the city or NCTD adjacent to the Specific Plan area and the existence of Class II bicycle lanes on South Las Posas Road will help make the first-last mile connection for residents of the Specific Plan area to the Palomar College Transit Station.
- Strategy #9 identifies community facilities and infrastructure program investments to aid in successful implementation of alternative transportation systems. The ROW improvements and inclusion of the Las Posas bus stop by the City of San Marcos mentioned above help facilitate construction and maintenance of alternative transit usage and helps to reduce the overall vehicle trips, thereby reduce the projects regional carbon footprint. The following section will provide information on available alternative transportation options and how this Specific Plan incorporates those options to conform to agency policy.

BREEZE bus service is provided by North County Transit District and includes 30 routes between Oceanside and La Jolla, as far east as Escondido. The bus stop in front of the Specific Plan area serves routes 347 and 445. These routes connect to other transit centers within the system, offering connectivity to all major destinations and other transit systems within North County, connections to South County transit systems, and the greyhound bus station in Escondido.

The Palomar College Transit Center also provides two (2) platforms at the train station with access to the SPRINTER hybrid Train. The SPRINTER is operated by North County Transit District (NCTD), offering service to commuters every 30 minutes. The line extends between Oceanside and Escondido and provides connections to three (3) commuter rail lines: The Coaster, Metrolink Orange County Line, and Metrolink Inland Empire-Orange County Line. The SPRINTER also connects to Amtrak's Pacific Surfliner regional rail line.

South Las Posas Road Southbound Bus Stop – The applicant, in coordination with North County Transit District (NCTD), shall construct a new bus stop for the project fronting the southbound lanes of South Las Posas Road thereby furthering the long-term strategies outlined in this section. The bus stop shall require a minimum five (5) foot wide by eight (8) foot deep concrete landing pad with ADA compliant connection to sidewalk and 120-foot long turnout. NCTD requires shade over the landing

pad in the form of trees or a bus shelter and a bench. NCTD encourages providing trash cans, lighting, and bike racks at the bus stop. The final location of the bus stop shall be approved by the City and NCTD.

Chapter 6 – Infrastructure Plan

6 INFRASTRUCTURE PLAN

Grading, Utilities, and Infrastructure Overview

The Grading and Utilities Plan provides the description of the infrastructure necessary to support each proposed land use within the Pacific Specific Plan Area. This section will discuss in detail the distribution, capacity, size, and extent of grading, utilities, and other infrastructure which must be constructed and installed to facilitate a safe and efficient residential community. Information will be provided for grading and the following utilities: water, wastewater, stormwater drainage and detention, electricity and natural gas, and telephone and cable services. **Table 10** identifies the utility providers anticipated for the Specific Plan Area.

Table 10 Utility Providers

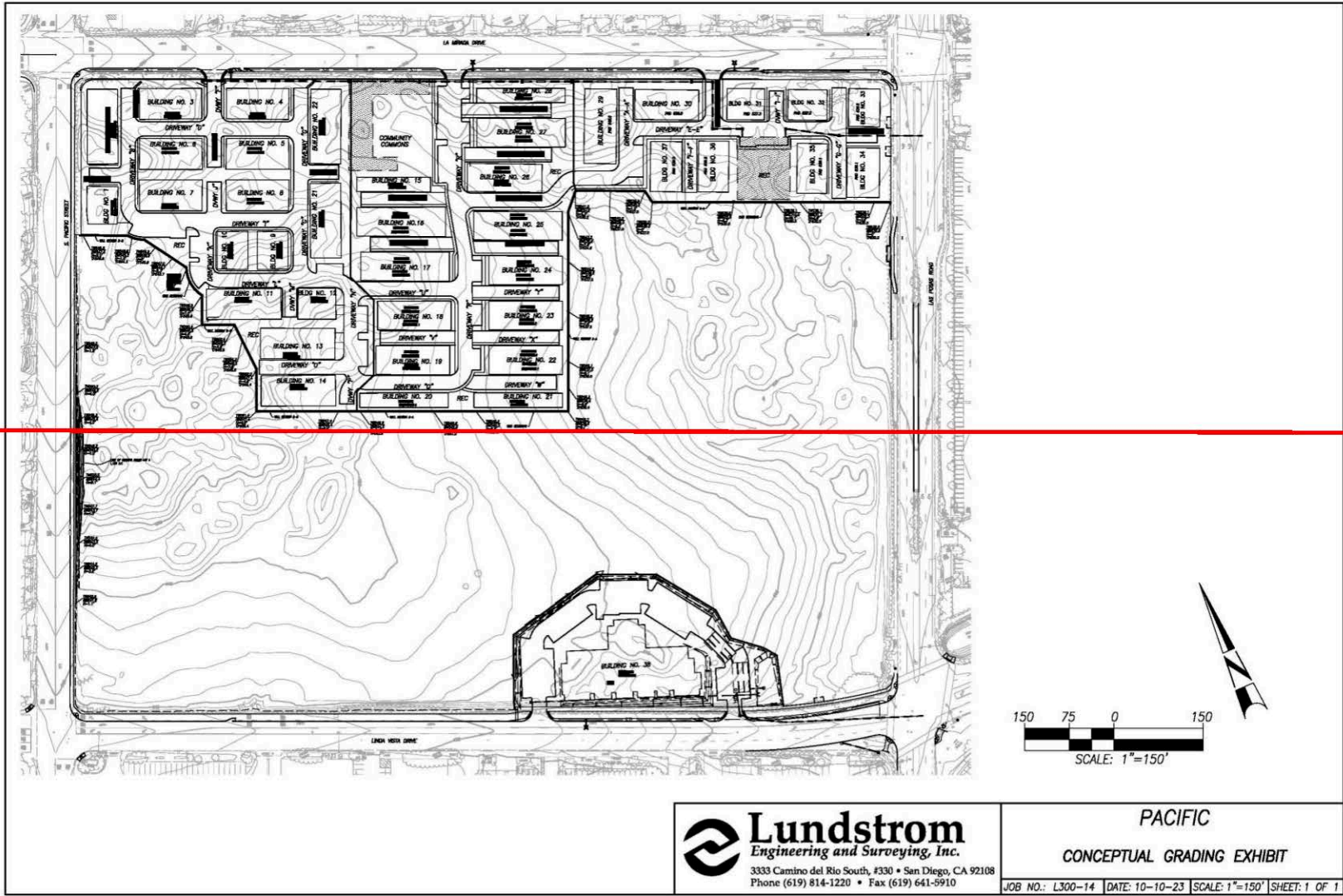
<i>Utility</i>	<i>Provider</i>
<i>Water</i>	Vallecitos Water District
<i>Sewer</i>	Vallecitos Water District
<i>Stormwater Drainage & Detention</i>	Developer/Builder
<i>Natural Gas</i>	San Diego Gas & Electric
<i>Electricity</i>	San Diego Gas & Electric
<i>Telecommunications</i>	Cox Communications

The design, distribution, capacity, size and extent of utility infrastructure, facilities, and service improvements is dependent upon the increased population resulting from development of new housing within the Specific Plan area. According to the 2020 Census, the estimated average number of persons per household is approximately 3.17. This means if the maximum of ~~449~~²²⁸ dwelling units are constructed as identified within this Specific Plan the City can expect approximately ~~1,569~~⁷²³ new residents for the City of San Marcos. The following chapter explains how the Specific Plan will accommodate these additional residents through the provision of additional utilities, services, and facilities.

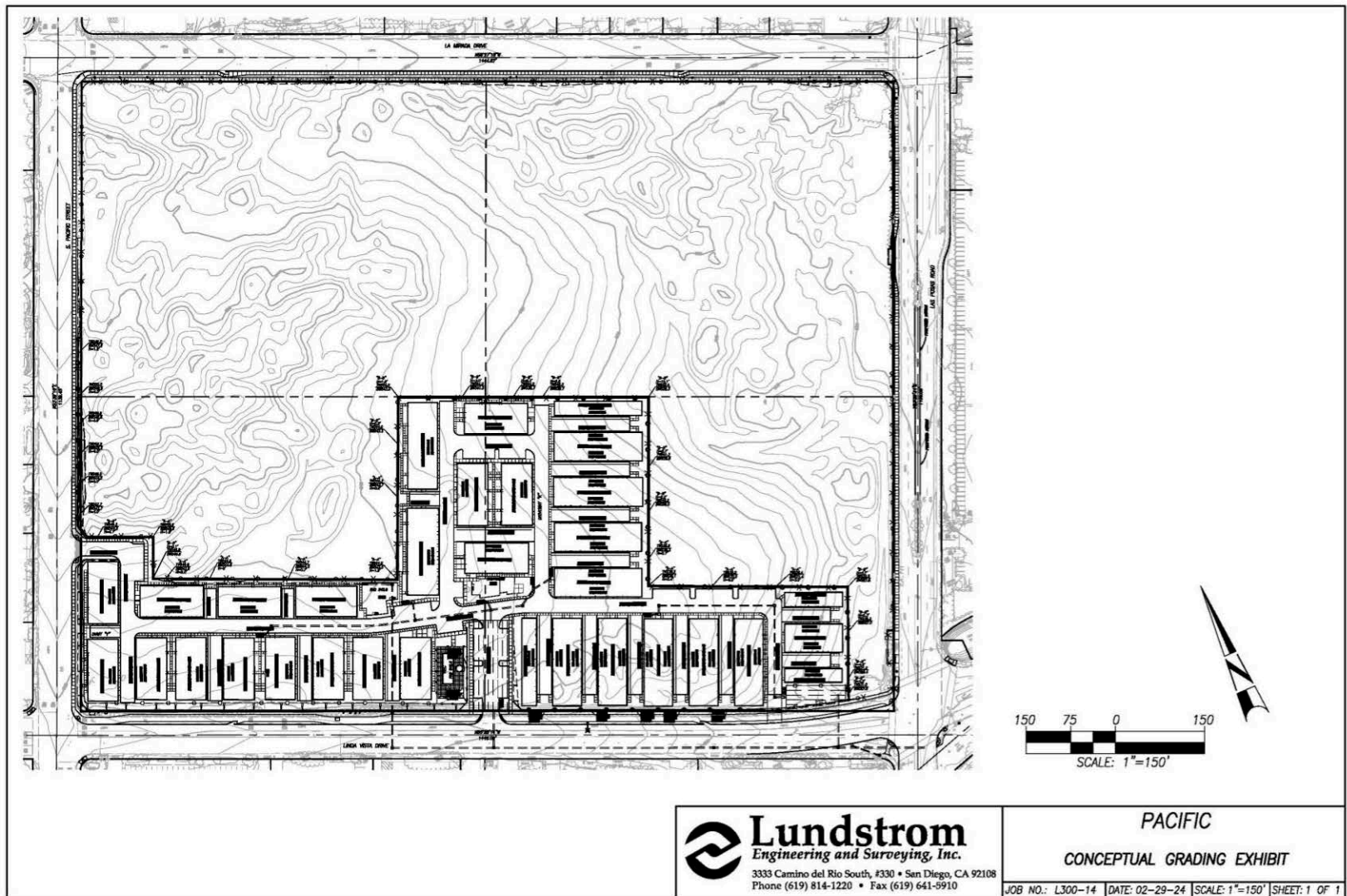
6.1 GRADING

The site is currently populated with natural habitat and has been relatively undisturbed except for trails which have been formed over time by people using the site as a cut through to Bradley Park as well as other surrounding streets. The residential planning areas to be developed will be cleared and grubbed of vegetation. Following that operation, ~~the North Development Plan Option’s residential areas will be mass graded with an approximate total of 56,800 cubic yards of cut and fill.~~ ~~The South Development Plan Option~~ will be mass graded with an approximate total of 16,000 cubic yards of cut and fill. ~~In either development plan option,~~ it is anticipated that as much as 10,000 cubic yards of import or export of materials may be required depending on grading operations and excavation for utility and foundation trenches. ~~For either development plan option the~~ ~~The~~ spoils from foundations and trenching will be handled separately from the cut and fill material described in this section. Final and precise grading will include grading internal roads, lots, and landscape areas to finish grade elevations with final

surface, hardscape, and planting installations and preparation of the ground for any foundations for the proposed residential and community buildings. Grading will mainly occur on the north portion of the Specific Plan area with a small pocket of grading taking place at the southeast.



~~North Development Plan Option~~



~~South Development Plan Option~~

Conceptual Grading Plan
Pacific Specific Plan

Figure 33

6.2 STORMWATER DRAINAGE AND TREATMENT

Statewide rules and regulations require stormwater runoff to be appropriately captured and conveyed into treatment systems, so that stormwater runoff does not increase stormwater flows onto adjacent properties or properties downstream, which could potentially cause pollutants entering into the receiving waters, erosion, flooding, and damage. The Specific Plan area has carefully considered stormwater flows and conceptually designed to direct all surface runoff to stormwater vaults and catchbasins in private drive and drive aisles. Once captured, stormwater is conveyed through a series of pipes connected to a storm water quality treatment and detention facility, then discharged into existing public stormwater collection facilities.

~~The North Development Plan Option would collect stormwater in a series of bio-filtration basins, tree wells, storm drain pipes (size varies from 8" – 24"), inlets, and underground detention systems as it flows towards the east and connects into the box culvert in South Las Posas Road.~~

The ~~South~~ Development Plan ~~Option~~ would collect water draining south in a series of bio-filtration basins, storm drainpipes (size varies from 8" – 24"), inlets, and underground detention systems as it flows toward the south and connects to public stormwater infrastructure in Linda Vista Drive.

In addition to the on-site stormwater drainage and treatment facilities, La Mirada Drive and Linda Vista Drive right-of-way accommodates a bio-filtration basin with the buffer area adjacent to the urban trail. The bio-filtration basin is a green-street feature for storm water quality purposes to account for any runoff from these street frontage improvements.

6.3 WATER SUPPLY

Water service for potable residential use and fire service to the planning areas will be provided by Vallecitos Water District (VWD).

~~North Development Plan Option of the Specific Plan area would connect to existing 12-inch water lines in Linda Vista Drive and South Pacific Street, and upgrade approximately 1,458 LF of existing eight (8) inch line in La Mirada Drive from South Las Posas Road to South Pacific Street to a 12-inch PVC pipe. Water connections are provided in three separate systems supplying each planning area independently. An eight (8) inch fire main water line and a six (6) inch domestic potable water line will connect the Condominium Planning Area to existing water mains in La Mirada Drive and South Pacific Street. Specific Plan area water will connect to the villas and rowhomes via a connection underneath each driveway entering at La Mirada Drive and the second connection at South Pacific Street. The Apartment Planning Area will provide an eight (8) inch fire main water line and six (6) inch domestic potable water line connecting underneath both driveways to existing infrastructure in La Mirada Drive and South Las Posas Road. One water main connection will be made for the Affordable Planning Area. An eight (8) inch fire main and six (6) inch domestic potable water line will connect via the driveway entrance to an existing water main in Linda Vista Drive.~~

South Development Plan Option of the Specific Plan area would connect to an existing 12-inch water main in Linda Vista Drive and a 12-inch water main in Pacific Street. Internal water systems would consist of a 6-inch domestic pipe for potable water and an 8-inch fire main line. Fire hydrants would be spaced per

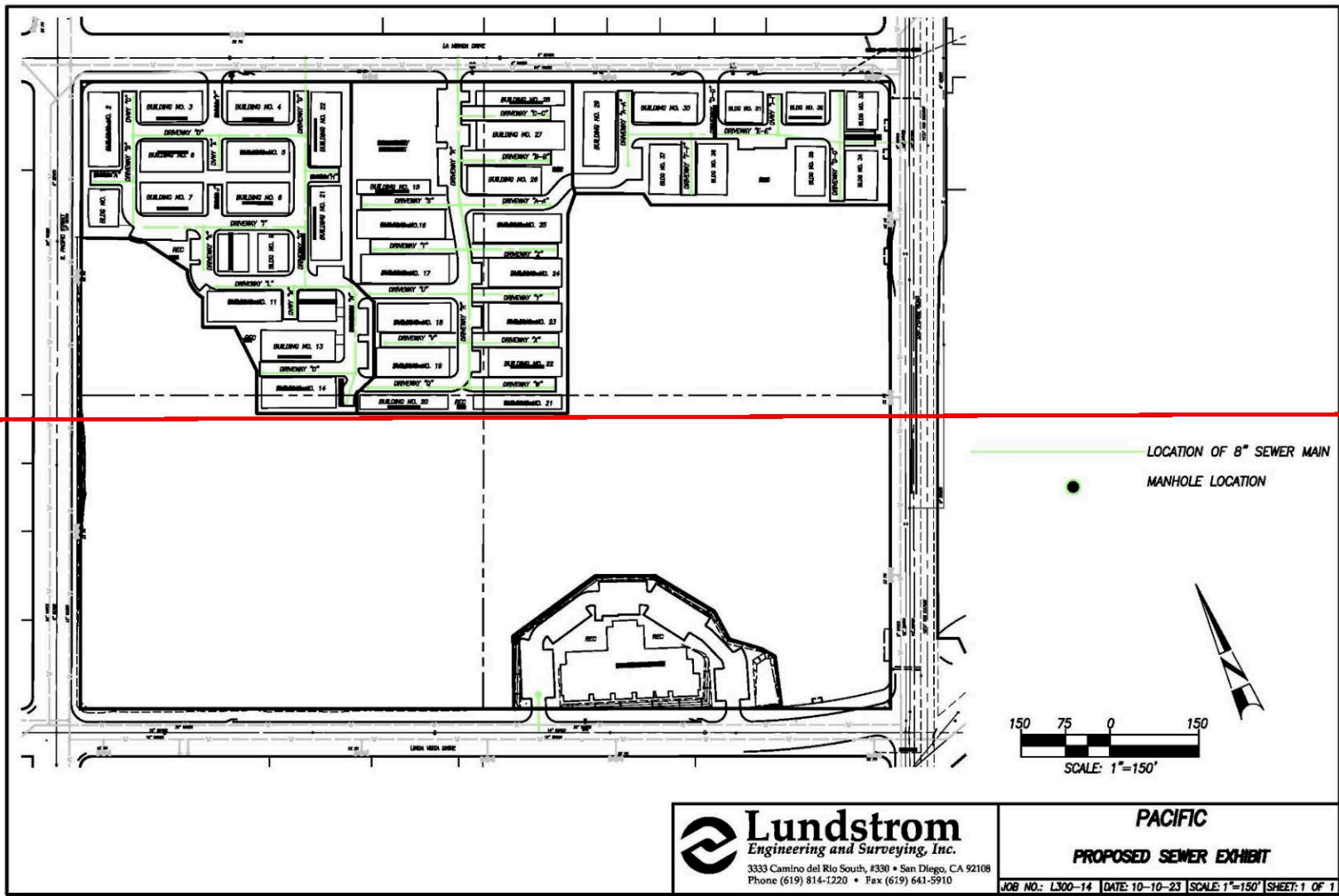
City of San Marco Fire Department requirements. No pipe upsizing would be required based on the revised water and sewer study performed for this alternative.

6.4 WASTEWATER

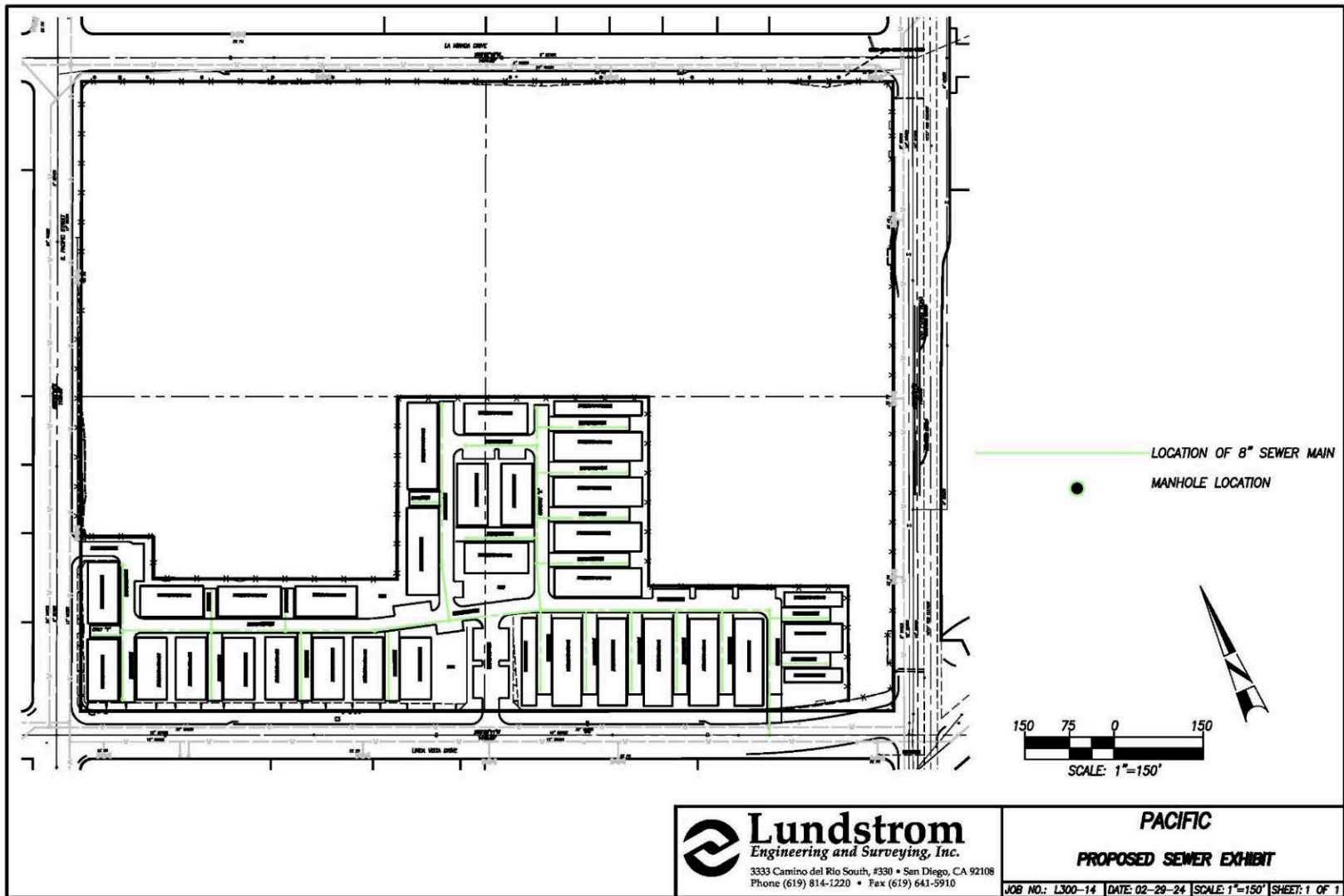
Wastewater service for residential uses will be provided by VWD.

~~The North Development Plan Option of the Specific Plan area would provide an eight (8) inch gravity sewer main is located in La Mirada Drive. An existing 8-inch sewer line is located in Linda Vista Drive. South Las Posas Road includes existing 10-inch and 18-inch gravity sewer lines. An eight (8) inch sewer main is located in South Pacific Street. Sewer service will connect to three (3) separate sewer systems within the Specific Plan area. The Condominium Planning Area will provide two eight (8) inch connections to the existing eight (8) inch sewer main in La Mirada Drive and existing eight (8) inch sewer main in South Pacific Street. The Apartment Planning Area will connect a one eight (8) inch sewer line to either of the existing 10 or 15-inch sewer main in South Las Posas Road. The Affordable Planning Area will connect a one eight (8) inch sewer line in Linda Vista Drive.~~

The ~~South Development Plan Option of the Specific Plan Area~~ would provide sewer service via an internal 8-inch sewer line that gravity flows south and east to a 15-inch sewer main line located in Linda Vista Drive. No pipe upsizing would be required based on the revised water and sewer study ~~performed for this alternative.~~



~~North Development Plan Option~~



~~South Development Plan Option~~

Conceptual Sewer Plan
Pacific Specific Plan

Figure 35

6.5 DRY UTILITIES

Dry utilities include electricity, gas, and telecommunications infrastructure for the land uses included in this Specific Plan. Electricity and natural gas may provide the source for heat and air conditioning and power generation for homes and recreation facilities within the development. Photovoltaic power generating systems or other alternative energy generation systems as approved by the planning department shall be permitted within the Specific Plan area to supplement electricity and to help reduce or offset the projects carbon emissions. Any alternative energy program must be compliant with State and local regulations and ordinances. The following provides a description of the dry utility system distribution throughout the Specific Plan area.

6.5.1 Electricity

Electrical service distribution systems proposed for the Pacific Specific Plan area shall be provided by San Diego Gas and Electric (SDG&E). Developers of the Pacific Specific Plan Area will be required to hire a contractor to provide all trenching, backfill, substructures, conduits, and transformer pads necessary for electrical utility installation work. Should SDG&E find installation of extra facilities is required for system reliability, it shall be the responsibility of the developer to perform the related work mentioned in this section. SDG&E shall be responsible for the installation of necessary cables, connectors, and pad-mounted equipment as required. Any proposed above-ground transformers and electrical facilities that solely service the Specific Plan area will be placed on-site and not within the City's right-of-way. ~~To the extent feasible if the North Development Plan Option only is chosen, and per the City's Subdivision Requirements Municipal Code 19.16.050, the developers will underground utilities along the project frontage on La Mirada Drive and at the discretion of San Diego Gas and Electric. Final utility equipment design will be coordinated with a utility consultant, the city, and SDG&E. If the South Development Plan Option is chosen, existing~~ Existing above-ground SDG&E utilities and communications lines along La Mirada shall not be required to be undergrounded. Existing utilities along the South Alternative frontage shall be required to be relocated and/or undergrounded per Municipal Code Section 19.16.050.

In accordance with the current Building Code, all buildings will be equipped with photovoltaic panels to provide solar energy to the homes. In addition, homes will include energy conservation features such as spray foam insulation, thermal breaks, low-e windows, advanced thermostats, energy star appliances, and sealed insulated ducts. Homes will be Energy Star Certified to meet EPA standards.

6.5.2 Gas

SDG&E maintains a gas distribution system within La Mirada Drive, Las Posas Road, Linda Vista Drive, and Pacific Street. If the project utilizes gas utilities, the gas lines will be extended to the developable area(s) within the Specific Plan Area through the same joint trench alignment as electric, cable, and telephone facilities. It is likely that for either residential development plan option, either a three (3) inch or four (4) inch pipeline will be utilized to deliver gas to the project site.

6.5.3 Telecommunications

Cable and telephone service will be provided through Cox Communications, AT&T or another telecommunications provider with infrastructure in the area. Cable connections will be stubbed for the property at the time of construction for dry utilities. ~~All existing aboveground telecommunications facilities shall be undergrounded during construction except if the South Development Plan Option is chosen for residential development.~~ Existing utilities along the [South Alternative project](#) frontage shall be required to be relocated and/or undergrounded per Municipal Code Section 19.16.050.

Residents will be able to choose to connect to cable and telephone via several packages offered through the telecommunications provider.

Chapter 7 – Public Services and Facilities Plan

7 PUBLIC SERVICES AND FACILITIES PLAN

7.1 INTRODUCTION TO PUBLIC SERVICES AND FACILITIES

The Pacific Specific Plan Public Services and Facilities Plan focuses on those services and facilities related to the Specific Plan Area, which are required to provide a safe, healthy, and well-rounded community. This section will provide details on the scope of services and facilities needed to provide a comprehensive development while minimizing impacts to existing service providers and infrastructure including districts and schools for children of the Plan area, community facilities, police and fire protection, and finally solid waste disposal. Details on the financing and maintenance of public services and facilities the developer must provide can be read in Chapter 8.

The US Census Bureau has compiled information related to the average number of people per household. Based on the 2020 census, the average population of households within San Marcos equates to approximately 3.17 persons. If the maximum of **449,228** units proposed in the Plan area are constructed, it would accommodate approximately **1,569,723** residents within the City of San Marcos. The impacts and contributions those additional residents have on public services and facilities are explained in more detail below.

7.1.1 Schools

This section of the Pacific Specific Plan will identify the school districts and individual schools which school age children residing within the Plan area will attend. The San Marcos Unified School District will provide educational instruction for children residing within the Specific Plan Area. The following institutions have been identified as the primary education providers to the Plan area. Elementary and middle school students residing in the Pacific Specific Plan will attend La Mirada Academy School located at 3697 La Mirada Drive. La Mirada Academy is located approximately a quarter mile west of the plan area. All high school students living within the Specific Plan Area will attend San Marcos High School which is located approximately 0.58 mile from the Specific Plan Area at 1615 West San Marcos Boulevard.

Table 11 Schools

School	Address
La Mirada Academy K-8	3697 La Mirada Dr, Ca 92078
San Marcos High School	1615 W San Marcos Blvd. San Marcos, Ca 92078

The developer, and/or builder for the Pacific Specific Plan will offset its expected increase in students through monetary contributions in the form of school district development fees paid to the San Marcos Unified School District.

7.1.2 Parks, Recreation, and Open Space

The Pacific Specific Plan incorporates private park and recreation space, and open space as a component of the land use concept. Per the City’s Municipal Code, which is consistent with the

Quimby Act, a total of 5 acres of public park space is required for every 1000 residents generated by a proposed project or the developer may opt to pay in-lieu fees. The applicant/developer in-lieu fee option would relieve the developer of construction of any public park dedication to the City of San Marcos. Those fees are used by the city to construct new public park space and recreation facilities or to maintain existing public park and recreation facilities.

7.1.3 Library Services

The Pacific Specific Plan is served by the San Diego County Library System. The San Marcos branch is located at 2 Civic Center Drive and is approximately two miles from the Plan area. The San Marcos branch offers a variety of services to the public including book and music rentals, computer access, as well as literary programs and other programs beneficial to the community. Additional library resources are provided to the public through the two colleges located in San Marcos. Palomar Community College located at 1140 West Mission Road is a short distance from the Plan area and provides free access to materials with valid picture identification and proof of current mailing address. California State University San Marcos (CSUSM) is approximately one mile from Pacific Specific Plan. Purchase of an annual Community Borrower Card for \$30.00 allows the public access to privileges at CSUSM.

7.1.4 Fire Protection

The Pacific Specific Plan is located within the San Marcos Fire Protection District boundary. The San Marcos Fire Department (SMFD) will provide fire protection for urban and wildland fires and emergency services to the entire Plan area. SMFD services San Marcos with four stations, the closest of which is Fire Station Two, located at 1250 South Rancho Santa Fe Road, approximately one mile from the plan area. Fire Station Two houses one paramedic engine company, and one paramedic rescue ambulance. The Pacific Specific Plan is surrounded by existing development however, the Plan area is located within proximity to open space areas with slopes, fuel, and fire hazards, therefore residents of the Pacific Specific Plan, in accordance with the Community Wildfire Protection Plan (CWPP) and Hazard Risk Assessment (HRA) doctrines adopted by the SMFD, shall be required to comply with the rules and regulations established within the CWPP and HRA. The measures incorporated in the above text contribute to the Pacific Specific Plan's comprehensive approach to fire safety.

7.1.5 Police Protection

Police protection for the Pacific Specific Plan shall be provided by the County of San Diego Sheriff's Department. The County Sheriff provides contract law enforcement services to the City of San Marcos through the station located at 182 Santar Place located within City limits. The station's location is approximately one mile from the Plan area and provides services to San Marcos and the surrounding unincorporated areas. Community law enforcement services are provided year-round, 24-hours a day. The Sheriff's Department offers a variety of services to help keep the community safe. Deputies are responsible for general patrol services including traffic enforcement, suppression of drug activities, and response to theft and gang-related crimes. The San Marcos station has the only ASTREA (Sheriff's Aviation) landing pad in the County aiding ground units and extending the range deputies can patrol. Additional services to the community include detective units responsible for crime investigations, the Community Oriented Policing and Problem Solving (COPPS) program assigned to investigate community quality of life issues, crime

prevention units, crime analysis, and senior volunteers, as well as various administrative services. Child Protective Services, Adult Protective Services, and Juvenile Probation all operate out of the San Marcos Station. Together, these services offer the Pacific Specific Plan comprehensive law enforcement to help maintain community safety.

7.1.6 Solid Waste Disposal

Solid waste collection and recycling services to the Specific Plan Area shall be provided by EDCO Waste & Recycling. Non-recyclable waste, including general trash and green materials, is collected and transported to the Sycamore Sanitary Landfill in Santee. Recyclable materials are transferred to the Escondido Resources Recovery Transfer Station for further processing. Household hazardous waste can be disposed free of charge for residents of San Marcos at the Vista HHW Collection Facility at 1145 E. Taylor Street or the Poway HHW Collection Facility at 12325 Crosthwaite Circle.

Chapter 8 – Facilities Financing Plan

8 FACILITIES FINANCING PLAN

Introduction to Facilities and Financing Plan

This section describes the various options for financing of the required improvements for the Pacific Specific Plan. A detailed financing plan should be prepared to ensure improvements to the Specific Plan Area are implemented in a successful manner and within an orderly timeframe. The financing plan will establish specific methods of financing to achieve the goals and policies set forth in this Chapter.

Financing mechanisms for each improvement shall be timed with any proposed phasing of the Specific Plan Area, established conditions of approval, and site plan and/or design review approval. The following descriptions provide information on possible methods which could be employed to finance improvements of the Specific Plan Area. It should be noted there may be other sources not listed below which would fulfill any mandates for the financing of improvements.

8.1 METHODS OF FINANCING FOR PUBLIC IMPROVEMENTS AND SERVICES

The developer or builder shall be responsible for their fair share of financing construction of any public improvements as well as the entirety of private infrastructure improvements required to support development within the Pacific Specific Plan. Improvements may include, however, may not be limited to, construction of internal and adjacent streets, water lines, sewer lines, and storm drains, and electrical and gas power delivery systems. The developer or builder can use a combination of financing mechanisms to achieve the required construction and maintenance of facilities and improvements; however, the developer or builder shall be ultimately responsible for all fair share costs identified with implementation of development within the Pacific Specific Plan, including but not limited to, costs associated with infrastructure construction, compliance with any mitigation measures identified within the EIR conditions of approval, or any other associated requirements which may need to be fulfilled. It is anticipated that the developer will construct all required public improvements. It is also anticipated that any long-term maintenance of public improvements or facilities will be maintained through CFD's.

8.1.1 Developer Funded Options

Many of the onsite facilities to be constructed will be financed and constructed entirely by the developer or builder. Some examples of these types of improvements are onsite private streets, alleys, and driveways, utility connections from main trunk lines, and storm drain facilities. In the case of electricity connections, the developer or builder may be required to use the electricity providers' construction crews or contractors provided from an approved list determined by the energy provider. In those cases, correspondence will occur between the parties to establish the funding method, at a cost to the developer or builder, to finance those improvements.

8.1.2 Special Assessment Districts

Special assessment districts may be used by the City of San Marcos to pay for improvements within a defined area so long as the property owner votes to allow the assessment to proceed. Once an approval vote has been made, the City has the authority to form the special assessment district by the authority of the Improvement Act of 1911, and the Municipal Improvement Act of

1913. The property owners will bond to pay for improvements such as streets, storm drains, sidewalks, landscape and lighting, water and sewer services, and other similar public improvements.

8.1.3 Community Facilities Districts and Mello-Roos

The City of San Marcos may use a Community Facility District and require Mello-Roos to finance public improvements for the Specific Plan Area. The Mello-Roos, Community Facilities Act of 1982 allows the City to establish special districts and to levy special taxes and issue tax exempt bonds to finance those improvements. Mello-Roos do not require municipalities to show any specific special benefit to assessed properties, therefore they may be used to finance a broad range of general improvements such as police and fire facilities, libraries, parks, and any improvements which may benefit specific properties.

8.1.4 Other Funding Sources

The developer or builder may secure other sources of funding to construct and maintain public and private facilities such as government grants, private developer coalitions, or various bonds not specifically mentioned above.

8.2 FINANCING OF PUBLIC IMPROVEMENTS AND SERVICES

The orderly development of the Specific Plan Area requires the procurement of sufficient funding for public facilities and services. The following summaries provide details on financing of facilities and services for the Pacific Specific Plan required to be available at the time of need. The sections described below will provide information on specific financing options and implementation methods for facilities and service within the Specific Plan Area.

8.2.1 Circulation Improvements

The Pacific Specific Plan includes a comprehensive circulation plan, which includes private road improvements and may be required to provide public road improvements, public utility upgrades or other infrastructure improvements. Development within the Specific Plan Area is contingent upon the financing and maintenance of both private internal streets and external public road improvements, public streetscape improvements, and any mitigation measures for traffic impacts identified in the traffic study produced for the EIR.

Internal private streets will be financed as a whole, by the developer or builder.

Improvements to public external roads, rights-of-way, landscaped medians, additions of traffic signals and/or road alignments, and landscaping adjacent to the project's frontage identified by the City of San Marcos will be financed and constructed by the developer and/or builder.

The developer shall dedicate right-of-way to the City of San Marcos to facilitate a bus stop on the southbound section of Las Posas Road. The final location is to be determined by North County Transit District. The developer shall fund the construction of the bus stop on Las Posas Road. The developer/applicant shall shift the existing curb line on Pacific Street eight (8) feet west between La Mirada Drive and Linda Vista Drive. The developer shall improve La Mirada Drive, Pacific Street, and Linda Vista Drive along the project's frontage to incorporate parkway space, bike lanes/urban trails, and reconfigured vehicle lanes.

8.2.2 Fire, Paramedics & Law Enforcement Services and Facilities

Fire and Paramedic Services and Facilities

The Pacific Specific Plan is within the San Marcos Fire Protection District. To offset impacts to fire, paramedic services and facilities the developer and/or builder will pay fees to the City of San Marcos. Service to the Specific Plan Area shall be provided by the San Marcos Fire Department (SMFD). The developer will pay its fair share contribution to the City of San Marcos' CFD for fire service to the Specific Plan Area. Future homeowners will be assessed annual fees for this district with increases as determined by the city.

Law Enforcement Services and Facilities

The County of San Diego Sheriff's Department, under contract with the City of San Marcos, will provide police protection services to the Pacific Specific Plan. The Pacific Specific Plan developer shall pay its fair share contribution to the City of San Marcos' CFD for law enforcement service. Future homeowners will be assessed annual fees for this district with increases as determined by the city.

8.2.3 Schools

The Pacific Specific Plan is located within the San Marcos Unified School District (SMUSD). Impacts to SMUSD will be mitigated by a per square foot fee paid by the developer to the school district and based on total residential dwelling unit square footage.

8.2.4 Recreational Facilities, Parks, and Open Space

All categories of open space located within the Pacific Specific Plan, including common-area open space, parks, water quality features, and any biological preserved areas, will be financed and constructed by the developer. Maintenance responsibilities of recreational facilities, parks, and open space are described in section 6.4. The developer and/or builder will pay Public Facilities Fees to offset the project's impacts to City-owned parks and recreation facilities.

8.3 OPERATIONS AND MAINTENANCE OF PUBLIC IMPROVEMENTS AND PRIVATE FACILITIES

Maintenance of open space, recreational facilities, water quality features, private streets, public streets, water and sewer systems, and landscaping of public rights-of-way are important components to the image of Pacific Specific Plan and the functionality and safety of stormwater movement. This Section will define each entity responsible for maintenance of public improvements and private facilities which will have a prolonged impact on the Specific Plan Areas appearance.

There are several options for funding operation and maintenance of public and private facilities and landscaping. For operation and maintenance of private facilities, the Specific Plan Area will require the formation of a homeowner's association (HOA). Private facility maintenance areas will be the financial responsibility of the HOA and will be maintained privately. These areas include, but are not limited to, common area open space, onsite landscaping, parks, HOA pool facilities, onsite streets, and water quality basins and associated facilities. Landscaping within each private lot within the Specific Plan Area shall be the sole responsibility of the homeowner. Operation and maintenance responsibilities are defined in detail below.

- Private parks and common area facilities maintenance within Pacific Specific Plan shall be the responsibility of the Pacific Specific Plan HOA(s).
- Maintenance of common area landscaping within the Pacific Specific Plan shall be the responsibility of the Pacific Specific Plan HOA(s).
- Maintenance of landscaping within individual dwelling unit private open space shall be the responsibility of the homeowner.
- Maintenance within front yards of multifamily residential units shall be the responsibility of the HOA(s).
- Private streets, landscaped parkways, and entry monuments and gates shall be maintained by the Pacific Specific Plan HOA(s).
- All private storm drain systems within the Specific Plan Area will be maintained by the HOA.
- Public water and sewer systems will be maintained by VWD and private water/sewer systems within the Pacific Specific Plan will be maintained by the HOA.
- Maintenance of landscaping, lighting, and storm drain systems, in public right-of-way easements along public streets shall be the responsibility of the City of San Marcos with an assessment paid to the City of San Marcos by the property owner.
- Public street maintenance shall be the responsibility of the City of San Marcos.

Table 12 Financing and Maintenance Responsibilities

Improvement	Installation/Financing Responsibility	Long-term Maintenance Responsibility
Common Area landscaping	Developer	HOA(s)
Private Open Space	Developer	HOA(s)
Private Recreational Facilities	Developer	HOA(s)
Private Streets	Developer	HOA(s)
Public Improvements to La Mirada Dr.	Developer	City of San Marcos
Public Improvements to Linda Vista Dr.	Developer	City of San Marcos
Public Improvements to Pacific St.	Developer	City of San Marcos
Southbound Las Posas Rd. Bus Stop	Developer	NCTD
Public Improvements to Las Posas Rd.	Developer	City of San Marcos
Public Landscaping in rights-of-way	CFD/Developer	CFD
Private Storm Drain Systems	Developer	HOA
Public Storm Drain Systems	Developer	City of San Marcos
Public Water	Developer	Vallecitos Water District
Public Sewer	Developer	Vallecitos Water District
Private Water	Developer	HOA(s)
Private Sewer	Developer	HOA(s)

Chapter 9 – Specific Plan Administration

9 SPECIFIC PLAN ADMINISTRATION

9.1 OVERVIEW

This chapter of the Pacific Specific Plan is essential to establishing a thorough review process for proposed discretionary entitlements and other processes which may become necessary within the Specific Plan area. Upon adoption by ordinance, the Pacific Specific Plan will serve as zoning for the property. The rules, regulations, and processes outlined within this chapter govern the City of San Marcos' implementation of development within the Specific Plan area. This section provides a detailed description of the mechanisms needed for implementation of the Specific Plan and should be the primary document consulted when questions arise concerning future development or development changes within the Specific Plan area. It is intended that the City of San Marcos review actions requiring ministerial or discretionary approval within this area to ensure the rules and procedures described herein are implemented in a consistent manner with all City rules, regulations, and policies.

9.2 IMPLEMENTATION

Subsequent approvals needed to implement this Specific Plan are anticipated to include a tentative condominium map, multi-family site development plan, final map, grading plan, improvement plans, and building permits. Once the requisite entitlements and permit approvals are acquired, the project is anticipated to be constructed in two (2) phases.

Phase one involves preparing the site for vertical construction. The first phase will consist of clearing grubbing the site of all vegetation, rough grading the land to redefine the shape of the property and bring elevation to within a few inches of the final design, installation of wet and dry utilities, roadway improvements, and finish grading to shape the final contours and establish building pads. Phase one is anticipated to be completed within six months after Tentative Map Approval.

The second phase would involve vertical construction which entails pouring foundations and sidewalks, construction buildings, and installing landscaping and amenities. Phase two may be broken down into subphases depending upon market conditions and the availability of materials. Phase two is anticipated to be completed within one year after the completion of Phase one.

~~If developed onsite, affordable dwelling units may be financed, developed, and constructed via a variety of methods. Federal, State, and local grants may be sought to contribute to the financing of development and construction of dwelling units. In addition, private loans may also be sought to finance the development and construction of dwelling units. Financing may also take the form of a public-private partnership. Affordable units will enter into a recorded deed restriction upon construction to ensure units maintain their affordable status.~~

~~If developed onsite, the affordable units will be constructed (or in lieu fees paid) either prior to construction of the non-reserved units or prior to 50% occupancy of any market rate dwelling units. If the market rate units propose parking per State of California Government Code 65915 (p)(1), and if affordable units are included with the development, they shall be constructed concurrently or prior to construction of the market rate units.~~

9.3 ADMINISTRATION

Future development within the Specific Plan area may be subject to further review and subsequent ministerial and discretionary permits and approval from the City of San Marcos Development Services Department. Application, fee, and processing requirements shall be in accordance with the City's regulations, unless modified by this Specific Plan. Applications for subsequent development projects or public improvements and other activities will be reviewed by the Development Services Department using established procedures to determine consistency with the Pacific Specific Plan, its conditions of approval, and applicable development standards, design standards, and mitigation measures identified during the environmental review process.

Review and analysis of a subsequent project permit(s) may trigger conditions of approval that the City determines to be reasonably necessary to ensure the projects application and or plans achieve compliance with this Specific Plan. The city may approve or conditionally approve applications that meet the requirements of the Specific Plan. Procedures to amend the Pacific Specific are also detailed in this section, should the applicant or City staff determine modifications to the Specific Plan text, exhibits, and/or project are needed during development of the project.

9.4 SPECIFIC PLAN AUTHORITY

California Government Code §65450 in conjunction with the City of San Marcos Zoning Ordinance Chapter 20.535, authorizes the City's legislative body to prepare and adopt Specific Plans. The Pacific Specific Plan is to be adopted by Ordinance by the San Marcos City Council and used as the primary guiding document for review of all subsequent discretionary entitlements within the confines of the planning area. As a regulatory document, successful implementation of a development project within the Specific Plan area is contingent upon meeting the land use and associated design, development, and infrastructure standards, and other policies outlined herein. Any proposed development and design activities within the Pacific Specific Plan area must be consistent with the established parameters of this document. Should any requirements contained in the Pacific Specific Plan conflict with the City of San Marcos Municipal Code, the Pacific Specific Plan shall be the primary document used to resolve the conflict.

9.5 RESPONSIBILITY FOR ADMINISTRATION

Several entities may/shall be responsible for the administration and enforcement of the Pacific Specific Plan. As discussed in Section 9.3 above, the City of San Marcos' Development Services Department is the primary agency responsible for the implementation, administration, and enforcement of the Pacific Specific Plan. The homeowner's association or other comparable group established for the Pacific Specific Plan shall be responsible for the enforcement of private property and open space easement requirements pursuant to standards identified herein as well as any covenants, conditions, and restrictions (CC&R's) developed separately from this Plan. The USFW, USACOE, and CDFW will be responsible for administering permits for conservation of open space within the Specific Plan area.

9.6 SEVERABILITY

If any section, subsection, sentence, clause, phase, or portion of this Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan or any future amendments or additions.

9.7 AMBIGUITY

If ambiguity arises concerning the appropriate classification of a particular use or regulation within the meaning or intent of this Specific Plan based on established or unforeseen circumstances, including technological changes in processing or application of materials, the Planning Director shall have the authority to interpret the regulation based on understanding of the Specific Plan. Applicants may appeal the Planning Director's interpretation to the Planning Commission for review and interpretation, which shall be final; thereafter, such interpretation shall govern.

9.8 SUBSTANTIAL CONFORMANCE

The Planning Director may determine whether a project or use is in substantial conformance to the adopted Specific Plan subject to the findings below. Appeals of the Planning Director's determination may be made to the Planning Commission in the manner prescribed by section 20.535 of the Municipal Code.

1. The proposed activity or use is substantially consistent with this Specific Plan and its purpose and objectives, as set forth in Sections 2.1 and 2.2 of this Plan. An activity that conforms to the allowable uses and development standards in Chapter 3, Land Use and Development Standards, shall be deemed consistent with this specific plan.
2. The proposed activity or use substantially complies with adopted mitigation measures and conditions of approval.
3. Land use, circulation pattern and community design concepts are generally consistent with this Plan; however, any reduction or relocation of the development footprint, dwelling units, or subdivision of lots, and associated improvements, shall be permitted onsite, provided no new significant environmental impacts not considered in the EIR are created as a result of the reduction or relocation.
4. Uses that are not specifically listed but are similar to those listed in **Table 1** may be considered in substantial conformance.
5. The proposed activity does not exceed ~~the maximum 449~~228 dwelling units identified for the site in the EIR, except as pertains to accessory dwelling units or as may otherwise be permitted by state or local law (e.g., density bonus).
6. The boundaries of the Specific Plan are not expanded.

The Planning Director or their designees shall make a determination of substantial conformance prior to the issuance of any permits or approval of plans. No written determination is required provided plans submitted to the City for approval exhibit substantial conformance with the Pacific Specific Plan. Plans found not to be in substantial conformance shall not be approved and shall be revised or a Specific Plan amendment shall be required.

9.9 MINOR DEVIATIONS TO PERMITS/APPROVALS

Land use approvals and permits are required to implement the Specific Plan, as described in Section 9.2 above. To provide flexibility in the development and permitting process, minor deviations to approved plans and discretionary permits may be authorized by the Planning Director without amending the Specific Plan or said permits/approvals. Such Minor Deviations are considered administrative and ministerial and include the following:

1. Modifications, reductions, or reconfigurations to the site plan, architecture, landscape treatments, wall and fence design, lighting, and signage which are generally consistent and compatible with the plans contained herein and provide an equal or superior design aesthetic and quality.
2. Changes in the location, size, or type of common area amenities.
3. Final facility sizing and alignment for water, sewer, and storm drain improvements (with concurrence from the City Engineer).
4. Removal of unnecessary utility infrastructure or design changes to utility infrastructure (with concurrence from the City Engineer).
5. Adjustment to the alignment, width, or grade of public or private streets within the Specific Plan area that are generally consistent with the Specific Plan and the exhibits herein (with concurrence from the City Engineer and Fire Department).
6. Transfer or reduction of dwelling units provided the total maximum number of ~~449~~228 is not exceeded.
7. Minor refinements to the boundaries and area calculations.
8. Deviations that are of a similar magnitude to those listed above, which are deemed minor by the Director and conform to the objectives of this Specific Plan.

Minor deviations shall be limited to actions that will not:

1. Constitute a substantial change in the permit.
2. Adversely affect adjacent property or adjacent property owners.
3. Violate any Specific Plan Objectives (Section 2.2) or Development Standards (Table 3). Compliance with these limitations is shown by meeting the standards above.

Deviations resulting in one (1) or more of the following shall not be authorized as a minor deviation:

1. Increase of land/site coverage by more than twenty percent (20%) by any increase in building size or number of structures.
2. An increase of more than twenty percent (20%) of the:
 - Size of any building or structure or of the total land area covered by any building or structure.
 - Building/structure height or depth over Development Standards.
 - Area of any slope.

9.10 SPECIFIC PLAN AMENDMENTS

Amendments to the Specific Plan may be necessary throughout the life of the project. Amendments may be processed either administratively through the Planning Director's review or through the Planning Commission as described below. The applicant may submit an application to the City of San Marcos' Development Services Department, which may include maps, text, and or technical studies describing the nature and intent of proposed modifications. Upon submittal, the Planning Director or their designees will make a determination as to the applicability of the amendment process. No amendment shall be approved that is not consistent with the General Plan.

9.10.1 Minor Administrative Amendments

Minor Administrative Amendments include minor changes to the Specific Plan that may be reviewed and approved by the Planning Director for the City of San Marcos. Minor amendments are considered ministerial and do not require a public hearing. Minor amendments may include the following:

1. Correction or revisions to text to resolve ambiguity pursuant to Section 6.7.
2. Additions, deletions, or modifications to Table 1: Distribution of Land Uses or Table 3.2: Permissible Uses, which are consistent with the objectives of the Specific Plan, provided that density, intensity, and vehicle trips are not increased and a minimum of 50% of the site continues to be preserved long-term for biological resources.
3. Modifications to design guidelines for architectural and open space features, materials, landscape treatments, wall and fence design, lighting, and signage which are consistent and compatible with the surrounding area and neighborhood.
4. Revisions, modifications, and reconfiguration to the site plan that are generally consistent with the Specific Plan and the exhibits herein and do not result in any of the following:
 - a. An increased number of units.
 - b. Substantial conflicts with final conditions of approval in City issued permits, regulations, and approvals or as issued by other agencies with jurisdiction over the project.
 - c. Expansion or contraction of the outer geographic boundaries of the Specific Plan, except for minor refinements to the boundaries and area calculations.
 - d. Increase of land/site coverage by more than twenty percent (20%) by any increase in building size of number of structures.
5. Transfer of dwelling units provided the total maximum units do not increase.
6. Minor modifications to the Specific Plan that do not increase the approved densities of the Plan.
7. Modifications to the Specific Plan that are of a similar magnitude to those listed above, which are deemed minor by the Planning Director and conform to the objectives of this Specific Plan.

Should the Director determine a proposed revision does not meet the criteria for a Minor Amendment, a Major Amendment shall be required. The Director may delegate his/her administrative decision to the Planning Commission. The applicant may also appeal the Planning Director's decision to the Planning Commission in accordance with the appeals procedures set forth in the SMMC.

9.10.2 Formal Amendments

If no mechanism can be applied from the defined parameters listed previously in this chapter or as determined by the Planning Director, a formal amendment to the Specific Plan shall be required. The City of San Marcos shall process all formal Specific Plan Amendments in accordance with the SMMC. Additional environmental review may be required unless the proposed changes do not warrant additional environmental review in accordance CEQA.

9.11 ENVIRONMENTAL REVIEW

The Environmental Impact Report (EIR) certified concurrently with the Pacific Specific Plan shall serve as the primary environmental document for all subsequent discretionary entitlements within the Pacific Specific Plan area. Pursuant to Government Code Section 65456, any residential development project, including any subdivision, or any land use permit that is undertaken to implement and is consistent with

a specific plan for which an environmental impact report has been certified is exempt from the requirements of CEQA. Subsequent determinations of the level of environmental review for discretionary approvals will be determined by the City of San Marcos on a project-by-project basis in accordance with the California Environmental Quality Act (CEQA) Guidelines.