OCTOBER 9, 2019
CITY COUNCIL CHAMBERS
6:00 P.M. Regular Session
201 N. Broadway, Escondido, CA 92025

MAYOR	**Paul McNamara**
DEPUTY MAYOR	**Consuelo Martinez**
COUNCIL MEMBERS	**Olga Diaz** **John Masson** **Michael Morasco**
CITY MANAGER	**Jeffrey Epp**
CITY CLERK	**Zack Beck**
CITY ATTORNEY	**Michael McGuinness**
DIRECTOR OF COMMUNITY DEVELOPMENT	**Bill Martin**
DIRECTOR OF ENGINEERING SERVICES	**Julie Procopio**

ELECTRONIC MEDIA:
Electronic media which members of the public wish to be used during any public comment period should be submitted to the City Clerk's Office at least 24 hours prior to the Council meeting at which it is to be shown.

The electronic media will be subject to a virus scan and must be compatible with the City's existing system. The media must be labeled with the name of the speaker, the comment period during which the media is to be played and contact information for the person presenting the media.

The time necessary to present any electronic media is considered part of the maximum time limit provided to speakers. City staff will queue the electronic information when the public member is called upon to speak. Materials shown to the Council during the meeting are part of the public record and may be retained by the Clerk.

The City of Escondido is not responsible for the content of any material presented, and the presentation and content of electronic media shall be subject to the same responsibilities regarding decorum and presentation as are applicable to live presentations.

October 9, 2019
6:00 P.M. Meeting

Escondido City Council

CALL TO ORDER

MOMENT OF REFLECTION:
City Council agendas allow an opportunity for a moment of silence and reflection at the beginning of the evening meeting. The City does not participate in the selection of speakers for this portion of the agenda, and does not endorse or sanction any remarks made by individuals during this time. If you wish to be recognized during this portion of the agenda, please notify the City Clerk in advance.

FLAG SALUTE

ROLL CALL: Diaz, Martinez, Masson, Morasco, McNamara

PROCLAMATIONS: Certificate of Achievement - Capstone Fire & Safety Management
Fire Prevention Week - October 6-12, 2019
Hispanic Heritage Month
Water Professionals Week - October 5-11, 2019

CLOSED SESSION REPORT

ORAL COMMUNICATIONS

The public may address the Council on any item that is not on the agenda and that is within the subject matter jurisdiction of the legislative body. State law prohibits the Council from discussing or taking action on such items, but the matter may be referred to the City Manager/staff or scheduled on a subsequent agenda. (Please refer to the back page of the agenda for instructions.) NOTE: Depending on the number of requests, comments may be reduced to less than 3 minutes per speaker and limited to a total of 15 minutes. Any remaining speakers will be heard during Oral Communications at the end of the meeting.

CONSENT CALENDAR

Items on the Consent Calendar are not discussed individually and are approved in a single motion. However, Council members always have the option to have an item considered separately, either on their own request or at the request of staff or a member of the public.

1. AFFIDAVITS OF PUBLICATION, MAILING AND POSTING (COUNCIL/RRB)

2. **APPROVAL OF WARRANT REGISTER (Council)**

Request the City Council approve the City Council and Housing Successor Agency warrant numbers:

- 334566 – 334809 dated September 18, 2019
- 334810 – 335079 dated September 25, 2019

Staff Recommendation: **Approval (Finance Department: Joan Ryan)**

3. **APPROVAL OF MINUTES: A) Regular Meeting of September 11, 2019 B) Regular Meeting of September 25, 2019**

4. **PROPOSED CHANGES TO COMMUNITY SERVICES FEE SCHEDULE -**

Request the City Council approve authorizing new Community Services fees, make changes to certain existing fees for services, and delete fees for services that are no longer used.

Staff Recommendation: **Approval (Communications and Community Services Department: Joanna Axelrod)**

RESOLUTION NO. 2019-153

5. **RESOLUTION AUTHORIZING APPLICATION FOR SB 2 PLANNING GRANT -**

Request the City Council approve authorizing the Director of Community Development or his designee to submit an application for SB 2 Planning Grant Program Funds to support planning efforts and increase the supply and affordability of homes in Escondido; and, if awarded, accept the grant funds, complete a budget adjustment, and complete grant documents on behalf of the City of Escondido.

Staff Recommendation: **Approval (Community Development Department: Bill Martin)**

RESOLUTION NO. 2019-156

CONSENT RESOLUTIONS AND ORDINANCES (COUNCIL/RRB)

The following Resolutions and Ordinances were heard and acted upon by the City Council/RRB at a previous City Council/Mobilehome Rent Review meeting. (The title of Ordinances listed on the Consent Calendar are deemed to have been read and further reading waived.)

PUBLIC HEARINGS

6. **DOWNTOWN SPECIFIC PLAN AMENDMENT AND MASTER AND PRECISE DEVELOPMENT PLAN FOR THE QUINCE STREET SENIOR HOUSING PROJECT (PHG 17-0028) -**

Request the City Council approve an amendment to the Downtown Specific Plan and a new Planned Development for the Quince Street Senior Housing Project located at 220 N. Quince Street (APN 229-331-10-00). ***This item was continued from September 25, 2019 and is being continued to October 23, 2019.***

Staff Recommendation: **Approval (Community Development Department: Bill Martin)**

ORDINANCE NO. 2019-12 (First Reading and Introduction)

7. **DEVELOPMENT AGREEMENT AND MASTER AND PRECISE DEVELOPMENT PLAN FOR THE "ASPIRE" MIXED-USE DEVELOPMENT (PHG 19-0014) -**

Request the City Council approve a Development Agreement to allocate density from the Downtown Density Transfer Program; approve a Master and Precise Development Plan including a Density Bonus Application; and adopt a Class 32 exemption in accordance with the California Environmental Quality Act for a proposed 131-unit, mixed use development known as "Aspire;" located at 137 West Valley Parkway.

Staff Recommendation: **Approval (Community Development Department: Bill Martin)**

ORDINANCE NO. 2019-13 (First Reading and Introduction)

8. **TENTATIVE SUBDIVISION MAP, MASTER AND PRECISE DEVELOPMENT PLAN AND DEVELOPMENT AGREEMENT FOR A 32-UNIT MIXED-USE CONDOMINIUM PROJECT AT 555 W. GRAND AVENUE (SUB 18-0008; PHG 18-0021) -**

Request the City Council approve a Master and Precise Development Plan and Development Agreement for a 32-unit mixed-use condominium project within the Mercado District of the Downtown Specific Plan; and approve a one-lot Tentative Subdivision Map.

Staff Recommendation: **Approval (Community Development Department: Bill Martin)**

A) RESOLUTION NO. 2019-143 B) ORDINANCE NO. 2019-15 (First Reading and Introduction)

FUTURE AGENDA

9. **FUTURE AGENDA -**

The purpose of this item is to identify issues presently known to staff or which members of the City Council wish to place on an upcoming City Council agenda. Council comment on these future agenda items is limited by California Government Code Section 54954.2 to clarifying questions, brief announcements, or requests for factual information in connection with an item when it is discussed.

Staff Recommendation: **None (City Clerk's Office: Zack Beck)**

COUNCIL MEMBERS SUBCOMMITTEE REPORTS

CITY MANAGER'S WEEKLY ACTIVITY REPORT

The most current information from the City Manager regarding Economic Development, Capital Improvement Projects, Public Safety and Community Development. This report is also available on the City's website, www.escondido.org.

- **WEEKLY ACTIVITY REPORT -**

ORAL COMMUNICATIONS

The public may address the Council on any item that is not on the agenda and that is within the subject matter jurisdiction of the legislative body. State law prohibits the Council from discussing or taking action on such items, but the matter may be referred to the City Manager/staff or scheduled on a subsequent agenda. Speakers are limited to only one opportunity to address the Council under Oral Communications.

ADJOURNMENT

UPCOMING MEETING SCHEDULE				
Date	**Day**	**Time**	**Meeting Type**	**Location**
October 16	-	-	No Meeting	-
October 23	Wednesday	5:00 & 6:00 p.m.	Regular Meeting	Council Chambers
October 30	-	-	No Meeting	-
November 6	Wednesday	5:00 & 6:00 p.m.	Regular Meeting	Council Chambers

TO ADDRESS THE COUNCIL

The public may address the City Council on any agenda item. Please complete a Speaker's form and give it to the City Clerk. Submission of Speaker forms prior to the discussion of an item is highly encouraged. Comments are generally limited to 3 minutes.

If you wish to speak concerning an item not on the agenda, you may do so under "Oral Communications." Please complete a Speaker's form as noted above.

Nomination forms for Community Awards are available at the Escondido City Clerk's Office or at http://www.escondido.org/city-clerks-office.aspx

Handouts for the City Council should be given to the City Clerk. To address the Council, use the podium in the center of the Chambers, STATE YOUR NAME FOR THE RECORD and speak directly into the microphone.

AGENDA, STAFF REPORTS AND BACK-UP MATERIALS ARE AVAILABLE:

- Online at http://www.escondido.org/meeting-agendas.aspx
- In the City Clerk's Office at City Hall
- Placed in the Council Chambers (See: City Clerk/Minutes Clerk) immediately before and during the Council meeting.

AVAILABILITY OF SUPPLEMENTAL MATERIALS AFTER AGENDA POSTING: Any supplemental writings or documents provided to the City Council regarding any item on this agenda will be made available for public inspection in the City Clerk's Office located at 201 N. Broadway during normal business hours, or in the Council Chambers while the meeting is in session.

LIVE BROADCAST

Council meetings are broadcast live on Cox Cable Channel 19 and U-verse Channel 99 – Escondido Gov TV. They can also be viewed the following Sunday and Monday evenings at 6:00 p.m. on those same channels. The Council meetings are also available live via the Internet by accessing the City's website at www.escondido.org, and clicking the "Live Streaming –City Council Meeting now in progress" button on the home page.

Please turn off all cellular phones and pagers while the meeting is in session.

The City Council is scheduled to meet the first four Wednesdays of the month at 5:00 in Closed Session and 6:00 in Open Session.
(Verify schedule with City Clerk's Office)
Members of the Council also sit as the Successor Agency to the Community Development Commission, Escondido Joint Powers Financing Authority, and the Mobilehome Rent Review Board.

CITY HALL HOURS OF OPERATION
Monday-Friday 8:00 a.m. to 5:00 p.m.

If you need special assistance to participate in this meeting, please contact our ADA Coordinator at 839-4643. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

Listening devices are available for the hearing impaired – please see the City Clerk.

ESCONDIDO
City of Choice

Consent Item No. 1 **October 9, 2019**

A F F I D A V I T S

OF

I T E M

P O S T I N G

ESCONDIDO
City of Choice

CITY COUNCIL STAFF REPORT

Consent Item No. 2 | **October 9, 2019** | **File No. 0400-40**

SUBJECT: Approval of Warrants

DEPARTMENT: Finance Department

RECOMMENDATION:

Request approval for City Council and Housing Successor Agency warrant numbers:

334566 – 334809 dated September 18, 2019
334810 – 335079 dated September 25, 2019

FISCAL ANALYSIS:

The total amount of the warrants for the following periods are as follows:

September 12 – September 18, 2019, is $1,962,326.35
September 19 – September 25, 2019, is $1,960,300.25

BACKGROUND:

The Escondido Municipal Code Section 10-49 states that warrants or checks may be issued and paid prior to audit by the City Council, provided the warrants or checks are certified and approved by the Director of Finance as conforming to the current budget. These warrants or checks must then be ratified and approved by the City Council at the next regular Council meeting.

CITY OF ESCONDIDO

September 11, 2019
5:00 P.M. Meeting Minutes

Escondido City Council

CALL TO ORDER

The Regular Meeting of the Escondido City Council was called to order at 5:00 p.m. on Wednesday, September 11, 2019 in the City Council Chambers at City Hall with Mayor McNamara presiding.

ATTENDANCE:

The following members were present: Councilmember Olga Diaz, Deputy Mayor Consuelo Martinez, Councilmember John Masson, Councilmember Michael Morasco, and Mayor Paul McNamara. Quorum present.

ORAL COMMUNICATIONS

CLOSED SESSION: (COUNCIL/RRB)

MOTION: Moved by Councilmember Masson and seconded by Deputy Mayor Martinez to recess to Closed Session. Motion carried unanimously.

I. CONFERENCE WITH LEGAL COUNSEL-- EXISTING LITIGATION (Government Code 54956.9(d)(1))

a. **Case Name:** Chris Bill v. City of Escondido
Case No: WCAB No. ADJ11681971

b. **Case Name:** John Myers v. City of Escondido
Case No: WCAB No. ADJ19920199

II. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION/SIGNIFICANT EXPOSURE (Government Code 54956.9(d)(2))

a. One Case: Claim No. 5132

ADJOURNMENT

Mayor McNamara adjourned the meeting at 5:15 p.m.

_____ _____

MAYOR CITY CLERK

CITY OF ESCONDIDO

September 11, 2019
6:00 P.M. Meeting Minutes

Escondido City Council

CALL TO ORDER

The Regular Meeting of the Escondido City Council was called to order at 6:00 p.m. on Wednesday, September 11, 2019 in the City Council Chambers at City Hall with Mayor McNamara presiding.

MOMENT OF REFLECTION
Zack Beck, City Clerk, led the Moment of Reflection.

FLAG SALUTE
The Escondido Police and Fire Color Guard led the flag salute.

ATTENDANCE:
The following members were present: Councilmember Olga Diaz, Deputy Mayor Consuelo Martinez, Councilmember John Masson, Councilmember Michael Morasco, and Mayor Paul McNamara. Quorum present.

Also present were: Jeffrey Epp, City Manager; Michael McGuinness, City Attorney; Bill Martin, Director of Community Development; Julie Procopio, Director of Engineering Services; Zack Beck, City Clerk.

PROCLAMATIONS:
Jeff Murdock, Emergency and Disaster Preparedness Manager, accepted the proclamation for National Preparedness Month.

Elisa Marrone, Environmental Program Specialist, accepted the proclamation for Pollution Prevention Week - September 16-22, 2019.

The proclamation for Childhood Cancer and Blood Cancer Awareness Month was mailed to the recipient.

CLOSED SESSION REPORT

CONFERENCE WITH LEGAL COUNSEL-- EXISTING LITIGATION (Government Code 54956.9(d)(1))

a. **Case Name:** Chris Bill v. City of Escondido
   Case No: WCAB No. ADJ11681971
   Settlement in the amount of $58,020. Approved unanimously.

b. **Case Name:** John Myers v. City of Escondido
   Case No: WCAB No. ADJ19920199
   Settlement in the amount of $48,212.58. Approved unanimously.

CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION/SIGNIFICANT EXPOSURE (Government Code 54956.9(d)(2))

a. One Case: Claim No. 5132
   Settlement in the amount of $24,765. Approved unanimously.

ORAL COMMUNICATIONS

Jackie Kirkpatrick, Expressed support for Assembly Bill 45 and concern about pet stores in Escondido potentially violating the law.
Michelle Walther, Expressed support for Assembly Bill 45 and concern about pet stores in Escondido potentially violating the law.
Kathi Stanley, Expressed support for Assembly Bill 45 and concern about pet stores in Escondido potentially violating the law.

CONSENT CALENDAR

MOTION: Moved by Councilmember Masson and seconded by Councilmember Morasco to approve all Consent Calendar items. Motion carried unanimously.

1. AFFIDAVITS OF PUBLICATION, MAILING AND POSTING (COUNCIL/RRB)

2. APPROVAL OF WARRANT REGISTER (Council)
Request the City Council approve the City Council and Housing Successor Agency warrant numbers: (File No. 0400-40)

- 333496 – 333596 dated August 14, 2019
- 333597 – 333891 dated August 21, 2019
- 333892 – 334145 dated August 28, 2019

Staff Recommendation: **Approval (Finance Department: Sheryl Bennett)**

3. APPROVAL OF MINUTES: A) Regular Meeting of August 7, 2019 B) Regular Meeting of August 21, 2019

4. REPORT AND RECOMMENDATIONS OF THE AD HOC SUBCOMMITTEE ON CITY COUNCIL RULES AND POLICIES -
Request the City Council approve the recommendations of the Ad Hoc Subcommittee on City Council Rules and Policies, and incorporate further revisions requested by Council and the City Manager's Office. ***This item was continued from August 21, 2019.*** (File No. 0610-90)

Staff Recommendation: **Approval (City Attorney's Office: Michael R. McGuinness)**

RESOLUTION NO. 2019-65R

5. IMPLEMENTATION OF CITYWORKS SOFTWARE AT THE HALE AVENUE RESOURCE RECOVERY FACILITY -
Request the City Council approve authorizing the execution of a Public Services Agreement with Woolpert, Inc. in the amount of $290,050 for Cityworks software implementation services at the Hale Avenue Resource Recovery Facility (HARRF) and approve a budget adjustment of $290,000 from the Wastewater Fund's Unallocated Reserves to fund the Agreement. (File No. 0600-10 [A-3316])

Staff Recommendation: **Approval (Utilities Department: Christopher W. McKinney and Information Systems Department: Rob Van De Hey)**

RESOLUTION NO. 2019-127

6. YEAR 2020 HOLIDAYS -
Request the City Council approve designating the dates that City of Escondido offices will be closed for the calendar year 2020 for holiday observances. (File No. 0740-30)

Staff Recommendation: **Approval (Human Resources Department: Sheryl Bennett)**

RESOLUTION NO. 2019-130

7. PURCHASE TWO (2) MEDIX AMBULANCES FROM REPUBLIC EMERGENCY VEHICLE SALES (REPUBLIC-EVS) THROUGH SOUTHWEST AMBULANCE SALES OF KENNEDALE, TEXAS -
Request the City Council approve authorizing Fleet Services Division to purchase two (2) Medix Ambulances from Republic-EVS through Southwest Ambulance Sales for the amount of $402,468 by utilizing a Cooperative Purchase Contract through the Houston-Galveston Area Council (HGAC), Contract Number AM10-18. The registration and documentation fees and sales tax totaling $31, 466.08 will be added to the final purchase invoice, upon accepted delivery, bringing the total purchase amount to $433,914.08 for the two (2) ambulances. (File No. 0470-35)

Staff Recommendation: **Approval (Public Works Department: Joseph Goulart)**

RESOLUTION NO. 2019-132

8. NOTICE OF COMPLETION FOR TRACT SUB 14-0018, CITRON DEVELOPMENT -
Request the City Council approve and accept the public improvements and authorize staff to file a Notice of Completion for the Escondido Tract SUB 14-0018, Citron Development. (File No. 0800-10)

Staff Recommendation: **Approval (Engineering Services Department: Julie Procopio)**

RESOLUTION NO. 2019-133

9. PUBLICATION OF ORDINANCE SUMMARIES AND DISPLAY ADVERTISEMENTS -
Request the City Council approve the publication of an ordinance summary instead of the full text of an ordinance whenever a fair and adequate summary can be prepared and cost savings for legal advertising are anticipated from such action. (File No. 0110-30)

Staff Recommendation: **Approval (City Clerk's Office: Zack Beck)**

RESOLUTION NO. 2019-138

CONSENT RESOLUTIONS AND ORDINANCES (COUNCIL/RRB)

The following Resolutions and Ordinances were heard and acted upon by the City Council/RRB at a previous City Council/Mobilehome Rent Review meeting. (The title of Ordinances listed on the Consent Calendar are deemed to have been read and further reading waived.)

10. CONTINUED DISCUSSION OF THE ZONING CODE AND LAND USE STUDY (AZ 18-0006) -
Approved on August 21, 2019 with a vote of 5/0 (File No. 0680-50)

ORDINANCE NO. 2019-09 (Second Reading and Adoption)

11. NEW INVENTORY PARKING LOT FOR LEXUS ESCONDIDO (PHG 18-0026)
Approved on August 21, 2019 with a vote of 5/0 (File No. 0800-40)

ORDINANCE NO. 2019-11R (Second Reading and Adoption)

CURRENT BUSINESS

12. APPROVAL OF A LINE OF CREDIT WITH ESCONDIDO EDUCATION COMPACT -
Request the City Council approve a Line of Credit in the amount of $30,000 for Escondido Education COMPACT. (File No. 0600-10 [A-3317])

Staff Recommendation: **Approval (Finance Department: Joan Ryan)**

RESOLUTION NO. 2019-131

Mary Anne Dijak, Manager of Youth Violence & Prevention for Escondido Education COMPACT, presented the staff report utilizing a PowerPoint presentation.

Jack Anderson, Escondido, requested that City Council approve the line of credit.

MOTION: Moved by Councilmember Diaz and seconded by Councilmember Masson to approve a Line of Credit in the amount of $30,000 for Escondido Education COMPACT and adopt Resolution No. 2019-131. Motion carried unanimously.

13. NOTICE OF COMPLETION FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) TRAFFIC SIGNALS PROJECT -
Request the City Council approve authorizing the City Engineer to file a Notice of Completion for the Highway Safety Improvement Program Traffic Signals Project. (File No. 0600-10 [A-3272])

Staff Recommendation: **Approval (Engineering Services Department: Julie Procopio)**

RESOLUTION NO. 2019-134

Ali Shahzad, Associate Engineer, presented the staff report utilizing a PowerPoint presentation.

MOTION: Moved by Deputy Mayor Martinez and seconded by Councilmember Diaz to approve authorizing the City Engineer to file a Notice of Completion for the Highway Safety Improvement Program Traffic Signals Project and adopt Resolution No. 2019-134. Motion carried unanimously.

FUTURE AGENDA

14. FUTURE AGENDA -
The purpose of this item is to identify issues presently known to staff or which members of the City Council wish to place on an upcoming City Council agenda. Council comment on these future agenda items is limited by California Government Code Section 54954.2 to clarifying questions, brief announcements, or requests for factual information in connection with an item when it is discussed.

Staff Recommendation: **None (City Clerk's Office: Zack Beck)**

COUNCILMEMBER MASSON AND COUNCILMEMBER DIAZ REQUESTED A REVIEW OF THE TRAFFIC SIGNAL POLICY RELATED TO LEFT-HAND TURN SIGNALS AND REVERSIBLE LANES.

COUNCILMEMBER MORASCO REQUESTED A REVIEW OF THE DEPUTY MAYOR SELECTION PROCESS.

COUNCIL MEMBERS SUBCOMMITTEE REPORTS

Councilmember Diaz – Participated in the Community Survey Subcommittee with Councilmember Masson. Attended the League of California Cities meeting where there was a presentation from SDG&E regarding peak energy consumption. There was also a presentation from the regional airport authority describing plans for airport expansion.

Councilmember Masson participated in the Community Survey Subcommittee with Councilmember Diaz.

Mayor McNamara attended a SANDAG meeting where a regional housing needs assessment for Escondido was discussed.

CITY MANAGER'S WEEKLY ACTIVITY REPORT

The most current information from the City Manager regarding Economic Development, Capital Improvement Projects, Public Safety and Community Development. This report is also available on the City's website, www.escondido.org.

- **WEEKLY ACTIVITY REPORT -**

ORAL COMMUNICATIONS

ADJOURNMENT

Mayor McNamara adjourned the meeting at 7:13 p.m.

_____ _____

MAYOR CITY CLERK

CITY OF ESCONDIDO

September 25, 2019
5:00 P.M. Meeting Minutes

Escondido City Council

CALL TO ORDER

The Regular Meeting of the Escondido City Council was called to order at 5:00 p.m. on Wednesday, September 25, 2019 in the City Council Chambers at City Hall with Mayor McNamara presiding.

ATTENDANCE:

The following members were present: Councilmember Olga Diaz, Deputy Mayor Consuelo Martinez, Councilmember John Masson, Councilmember Michael Morasco, and Mayor Paul McNamara. Quorum present.

ORAL COMMUNICATIONS

CLOSED SESSION: (COUNCIL/RRB)

MOTION: Moved by Deputy Mayor Martinez and seconded by to recess to Closed Session. Motion carried unanimously.

I. CONFERENCE WITH LEGAL COUNSEL-- EXISTING LITIGATION (Government Code 54956.9(d)(1))

a. **Case Name:** Crown Castle Fiber LLC V. City of Escondido, U.S. District Court
Case No: '19-CV-1056-DMS (WVG)

II. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION/SIGNIFICANT EXPOSURE (Government Code 54956.9(d)(2))

a. Consideration of Opposing the Wireless Infrastructure Association's Petition for Declaratory Ruling with the Federal Communications Commission, In the Matter of Accelerating Wireless Broadband Deployment by Removing Barriers to Infrastructure Investment (WT Docket No. 17-79).

III. CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Government Code §54956.8)

a. **Property:** 1201 E. Washington Avenue, APN 230-141-01
City Negotiator: Jeffrey Epp, City Manager
Negotiating Parties: KB Homes
Under Negotiation: Review Unsolicited Offer

b. **Property:** APNs 233-022-21 & 233-022-23
City Negotiator: Jeffrey Epp, City Manager
Negotiating Parties: 555 W. Grand LLC
Under Negotiation: Price and Terms of Agreement

ADJOURNMENT

Mayor McNamara adjourned the meeting at 5:20 p.m.

_____ _____

MAYOR CITY CLERK

CITY OF ESCONDIDO

September 25, 2019
6:00 P.M. Meeting Minutes

Escondido City Council

CALL TO ORDER

The Regular Meeting of the Escondido City Council was called to order at 6:00 p.m. on Wednesday, September 25, 2019 in the City Council Chambers at City Hall with Mayor McNamara presiding.

MOMENT OF REFLECTION
Zack Beck, City Clerk, led the Moment of Reflection.

FLAG SALUTE
Bill Martin, Director of Community Development, led the flag salute.

ATTENDANCE
The following members were present: Councilmember Olga Diaz, Deputy Mayor Consuelo Martinez, Councilmember John Masson, Councilmember Michael Morasco, and Mayor Paul McNamara. Quorum present.

Also present were: Jeffrey Epp, City Manager; Michael McGuinness, City Attorney; Bill Martin, Director of Community Development; Julie Procopio, Director of Engineering Services; Zack Beck, City Clerk.

PROCLAMATIONS
Rick Shell, President of the West Hillside Neighborhood Group, accepted the proclamation for National Neighborhood Day.

Anahid Brakke and John Millspaugh accepted the proclamation for San Diego Hunger Awareness.

PRESENTATIONS
Kevin O'Beirne, Major Projects Development Manager, presented an update regarding San Diego Gas & Electric.

Jason Foster, Administrative Services Director, presented regarding the San Diego County Water Authority.

CLOSED SESSION REPORT

I. CONFERENCE WITH LEGAL COUNSEL-- EXISTING LITIGATION (Government Code 54956.9(d)(1))

a. Case Name: Crown Castle Fiber LLC V. City of Escondido, U.S. District Court
Case No: '19-CV-1056-DMS (WVG)
Approved unanimously.

II. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION/SIGNIFICANT EXPOSURE (Government Code 54956.9(d)(2))

a. Consideration of Opposing the Wireless Infrastructure Association's Petition for Declaratory Ruling with the Federal Communications Commission, In the Matter of Accelerating Wireless Broadband Deployment by Removing Barriers to Infrastructure Investment (WT Docket No. 17-79).
Approved unanimously.

III. CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Government Code §54956.8)

a. **Property:** 1201 E. Washington Avenue, APN 230-141-01
City Negotiator: Jeffrey Epp, City Manager
Negotiating Parties: KB Homes
Under Negotiation: Review Unsolicited Offer
Approved unanimously.

b. **Property:** APNs 233-022-21 & 233-022-23
City Negotiator: Jeffrey Epp, City Manager
Negotiating Parties: 555 W. Grand LLC
Under Negotiation: Price and Terms of Agreement
Approved unanimously.

ORAL COMMUNICATIONS

Andrea Cunningham, expressed concern about pet stores in Escondido potentially violating Assembly Bill 485.

CONSENT CALENDAR

MOTION: Moved by Councilmember Masson and seconded by Councilmember Morasco to approve all Consent Calendar items, with the exception of item #5. Approved unanimously.

1. AFFIDAVITS OF PUBLICATION, MAILING AND POSTING (COUNCIL/RRB)

2. APPROVAL OF WARRANT REGISTER (Council)
Request the City Council approve the City Council and Housing Successor Agency warrant numbers: (File No. 0400-40)

- 334146 – 334356 dated September 4, 2019
- 334357 – 334565 dated September 11, 2019

Staff Recommendation: **Approval (Finance Department: Sheryl Bennett)**

3. APPROVAL OF MINUTES: None Scheduled

4. FISCAL YEAR 2019 REGIONAL REALIGNMENT RESPONSE GRANT AND BUDGET ADJUSTMENT -
Request the City Council approve authorizing the Escondido Police Department to accept a Fiscal Year 2019 Regional Realignment Response Grant funds in the amount of $100,000; authorize the Chief of Police or his designee to execute grant documents on behalf of the City; and approve budget adjustments needed to spend grant funds. (File No. 0480-70)

Staff Recommendation: **Approval (Police Department: Craig Carter)**

5. FISCAL YEAR 2019-20 STATE OF CALIFORNIA OFFICE OF TRAFFIC SAFETY SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANT AND BUDGET ADJUSTMENT -
Request the City Council approve authorizing the Escondido Police Department to accept a Fiscal Year 2019-20 California Office of Traffic Safety (OTS) Selective Traffic Enforcement Program (STEP) Grant in the amount of $454,000; authorize the Chief of Police or his designee to execute grant documents

on behalf of the City; and approve budget adjustments needed to spend grant funds. (File No. 0480-70)

Staff Recommendation: **Approval (Police Department: Craig Carter)**

Moved by Deputy Mayor Martinez and seconded by Council Member Masson to approve authorizing Escondido Police Department to accept a Fiscal Year 2019-20 California Office of Traffic Safety (OTS) Selective Traffic Enforcement Program (STEP) Grant in the amount of $454,000; authorize the Chief of Police or his designee to execute grant documents on behalf of the City; and approve budget adjustments needed to spend grant funds. Approved with four yes votes. Deputy Mayor Martinez voted no.

6. FISCAL YEAR 2019-20 STATE OF CALIFORNIA OFFICE OF TRAFFIC PEDESTRIAN AND BICYCLE SAFETY PROGRAM GRANT AND BUDGET ADJUSTMENT -

Request the City Council approve authorizing the Escondido Police Department to accept a Fiscal Year 2019-20 California Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Program Grant in the amount of $25,000; authorize the Chief of Police or his designee to execute grant documents on behalf of the City; and approve budget adjustments needed to spend grant funds. (File No. 0480-70)

Staff Recommendation: **Approval (Police Department: Craig Carter)**

7. RUBBERIZED PAVEMENT GRANT PROGRAM APPLICATION -

Request the City Council approve authorizing the Director of Engineering Services or her designee to submit an application(s) for the Rubberized Pavement Grant Program funds for an amount up to $350,000 from the California Department of Resources Recycling and Recovery (CalRecycle); and if awarded, to accept the grant funds and complete the necessary documents required by CalRecycle for participation in the Rubberized Pavement Program in conjunction with the Citywide annual pavement maintenance program. (File No. 0480-70)

Staff Recommendation: **Approval (Engineering Services Department: Julie Procopio)**

RESOLUTION NO. 2019-140

8. BID AWARD FOR THE PURCHASE OF LIVE RAINBOW TROUT -

Request the City Council approve accepting the second lowest responsive and responsible bid from Mt. Lassen Trout to purchase live Rainbow Trout by unit price for stocking at Dixon Lake and Lake Wohlford; and authorize the Deputy City Manager to execute a Purchasing Contract with Mt. Lassen Trout effective September 25, 2019 through June 30, 2020, with the option to renew the Contract on an annual fiscal year basis not to exceed a total of four consecutive years. Contract renewal options are contingent upon budget appropriations and satisfactory performance by the contractor. The unit price bid for live rainbow trout is $4.44 per pound with an estimated purchase quantity of 55,000 pounds per year for an estimated annual amount of $244,200. (File NO. 0470-35)

Staff Recommendation: **Approval (Finance Department: Sheryl Bennett)**

RESOLUTION NO. 2019-137

CONSENT RESOLUTIONS AND ORDINANCES (COUNCIL/RRB)

The following Resolutions and Ordinances were heard and acted upon by the City Council/RRB at a previous City Council/Mobilehome Rent Review meeting. (The title of Ordinances listed on the Consent Calendar are deemed to have been read and further reading waived.)

PUBLIC HEARINGS

9. APPEAL OF PLANNING COMMISSION DECISION TO APPROVE A CONDITIONAL USE PERMIT FOR A WIRELESS COMMUNICATION FACILITY FOR PTI-T-MOBILE (PHG 18-0016)
Request the City Council deny the appeal and uphold the Planning Commission decision to approve the project and adopt Resolution No. 2019-148. Staff has suggested two alternative options: Option A) Affirm the appeal, set aside the decision of the Planning Commission with findings reached by the City Council to deny the project, and adopt Resolution No. 2019-149; or Option B) Deny the appeal, but modify the decision of the Planning Commission (with or without amended conditions). (File No. 0810-20)

Staff Recommendation: **Approval (Community Development Department: Bill Martin)**

A) RESOLUTION NO. 2019-148 B) RESOLUTION NO. 2019-149

Mike Strong, Assistant Director of Planning, presented the staff report utilizing a PowerPoint presentation.

Mayor McNamara opened the public hearing and asked if anyone wished to speak on this issue in any way.

MOTION: Moved by Councilmember Masson and seconded by Councilmember Morasco to issue a continuance of this item and refund the appellant. Approved unanimously.

10. DOWNTOWN SPECIFIC PLAN AMENDMENT AND MASTER AND PRECISE DEVELOPMENT PLAN FOR THE QUINCE STREET SENIOR HOUSING PROJECT (PHG 17-0028) -
Request the City Council approve an amendment to the Downtown Specific Plan and a new Planned Development for the Quince Street Senior Housing Project located at 220 N. Quince Street (APN 229-331-10-00). (File No. 0800-70)

Staff Recommendation: **Approval (Community Development Department: Bill Martin)**

ORDINANCE NO. 2019-12 (First Reading and Introduction)

Adam Finestone, Principal Planner, presented the staff report utilizing a PowerPoint presentation.

Mayor McNamara opened the public hearing and asked if anyone wished to speak on this issue in any way.

MOTION: Moved by Deputy Mayor Martinez and seconded by Councilmember Diaz to continue this item to the October 9, 2019 City Council Meeting.

11. TAX EQUITY AND FISCAL RESPONSIBILITY ACT HEARING FOR HEALTHRIGHT 360 FACILITIES -
Request the City Council approve the issuance of one or more series of revenue bonds in an aggregate principal amount not to exceed $65,000,000 by the California Municipal Finance Authority, of which approximately $6,150,000 will be allocable to projects in the City of Escondido and the remaining amount will be allocable to projects in other cities. (File No. 0440-65)

Staff Recommendation: **Approval (Community Development Department: Bill Martin)**

RESOLUTION NO. 2019-141

Karen Youel, Housing and Neighborhood Services Manager, presented the staff report utilizing a PowerPoint presentation.

Mayor McNamara opened the public hearing and asked if anyone wished to speak on this issue in any way.

MOTION: Moved by Councilmember Diaz and seconded by Councilmember Morasco to approve the issuance of one or more series of revenue bonds in an aggregate principal amount not to exceed $65,000,000 by the California Municipal Finance Authority, of which approximately $6,150,000 will be allocable to projects in the City of Escondido and the remaining amount will be allocable to projects in other cities and adopt Resolution No. 2019-141. Approved unanimously.

CURRENT BUSINESS

12. HOUSING RELATED PARKS PROGRAM PROJECT UPDATE -
Request the City Council receive and file an update on recreational facilities rehabilitation and improvements built with Housing Related Parks Program (HRP) grant funds. (File No. 0480-70)

Staff Recommendation: **Receive and File (Public Works Department: Joseph Goulart and Communications & Community Services Department: Joanna Axelrod)**

Karen Youel, Housing and Neighborhood Services Manager and Joe Goulart, Director of Public Works, presented the staff report utilizing a PowerPoint presentation.

MOTION: Moved by Councilmember Diaz and seconded by Councilmember Masson to receive and file an update on recreational facilities rehabilitation and improvements built with Housing Related Parks Program (HRP) grant funds. Approved unanimously.

WORKSHOP

13. COMMUNITY ADVISORY GROUP UPDATE -
The workshop will serve as an update on progress in forming five Community Advisory Groups and announce future meeting dates.

Staff Recommendation: **None (City Manager's Office: William L. Wolfe)**

William L. Wolfe, Deputy City Manager, presented an update regarding Community Advisory Groups utilizing a PowerPoint presentation.

NO COUNCIL ACTION NECESSARY.

FUTURE AGENDA

14. FUTURE AGENDA -
The purpose of this item is to identify issues presently known to staff or which members of the City Council wish to place on an upcoming City Council agenda. Council comment on these future agenda items is limited by California Government Code Section 54954.2 to clarifying questions, brief announcements, or requests for factual information in connection with an item when it is discussed.

Staff Recommendation: **None (City Clerk's Office: Zack Beck)**

Councilmember Diaz requested an update regarding pet stores complying with Assembly Bill 485 in Escondido.

COUNCIL MEMBERS SUBCOMMITTEE REPORTS

Councilmember Diaz attended the ad-hoc community survey subcommittee with Councilmember Masson.

Councilmember Masson attended the ad-hoc community survey subcommittee with Councilmember Diaz.

CITY MANAGER'S WEEKLY ACTIVITY REPORT

The most current information from the City Manager regarding Economic Development, Capital Improvement Projects, Public Safety and Community Development. This report is also available on the City's website, www.escondido.org.

- **WEEKLY ACTIVITY REPORT**

ORAL COMMUNICATIONS

Tom Albergo, expressed concern regarding sound issues and compliance issues with the Air X business.

Brian Wilson, requested that the cell tower being proposed for his property should be considered for approval by the City Council.

Gail McMorran, President of Air X, expressed concern about the complaints being levied against her company.

Daniel Day, employee of Air X, expressed concern about the number of inspections that are taking place at the Air X company by the City of Escondido.

ADJOURNMENT

Mayor McNamara adjourned the meeting at 8:27 p.m.

_____ _____

MAYOR CITY CLERK

ESCONDIDO
City of Choice

CITY COUNCIL STAFF REPORT

Consent Item No. 4 **October 9, 2019** **File No. 0480-45**

SUBJECT: Proposed Changes to Community Services Fee Schedule

DEPARTMENT: Communications and Community Services Department

RECOMMENDATION:

It is requested that the City Council adopt Resolution No. 2019-153 authorizing new Community Services fees, making changes to certain existing fees for services, and deleting fees for services that are no longer used.

FISCAL ANALYSIS:

Revenue generated by the rental of library media items for FY 2018-19 was $39,231 which would be lost as part of this proposal.

PREVIOUS ACTION:

On March 21, 2018, the City Council adopted Resolution No. 2018-29 authorizing new City of Escondido ("City") fees, making changes to certain existing fees for service, and deleting fees for service that were no longer used.

BACKGROUND:

Each year Staff reviews the City fee inventory schedule to make recommendations for fee increases necessary to accurately offset the cost of providing services, to eliminate fees for services that are no longer provided, and to recommend new fees for services provided.

Exhibit "A" of Resolution No. 2019-153 provides a comparison between existing and proposed fee changes. If these proposed fee changes are approved by the City Council, they will go into effect October 14, 2019. These proposed fee changes do not include fee increases that require a Prop 218 notification.

The Community Services Recreation Division provides life-enriching recreational programs and activities for people of all ages, from infants to older adults. Leisure classes are offered in personal enrichment, music, dance, arts & crafts, swimming, preschool, tennis, and health & fitness; special programs for youth include the After School Program and day camps; and sports activities and leagues including softball, roller hockey, and arena soccer are scheduled seasonally.

The Escondido Public Library provides equal access to information and educational experiences that inspire learning and foster participation in a thoughtful, diverse society through a broad selection of reading and media materials and a diverse array of programs for all ages.

The following is a description of the proposed fee changes.

COMMUNITY SERVICES

- Afterschool Program Paid Sites: Increase the daily drop-in rate at our paid afterschool program sites from $10/day to $12 -$15/day. Effective January 1, 2017, the minimum wage for all industries increased and will continue to increase by one dollar annually, through January 1, 2022. Raising the drop-in fee annually through 2022 covers this additional cost.

- Activenet Online Registration/Credit Card Processing Fee: The Community Services Department currently utilizes Activenet for online registration and credit card processing. For every transaction run through Activenet, there is a convenience and processing fee charged to the City which is then passed on to the customer. That fee is typically increased on an annual basis. In order to cover the cost of the fee increase imposed by Activenet, the City fee increase will go from 5.89% to 6.1 – 8.0%. The range is being recommended since the percentage will fluctuate depending on the type of credit card used and the method of processing (e.g. online or in person).

- Removal of registration fees for ACE - Makos Swim Club, ACE- Riptides Water Polo, and Splash Ball: These programs are no longer offered, or have been restructured as facility rentals, and will be deleted from the inventory.

LIBRARY

- Removal of DVD Rental Fee, Media Checkout/CD Fee, Audio Book Checkout Fee: Elimination of this fee will provide more equitable access to media materials and is also consistent with other library systems throughout San Diego County who do not charge for the rental of media items. While at some cost to the general fund, this recommendation was brought forward by the Library Board of Trustees and was one of the Strategic Plan priorities identified by the community in the area of “Grow services to low-income patrons.” Staff supports elimination of this fee.

APPROVED AND ACKNOWLEDGED ELECTRONICALLY BY:

Joanna Axelrod, Director of Communications and Community Services
10/2/2019 5:13 p.m.

ATTACHMENTS:

1. Resolution No. 2019-153
2. Resolution No. 2019-153 – Exhibit A – List of Proposed Fee Changes

RESOLUTION NO. 2019-153

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, ADOPTING COMMUNITY SERVICES FEES FOR CERTAIN SERVICES AND PERMITS AND THE REMOVAL OF FEES FOR SERVICES NO LONGER USED

WHEREAS, the City of Escondido ("City") charges fees for services and permits; and

WHEREAS, staff recommends increases in certain existing Community Services fees, the addition of new fees, and the removal of fees no longer required; and

WHEREAS, the City Council desires at this time and deems it to be in the best public interest to adopt the changes in certain existing fees for services and permits as presented in Exhibit "A," which is attached to this Resolution and incorporated by this reference.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California, as follows:

1. That the above recitations are true.

2. That the City Council approves the changes in certain Community Services fees contained in Exhibit "A."

3. That the City Fees listed in Exhibit "A" shall be effective October 14, 2019.

Exhibit A

List of Proposed Fee Inventory Changes

Department	*Fee Description*	*Current Fee*	*Proposed Fee*
COMMUNITY SERVICES			
Comm Srv.	Afterschool Program - Paid Sites	$10 / day	$12 - $15 / day
Comm. Srv.	Activenet Credit Card Processing Fee	5.89%	6.1% - 8.0%
Comm. Srv.	ACE- Makos Swim Club	$480 / season	DELETE
Comm. Srv.	ACE- Riptides Water Polo	$225-$325 / season	DELETE
Comm. Srv.	Splash Ball	$78 / session	DELETE
LIBRARY			
Library	DVD Rental Fee	0.50 / week	DELETE
Library	Media Checkout/CD Fee	0.25 / 3 weeks	DELETE
Library	Audio Book Checkout Fee	0.50 / 3 weeks	DELETE

ESCONDIDO
City of Choice

CITY COUNCIL STAFF REPORT

Consent Item No. 5 **October 9, 2019** **File No. 0480-70**

SUBJECT: Resolution Authorizing Application for SB 2 Planning Grant

DEPARTMENT: Community Development Department, Planning Division

RECOMMENDATION:

It is requested that the City Council adopt Resolution No. 2019-156 authorizing the Director of Community Development or his designee to submit an application for SB 2 Planning Grant Program Funds to support planning efforts and increase the supply and affordability of homes in Escondido, and, if awarded, to accept the grant funds, complete a budget adjustment, and complete grant documents on behalf of the City of Escondido.

FISCAL ANALYSIS:

Senate Bill 2 (SB 2), otherwise known as the Building Homes and Jobs Act, established a $75 recording fee on real estate documents to fund a variety of new and existing programs to increase the supply of housing statewide. Fifty percent of the first year of revenues generated through SB 2 have been used to set up a State-administered Planning Grants Program. The program is a one-time component of SB 2 that, among other provisions, provides financial and technical assistance to local governments to update planning documents, with the goal of facilitating residential development, reducing constraints, and incentivizing housing production. If awarded, the $310,000 grant would fund important local planning activities and consultant costs. These grant funds would only partially offset the total cost in staffing and consultant services for all of these projects. The Community Development Department's budget for staff and operations would cover staff time used in connection with carrying out planning and program implementation.

BACKGROUND:

The 2017 Legislative Housing Package provided a renewed focus on housing and offered fifteen (15) different bills aimed at injecting new regulatory and financial resources to address housing construction, the state's housing shortage, and high housing costs. Chapter 354, Statutes of 2017 (SB 2, Atkins) was part of this legislative package. SB 2 established a new, permanent source of funding intended to increase the affordable housing stock in California.

The State of California Department of Housing and Community Development (HCD) issued a notice of Funding Availability (NOFA) for approximately $123 million dated March 29, 2019, for its SB 2 Planning Grants Program. Eligible activities must demonstrate a nexus to accelerating housing production and may include updates to general plans, community plans, specific plans; updates to zoning ordinances; environmental analyses that eliminate the need for project-specific review; and

local process improvements that improve and expedite local planning. Funds in this initial allocation are available to eligible applicants on a noncompetitive, over-the-counter (OTC) basis. The City of Escondido is eligible for a maximum award amount of $310,000. The planning activities covered by the grant program must directly address ways to accelerate housing production; streamline the approval of housing development affordable to owner and renter households at all income levels; facilitate housing affordability for all income groups; and/or promote development consistent with the State Planning priorities.

ANALYSIS:

There are a variety of planning activities eligible for program funding, and many of the programs proposed in the City's 2013-2020 Housing Element would be possibilities. Some of the programs identified in the element include maintaining an adequate inventory of land for regional housing needs, increasing density and affordable housing development, creating a by-right approval process for housing development, housing maintenance and conservation, implementation of fair housing practices, and streamlining planning and building permitting processes that expedite review. Although each is programmed for Housing Element implementation, City staff has compiled the following list of the projects that would best translate to affordable housing development and/or reduce planning constraints to facilitate additional housing production in Escondido. These seem like good candidates for the funding program, while allowing the City to create a comprehensive housing assessment and strategy. As such, the anticipated scope of projects covered by the City's SB 2 Planning Grant submittal are listed below:

1. Updates to the Housing Element (2021-2029)

    - Existing conditions analysis. Learn of community-wide issues and opportunities related to population, employment and household characteristics; overpayment and overcrowding; and other housing needs.
    - Regional Housing Needs Assessment: Expand and protect opportunities for households of all income levels to find housing in Escondido and afford a greater choice of rental and homeownership opportunities.
    - Evaluate and implement new ways to increase affordable housing production for lower income and moderate-income households.
    - Reduce governmental constraints on the maintenance, improvement and development of housing while maintaining community character.
    - Explore continued improvements to the entitlement process to streamline and coordinate the processing of development permits, design review and environmental clearance.
    - Evaluate new ways to promote Fair Housing practices.

- Promote the active participation of citizens, community groups, and governmental agencies in housing and community development activities. Explore collaborative partnerships with nonprofit organizations, developers, governmental agencies and the business community to develop, rehabilitate and preserve affordable housing.

2. New Specific Plan for the East Valley / Hospital Professional Zone

    - Create new residential zoning to allow standalone and mixed-use residential development by-right. Rezoning for additional housing capacity and establishing by-right zoning to permit residential development, particularly multifamily, without discretionary action.
    - Incentivizing accessory dwelling unit construction in the East Valley Target Area.
    - Creating objective development and compatibility design standards. Developing objective design standards or pre-approved site and architectural plans that facilitate non-discretionary permitting.
    - CEQA streamlining: Designating and rezoning for additional housing capacity or preparing specific plans and plan-level environmental analysis that can be used to streamline future housing projects.

3. Feasibility Study

    - Conduct a housing sector feasibility study to evaluate sector viability to market/brand market-rate and/or affordable housing construction opportunities in Escondido.
    - Conduct a study of the entitlement and permitting process. The City could utilize a feasibility study to develop a framework for right-sizing code standards to facilitate new housing development by understanding the amount of housing development expected under the existing regulations and learn if more housing can be achieved through various zoning incentives or development standards modifications. The City could also determine how best to speed up approvals and permit processing by understanding the timing and cost associated with entitlement and permit processing.

City staff intends to submit the grant application following City Council approval of the resolution of grant authorization. Staff has met with HCD's technical assistance consultant to confirm the grant eligibility of the project list. HCD anticipates a 60 to 90-day review and approval period of the grant. Staff is estimating 18 months to complete the project list. The grant must be closed out by June 30, 2022. The grant project list is an ambitious and robust lineup of important and potentially controversial projects. The outcome from the public hearing process and the changes that could occur cannot be predicted with certainty. City Council's authorization to file the application does not have a legally binding effect on any possible future discretionary action.

ENVIRONMENTAL REVIEW:

The action before the City Council is statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. This action involves only ongoing study in preparing various housing related programs and authorization to pursue grant funding. Public input received and technical information prepared during the proposed process would be utilized in preparing environmental documents to analyze their impact on the physical environment.

APPROVED AND ACKNOWLEDGED ELECTRONICALLY BY:

Bill Martin, Director of Community Development
10/3/2019 9:42 a.m.

Mike Strong, Assistant Director of Planning
10/3/2019 10:21 a.m.

ATTACHMENTS:

1. Resolution No. 2019-156

RESOLUTION NO. 2019-156

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, AUTHORIZING APPLICATION FOR, AND RECEIPT OF, SB 2 PLANNING GRANTS PROGRAM FUNDS

WHEREAS, the State of California, Department of Housing and Community Development ("Department") has issued a Notice of Funding Availability ("NOFA") dated March 28, 2019, for its Planning Grants Program ("PGP"); and

WHEREAS, the City Council of the City of Escondido desires to submit a project application for the PGP program to accelerate the production of housing and will submit a 2019 PGP grant application as described in the Planning Grants Program NOFA and SB 2 Planning Grants Program Guidelines released by the Department for the PGP Program; and

WHEREAS, the Department is authorized to provide up to $123 million under the SB 2 Planning Grants Program from the Building Homes and Jobs Trust Fund for assistance to Counties (as described in Health and Safety Code section 50470 et seq. Chapter 364, Statutes of 2017 (SB 2) related to the PGP Program.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California, as follows:

1. That the above recitations are true.

2. The City Council hereby directs and authorizes the Director of Community Development or his/her designee to apply for and submit to the Department a 2019

Planning Grants Program application released March 28, 2019, in the amount of $310,000.

3. In connection with the PGP grant, if the application is approved by the Department, the Director of Community Development, or his designee, is authorized to enter into, execute, and deliver a State of California Agreement (Standard Agreement) for the amount of $310,000, and any and all other documents required or deemed necessary or appropriate to evidence and secure the PGP grant, the City's obligations related thereto, and all amendments thereto (collectively, the "PGP Grant Documents").

4. The City shall be subject to the terms and conditions as specified in the Standard Agreement, the SB 2 Planning Grants Program Guidelines, and any applicable PGP guidelines published by the Department. Funds are to be used for allowable expenditures as specifically identified in the Standard Agreement. The application in full is incorporated as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the application will be enforceable through the executed Standard Agreement. The City Council hereby agrees to use the funds for eligible uses in the manner presented in the application as approved by the Department and in accordance with the Planning Grants NOFA, the Planning Grants Program Guidelines, and 2019 Planning Grants Program Application.

5. The Director of Community Development or his designee is authorized to execute the City of Escondido Planning Grants Program application, the PGP Grant Documents, and any amendments thereto, on behalf of the City as required by the Department for receipt of the PGP Grant.

ESCONDIDO
City of Choice

Public Hearing Item No. 6 **October 9, 2019**

DOWNTOWN SPECIFIC PLAN AMENDMENT AND MASTER AND PRECISE DEVELOPMENT PLAN FOR THE QUINCE STREET SENIOR HOUSING PROJECT (PHG 17-0028)

- **This item is being continued to October 23, 2019.**

ESCONDIDO
City of Choice

CITY COUNCIL STAFF REPORT

Public Hearing Item No. 7 **October 9, 2019** **File No. 0600-15**

SUBJECT: Development Agreement and Master and Precise Development Plan for the "Aspire" Mixed-Use Development (PHG 19-0014)

DEPARTMENT: Community Development Department, Planning Division

RECOMMENDATION:

It is requested that the City Council introduce Ordinance No. 2019-13 approving a Development Agreement to allocate density from the Downtown Density Transfer Program; approving a Master and Precise Development Plan including a Density Bonus Application; and adopting a Class 32 exemption in accordance with the California Environmental Quality Act (CEQA) for a proposed 131-unit, mixed use development known as "Aspire."

PROJECT DESCRIPTION:

A Master and Precise Development Plan to construct a six-story, mixed-use structure in the Historic District of the Downtown Specific Plan containing 131 apartment units, approximately 4,289 square feet of commercial space, underground parking, and an outdoor common area with a pool for residents. The site currently is a municipal parking lot containing 118 public parking spaces. The proposed structure would be 67 feet in height with parapet walls and a tower element that extend up to 75 feet in height. The project would provide 30-studios, 46 1-bedroom and 55 2-bedroom units ranging in size from 370 square feet to 1,293 square feet. A two-story garage would contain 212 parking spaces with 153 spaces for residents (including 19 tandem spaces) primarily in the basement and 59 spaces for public parking on the ground level. An additional 17 public parking spaces would be provided along the alley on the southern side of the building. Zoning provisions allow a density of 75 units per acre for a maximum of 79 units at the site. The request includes a density bonus of 35% or 28-units (including 9 units for Very Low Income households) and incentives to provide affordable housing, and an allocation of 24 units from the Density Transfer Program for the Downtown Specific Plan area through a Development Agreement. The project also includes a request to adopt a Class 32 Exemption in accordance with the California Environmental Quality Act (CEQA)

LOCATION:

The 1.044-acre property is located on the southern side of West Valley Parkway and the eastern side of Maple Street Plaza within Escondido's downtown urban core. The site is currently owned by the City of Escondido and contains a 118-space public parking lot (Parking Lot No. 1), addressed as 137 W. Valley Parkway.

FISCAL ANALYSIS:

The proposed Development Agreement would freeze building permit fees to the February 6, 2017, level in return for the public benefit provided by the project. Staff has determined this would result in a savings of approximately $920,000 from the fees in place today with even greater savings anticipated in future years when the project is actually constructed.

Touchstone Communities approached the City several years ago with an unsolicited offer to purchase Municipal Parking Lot No. 1 for the purpose of developing a mixed-use development. In November of 2018, the City Council entered into a Purchase and Sale Agreement with Touchstone Communities to sell for parking lot property for the appraised value of $1.592 million.

PLANNING COMMISSION RECOMMENDATION:

On August 27, 2019, the Planning Commission voted 6-1 (Chairman Spann opposed) to recommend the City Council approve the Project and Development Agreement based upon the findings and conditions of approval. The Planning Commission supported the project and design features but did express some concern over the amount of replacement public parking. The Commission ultimately recognized that a Parking Management Plan required prior to grading permit issuance would control usage of the residential and public parking spaces as well as address the need for temporary parking for construction workers. The Commission noted the City would maintain management over the public parking spaces. Additionally, the majority of commissioners concurred the increase in residential units would serve to increase the viability and vitality of the downtown area. Public testimony provided during the Planning Commission meeting is summarized in the Public Comment section later in this staff report. The Planning Commission staff report and Planning Commission meeting minutes are provided as Attachments 1 and 2, respectively.

BACKGROUND:

Situated within the Historic District of the Downtown Specific Plan (DSP) area, the site is in close proximity to a variety of services, theaters, restaurants, grocery and specialty retail shops. Future residents could easily walk to local schools, churches, city library, City Hall, Escondido's Center of the Arts, and Grape Day Park. The Escondido Transit Station, located a ½ mile distance to the west, offers bus service to areas around San Diego County and Sprinter rail transit service to Oceanside for transfers to San Diego and Los Angeles.

The proposed development site is a municipal parking lot located adjacent to Maple Street Plaza and across the alley from the retail core area of historic Grand Avenue. The site is directly across West Valley Parkway from City Hall and is bounded to the east by U.S. Bank. All 118 public parking spaces, drive aisles, and associated landscaping would be removed as part of the project. As discussed later in this report, the project would recover the majority of public parking spaces on the site.

The Escondido General Plan and Downtown Specific Plan (DSP) encourage high density residential development in urbanized areas that are within close proximity to entertainment, retail, and professional offices. The site is located within an area of the Historic District that allows for up to 75 dwelling units per acre and a maximum building height of four-stories and 60 feet. The request is to construct 131 apartment units and two commercial suites within a six-story structure that is 67-feet high with parapet walls and a tower element that extend up to 75 feet in height. While the planned development process allows this type of deviation from development standards, the applicant has also noted the additional height and stories are necessary as an incentive permitted under state Density Bonus Law for the provision of affordable housing.

City staff presented the proposed development to several community groups including the Downtown Business Association on January 9, 2019, the Chamber of Commerce on January 10, 2019, the Historic Preservation Commission on March 21, 2019, and the Old Escondido Neighborhood on February 20, 2019. The Planning Commission conducted a public hearing on August 27, 2019, and the Historic Preservation Commission discussed the project during their September 19, 2019 meeting. Notices for the City Council hearing were mailed to all interested persons, organizations, and business who attended prior workshops and requested to be noticed of upcoming hearings.

ANALYSIS:

Planned Development (Master and Precise Development Plan)

The application requests construction of a six-story, mixed-use building with one subterranean parking level that includes the following:

- 79 base residential units (75 dwelling units per acre).
- 35% Density Bonus or an additional 28 units (78 x .35 = 28) including 11% or nine units for Very Low Income households.
- 24 units transferred to the project from the Density Transfer Program.
- Total units – 131 (79 + 28 + 24 = 131).
- 4,289 square feet of commercial space facing East Valley Parkway and Maple Street Plaza.
- 153 resident parking spaces (22% reduction from DSP standard) plus an additional 76 public and guest parking spaces.
- 27,688 square feet of private and common open space or 212 square feet per residential dwelling unit (reduced from DSP standard of 300 square feet/unit).

The Master and Precise Development Plan application includes a six-story building totaling 179,530 square feet. The structure would provide 131 residential units for rent (30 studios – ranging in size from 370 to 679 square feet (sf), 46 one-bedroom units ranging from 736 sf to 800 sf, and 55 two-bedroom units ranging from 978 sf to 1,293 sf), a 4,289 square foot commercial space, a two-story parking garage (first level – at grade and second level - below grade). Mechanical equipment

including air conditioning units would be located within visual/acoustical enclosures on the roof. Specifically, each floor is described below:

The subterranean parking level would contain 144 spaces for residents including 19 tandem spaces. The ground floor or first floor would provide 85 total vehicle parking spaces including 17 spaces outside the building along the alley. A total of 76 spaces on the ground level would be available for public and guest parking. The ground floor would also include two commercial suites (1,985 and 2,304 square feet), bike storage, motorcycle parking, mailroom, common recreation room, leasing office, and resident's entry. Residential units would be located on the second through sixth floors. The second level contains 23 residential units (6 studios, 6 1-bedroom, and 11 2-bedroom units), an approximately 3,000 square-foot resident common/recreation room, and a 9,800 square foot outdoor deck that features a pool, spa, barbeque, and lounge areas. The third through six floors contain 27 residential units each (6 studios, 10 1-bedrooom, and 11 2-bedroom units). Each unit would be provided with a private balcony space and laundry facilities.

Approval of the application would convert the site from a public parking lot to residential/commercial use. In order to assess the potential impacts of the loss of public parking spaces within the downtown, Walker Consultants prepared a Parking Analysis, dated January 17, 2019. The parking analysis conducted field research of a study area of the downtown. The study area selected is bordered by Woodward Avenue, Kalmia Street, E. 3rd Avenue and South Escondido Boulevard. To understand the current usage of the parking lot (known as Lot 1) and the potential demand for parking, the analysis included an inventory of parking supply, occupancy counts, and length of stay. Additionally, Walker Consultants conducted a field inventory of on- and off- street publicly owned parking spaces and privately owned off-street spaces that could easily be accessed parking spaces within the study area. Occupancy counts were conducted during a Farmer's Market, a typical weekday, and a typical weekend.

The study concluded the following:

1. The study area has a total parking supply of 2,750± spaces. Of that total 1,650±, are publicly available for general use both in parking lots and on public streets.

2. Peak demand for the study area occurs on weekdays between 10a.m. and 1 p.m. During this period, there was a parking surplus in the plan area of 1,190± spaces including a surplus of 700-850 public spaces.

3. During this peak demand period, there were 45 – 56% of the parking spaces within Parking Lot 1 utilized by employees of local government or businesses rather than customers or visitors.

4. Employees parking for four hours or longer for the City's municipal buildings and for local businesses should be encouraged to use nearby public lots to reduce the concentrated areas for parking and to encourage increased pedestrian activity.

5. The proposed inventory of 76 public spaces is projected to be adequate to serve the public demand for customer/visitor parking on the project site for typical busy days. At peak periods for parking in the downtown, the Walker study projects that the actual high turnover public demand for Lot 1 is 64±spaces.

Customer parking accounts for approximately one-half the current usage of Parking Lot 1 with the balance of spaces occupied most of the day by employees. Directing employees to more under-utilized parking in the downtown area would essentially maintain the current customer parking availability on the ground level of the proposed development. The public parking lot (ground floor garage) will be equipped with a modern parking detection and management system with display showing parking availability both on the street and at the public parking entrance gate. The project will also contribute a fair share toward a Citywide parking management system with real time parking availability signage for public parking lots.

Density Bonus Request

The proposed project will provide much needed rental housing including affordable units to the city and the community. The Housing Element, a component of the General Plan, assesses housing needs from January 1, 2013, through December 31, 2020, and identifies strategies and programs that focus on:

- Conserving and improving existing affordable housing,
- Providing adequate housing sites,
- Assisting in the development of affordable housing,
- Removing governmental and constraints to housing development; and
- Promoting fair housing opportunities.

The state of California requires all cities adopt a Housing Element that includes goals for providing adequate housing for all income levels. This Regional Housing Needs Assessment (RHNA) is assigned by income category. (§§ 65584 – 65584.09). Typically, approximately 40 percent of the local housing need is to provide housing for very low income and low income households (collectively "lower income housing," for households generally earning 80 percent or less of the area median income or AMI); approximately 20 percent for moderate income housing (those earning between 80 and 120 percent AMI); and the remaining 40 percent for above-moderate income housing (earnings over 120% AMI). The proposed development would provide an additional 9 units for very low-income households (31-50% of the AMI) and 118 market-rate units.

The California Density Bonus Law (California Government Code, Sections 65915–65918) encourages the development of affordable and senior housing, by affording applicants/developers with up to a 35 percent increase in project densities, depending on the amount of affordable housing provided. The amount of the density bonus is based upon the percentage of affordable units provided at each income level. The Downtown Specific Plan allows for 75 dwelling units per acre on the project site.

Based on a 1.044-acre site, 79 units could be permitted. The applicant proposes to reserve 11% of its base density units (9-units) for Very Low Income households to qualify for the 35 percent density bonus (an additional 28 units) over the base density.

The Density Bonus law is a state mandate. A developer who meets the requirements of the state law is entitled to receive the density bonus and other benefits as a matter of right. The Density Bonus Law allows for an applicant proposing affordable housing units to request incentives or waivers from the local development standards where these standards would physically preclude the construction of a project at the permitted density. There is no limit on the number of development standard incentives that may be requested or granted for a project. The project is proposing relief from the following development standards in the Downtown Specific Plan: maximum height limit and stories and the open space requirement.

The applicant requests the following incentives as part of the Density Bonus application:

- Open Space - Reduce the amount of required usable open space per unit from 300 square feet to 212 square feet per unit since the site does not have the area to provide additional open space and common open space is provided for residents.
- Increased Height - Increase the height from four stories to six stories and from 60 feet to 67 feet with parapets screening HVAC units and architectural tower element ranging up to 75 feet to accommodate the additional number of units and provide affordable housing.

Density Transfer Program Request

The recently approved Density Transfer Program within the Downton Specific Plan area provides opportunities where an applicant can request approval to exceed residential densities on a case-by-case basis subject to approval of a Planned Development and Development Agreement. The Density Transfer Program establishes a density credit pool consisting of density not utilized on City-owned properties and/or unused density from undeveloped or underutilized properties. Available density contained in the Density Credit Pool could be transferred to a developing parcel to increase the density beyond what is permitted through maximum density allowances in the DSP. Upon submittal of a Planned Development Application and approval by the City Council, an applicant may request to have density transferred from the density pool provided there is available density.

The City has kick-started the density credit pool with unused density from city-owned parcels within the DSP. Specifically, the City would transfer 48 available density units from Municipal Parking Lot #4 at the corner of East Second Avenue and Kalmia Street (APN 233-081-26-00) which is zoned for 75 dwelling units per acre. These credits were placed in the Density Transfer Program credit pool. The Ivy project approved on June 19, 2019, received 24 units. There are 24 remaining units that are proposed to be allocated to the Aspire project.

While State Density Bonus Law mandates the approval of density bonus projects and related developer incentives when a project complies with state requirements, there is no similar city

mandate to grant a density transfer request through the Density Transfer Program. Each project request to receive transfer units from the credit pool is reviewed on a case-by-case basis for project design, CEQA compliance and consistency with the DSP. All of these aspects are evaluated in other sections of this report or the attached Planning Commission staff report.

Development Agreement Request

The proposed Development Agreement is necessitated by the applicant's request to receive a density transfer from the Density Transfer Program credit pool. A Development Agreement is a voluntary legal agreement between the City and the developer that describes performance obligations for both parties. Generally, a developer receives increased certainty for constructing a project in return for providing more public benefit than normally required.

The proposed Development Agreement would be valid for a period of five years. The applicant has requested a term be included in the Development Agreement that would freeze building permit fees at the February 6, 2017 level. Staff has determined this would result in a savings of approximately $920,000 from the fees in place today with even greater savings anticipated in future years when the project is actually constructed. Other notable terms within the proposed development Agreement are described below:

Maple Street Plaza - Construction of the project will necessitate removing or relocating existing Maple Street Plaza benches, fountain, landscaping, and trellis. Project public art fees and existing public art funding will be used for reconstruction of the fountain and related equipment. The owner will relocate the benches and trellis to a new location within Maple Street Plaza subject to City approval. Cleaning and maintenance of the new Maple Street Plaza fountain and ancillary equipment will be the responsibility of the project owner in perpetuity.

The project will be permitted to use a portion of Maple Street Plaza for outdoor café seating. This space will extend approximately sixteen feet from the exterior of the building. This area will be maintained (routine care, cleaning, repair and replacement) by the project owner.

Public Parking – The project owner will provide 76 public/guest parking spaces on the ground floor of the project including 59 spaces within the parking garage and 17 spaces accessed by the public alley on the southern side of the project. Construction will include installation of infrastructure to facilitate future improvements within the garage for access gates, signage, security attendant station, etc. The public/guest parking spaces contained in the ground floor level of the garage will be maintained by the project owner in perpetuity. The City retains the right to implement time restrictions for all public/guest spaces.

Parking Garage Electronic Display – A Public Parking Management System will be implemented as a project feature to reduce vehicle trips. The public parking spaces will be equipped with a modern parking detection and management system with display showing parking availability both on the street and at the public parking entrance gate. The project will also contribute a fair

share toward a Citywide parking management system with real time parking availability signage for public parking lots.

Parking and Construction Impacts

Vehicular access to the parking garage would be provided by two 24-foot wide driveways from West Valley Parkway. The easternmost access would provide access to the subterranean parking garage for residential parking only. The western access driveway would lead to the first floor street level parking for guests, public parking and disabled access.

The project would provide a total of 229 on-site parking spaces with 153 spaces dedicated to residents. The DSP allows up to 25% of the parking spaces to be tandem spaces and the project complies with that standard. The DSP also allows applicants to request exemptions from the standards contained in the DSP when processing a Planned Development application. The applicant proposes an exemption from the required number of residential parking spaces (196 spaces) in return for providing a total of 153 parking spaces for residents and 76 on-site parking spaces for the public and guests. As noted in the following table, the State parking requirement for this Density Bonus project at 0.5 spaces per bedroom would be 93 total parking spaces.

Parking Summary Table

Parking Summary	**Proposed**	**Required per Gov. Code 65915(p) for Density Bonus**	**Required per City Downtown Specific Plan**
Unit Type	**Spaces per unit**	**Spaces per unit**	**Spaces per unit**
Studio – 30 units 1 bedrm.– 46 units 2 bedrm – 55 units Total Units – 131	0.5 per unit – 15 1.2 per unit – 55 1.5 per unit – 83 Total Spaces – 153	0.5 per bedroom – 15 0.5 per bedroom – 23 0.5 per bedroom – 55 Total Spaces - 93	1.0 per unit – 30 1.5 per unit – 69 1.75 per unit – 97 Total Spaces - 196
	Public & Guests Spaces - 76 Total Proposed - 229	Guest spaces not required Total State Code - 93	Guest spaces 0.25 per unit – 33 Total City Code - 229

State law limits parking to 0.5 spaces per bedroom for Density Bonus projects within ½ mile of a transit station to encourage the use of mass transit. The Escondido Transit Center is a nine-minute walk from the site and bus service currently is available on West Valley Parkway and Grand Avenue. Additionally, the City's DSP encourages a shift in orientation from building streets primarily for automobiles and to facilitate the broader vision of directing downtown's and the City's circulation system toward a truly 'multimodal' transportation network. The new, two-way cycle track on West Valley Parkway would provide convenient east-west bicycle access for project residents. The

reduced parking encourages the use of alternate transportation such as bus and rail transit, bicycling, and walking.

Construction Impacts - Project site grading would occur over a two-month period exporting 19,000 cy of soil for construction of the subterranean parking structure with an average of 32 truckloads per day for soil removal. During the period of garage construction, construction parking likely would utilize the Woodward parking lot until parking can be accommodated on site. Overall, construction is anticipated to take 20-24 months to complete the building and restore public parking. This will temporarily eliminate the availability of public parking in this prime location adjacent to Grand Avenue businesses. However, the Parking Analysis prepared by Walker Consultants dated January 17, 2019, indicates that additional parking is available in the downtown area at all times, within other public parking lots, and along multiple streets.

Open Space Common Areas and Private Areas:

The project would provide four open space common areas totaling approximately 16,117 square feet. An approximately 9,797 square foot outdoor space would offer residents and guests a community pool and spa, lounge area, gas fire pits, artificial turf area, bar with gas fire pit feature and barbeque grills. (Figure X, Landscape Concept Plan). Specific components of the project include:

- 9,797 sf outdoor deck area with pool, spa, barbeque and lounge areas
- 3,010 sf recreation room on the second floor
- 474 sf resident common room or flex space and seating along Maple Street Plaza
- 11,571 sf of private open space for resident including 88 sf of private balconies for each unit
- Overall, the project would provide approximately 27,688 sf of private and common open space or 212 sf per residential dwelling unit

The DSP requires 300 square feet of open space per residential dwelling unit. The proposed development would provide 212 square feet of open space per unit. In order for the project to provide affordable housing units pursuant to the Density Bonus Law, the project is requesting a reduction to the open space standard. The existing development standards would preclude the construction of the permitted density under the State Density Bonus Law. The project site does not have the physical area to meet the required amount of open space and therefore would be entitled to relief from the open space standard in return for the provision of affordable housing units.

The proposed reduction in open space can additionally be supported because the site is in close proximity to major City park facilities. The site is located within a block of Grape Day Park and a couple blocks from the City library. Grape Day Park is the oldest park in the city with unique historic opportunities such as the Santa Fe Railroad depot, blacksmith shop, turn-of-the century working barn, museums and monuments. Other amenities include Heritage Walk, Vinehenge, an interactive pubic art project, horseshoe pits, municipal swimming pool, picnicking and restrooms.

PUBLIC COMMENT

The Planning Commission conducted a public hearing on August 27, 2019, on the proposed Master and Precise Development Plan. Nineteen community members provided input during the public hearing. Three persons expressed support for the project while 16 people expressed varying degrees of opposition. Supporters noted the existing parking lot is not the highest and best use for the site and adding people to downtown will bring more customers and enhance the vibrancy of the area. They also noted the forthcoming Grand Avenue visioning project would add more public parking spaces downtown. Opponents were primarily concerned with potential adverse impacts to Grand Avenue businesses during construction, the loss of public parking spaces, height of the proposed structure within the downtown area, lack of historic design elements to cohesively connect with the Old Escondido Neighborhood and the Historic District, and overall mass and scale of the project. Several downtown business owners noted there is a lack of parking now and suggested a parking garage is needed. They felt residential demand for parking would exceed the number of spaces provided for residents. Interestingly, opponents described the building design as both "hideous" and "gorgeous, but not right for downtown."

The Historic Preservation Commission included a discussion item on their September 19, 2019, agenda to allow commissioners an opportunity to meet and share their thoughts on the proposed development. All HPC commissioners present were opposed to the project. Major concerns were expressed regarding size/scale/height, compatibility with Grand Avenue/historic downtown, loss of parking, and density. Other items mentioned were a lack of transparency, particularly with regard to the CEQA process, influx of rental units in downtown, lack of an architectural theme for downtown, which the project could take inspiration from, reduction in impact fees, and lack of open space.

ENVIRONMENTAL STATUS

The proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA) under Section 15332, Class 32 In-fill Development Project. CEQA Guidelines lists classes of projects that have been determined to not have a significant effect on the environment and as a result are exempt from review under CEQA.

A Class 32 CEQA Exemption for the Aspire Project was prepared by Harris & Associates in August of 2019. The document demonstrates that the project or its circumstances would not result in any exceptions identified in CEQA Guidelines, Section 15300.2. Among the classes of projects that are exempt from CEQA review are those projects that are specifically identified as urban in-fill development. CEQA Guidelines, Section 15332, defines in-fill development (Class 32 exemptions) as being applicable to projects meeting the following conditions:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.

- The project site has no value as habitat for endangered, rare or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

Based on the environmental analysis provided in the Class 32 CEQA Exemption, no circumstances previously evaluated in the previously certified Final EIR for the General Plan and Downtown Specific Plan (May 23, 2012) and the Addendum to the certified Final EIR (March 21, 2019) have changed with respect to the proposed development. In addition, the proposed project would not create substantial changes or bring to light new information of the substantial importance that was not previously examined in these Final EIR and Addendum. As a result, Harris & Associates prepared a Class 32 CEQA Exemption pursuant to the CEQA's requirements for an "in-fill development" within an urbanized area. The analysis presented in the Class 32 CEQA exemption from Harris & Associates, dated August 2019, demonstrates that the project qualifies for the exemption and does not have significant effect on the environment.

CONCLUSION:

The proposed project is consistent with the General Plan and the Downtown Specific Plan as it encourages higher density urban residential growth in the Downtown SPA. The project site lies within the Downtown SPA's Historic Downtown District, which is "a successful specialty retail shopping and office employment area that is comfortable, attractive, and safe for pedestrians and employees. New development, higher densities, residential opportunities and pedestrian places and courtyards are encouraged to provide an optimal setting for urban living in close proximity to entertainment, retail and professional offices."

The additional residents downtown would ultimately improve the overall economics of the downtown and the business community. Without adequate residential housing opportunities to generate enough pedestrian activity to support restaurants, stores, and businesses, the downtown will not meet its goals. Residential growth requires expanding the existing housing stock by encouraging and securing multi-family development.

Both the Planning Commission and staff recommend the City Council approve the proposed Master and Precise Development Plan and Development Agreement for a six-story, mixed-use development as outlined below:

1) Approve Master and Precise Development Plan, PHG 19-0014, that includes the following incentives:
    a. Reduction from 196 resident parking spaces to 153 resident parking spaces. An additional 76 parking spaces would be provided for the public and guests.
    b. Reduction of open space from 300 square feet per unit to 212 square feet per unit.
    c. Increase in the maximum height of 60 feet and four stories to 67 feet and six stories.

2) Approve the 35% Density Bonus request resulting in the provision of nine units for Very Low Income households.
3) Approve the proposed Development Agreement to transfer density from Parking Lot #4 to Density Transfer Program credit pool and allocate a transfer 24 residential units from the credit pool to the project.
4) Adopt the proposed Class 32 CEQA Exemption in compliance with CEQA guidelines.

APPROVED AND ACKNOWLEDGED ELECTRONICALLY BY:

Bill Martin, Director of Community Development
10/3/2019 9:42 a.m.

ATTACHMENTS:

1 Attachment 1 – Planning Commission staff report (August 27, 2019)
2 Attachment 2 – Planning Commission Minutes (August 27, 2019)
3 Attachment 3 - Public Correspondence
4 Ordinance No. 2019-13
5 Ordinance No. 2019-13 – Exhibits A, B, C, D, E and F

ESCONDIDO
City of Choice

PLANNING COMMISSION

Agenda Item No.: G.1
Date: August 27, 2019

PROJECT NUMBER / NAME: PHG 19-0014 – "Aspire"

REQUEST: A Master and Precise Development Plan to construct a six-story, mixed-use structure in the Historic District of the Downtown Specific Plan containing 131 apartment units, 4,289 square feet of commercial space, underground parking, and an outdoor common area with a pool for residents. The site currently is a municipal parking lot containing 118 public parking spaces. The proposed structure would be 67 feet in height with parapet walls and a tower element that extends up to 75 feet in height. The project would provide 30-studios, 46 1-bedroom and 55 2-bedroom units ranging in size from 370 square feet to 1,293 square feet. A two-story garage would contain 212 parking spaces with 153 spaces for residents (including 19 tandem spaces) primarily in the basement and 59 spaces for public parking on the ground level. An additional 17 public parking spaces would be provided along the alley. Zoning provisions allow a density of 75 units per acre for a maximum of 79 units at the site. The request includes a density bonus of 35% or 28-units (including 9 units for Very Low Income households) and incentives to provide affordable housing, and an allocation of 24 units from the Density Transfer Program for the Downtown Specific Plan area through a Development Agreement. The project also includes a request to adopt a Class 32 Exemption in accordance with the California Environmental Quality Act (CEQA).

LOCATION: 137 W. Valley Parkway

APN / APNS: 229-421-26-00

GENERAL PLAN / ZONING: SPA-9 / Historic District of the Downtown Specific Plan

APPLICANT: Touchstone Communities, LLC

PRIMARY REPRESENTATIVE: Addison Garza

DISCRETIONARY ACTIONS REQUESTED: Master and Precise Development Plan, Density Bonus Application, Development Agreement, and allocation of additional density from the Density Transfer Program.

PREVIOUS ACTIONS: None

PROJECT PLANNER: Peggy Chapin, Planning Consultant, pchapin@escondido.org

CEQA RECOMMENDATION: Exemption - Class 32 CEQA Guidelines Section 15332

STAFF RECOMMENDATION: Approval, as conditioned

REQUESTED ACTION: Approve Planning Commission Resolution No. 2019-18

REPORT APPROVALS: ☒ Bill Martin, Community Development Director

☐ Mike Strong, Assistant Planning Director

A. BACKGROUND:

Downtown Escondido is a dynamic city center offering cultural events, retail, services, businesses, and medical offices, employment opportunities, and a range of housing within the core and in adjacent communities. The proposed project is located at the southeast corner of Maple Street Plaza and West Valley Parkway within Escondido's downtown urban core (Exhibit A). The 1.04-acre property is currently owned by the City of Escondido and contains 118 public parking spaces. Construction of the proposed residential/commercial structure would result in the removal of the public parking lot, mature trees, and landscaping.

Situated within the Historic District of the Downtown Specific Plan (DSP) area, the site is in close proximity to a variety of services, theaters, restaurants, grocery and specialty retail shops. Future residents could easily walk to local schools, churches, city library, City Hall, Escondido's Center of the Arts, and Grape Day Park. The Escondido Transit Station, located a ½ mile distance to the west, offers bus service to areas around San Diego County and Sprinter rail transit service to Oceanside for transfers to San Diego and Los Angeles. An historic car event, "Cruisin' Grand", and a farmer's market occur weekly during summer months. Cultural events at the Center for the Arts, "Lights Out" events, street fairs are additional attractions for local Escondido residents and visitors. Surrounding land uses include a bank building to the east; City Hall and Center for the Arts to the north across West Valley Parkway; an alley along the southern boundary; retail, restaurants and offices to the south and east; and Maple Street Plaza, a pedestrian plaza with a fountain, landscaping, lighting, benching and trellises to the west.

B. PROJECT ANALYSIS:

1. General Plan / Zoning

The City's General Plan and Downtown Specific Plan (DSP) encourage dense development in urbanized areas that are within close proximity to entertainment, retail, and professional offices. The site is located within the City's downtown core that allows for up to 75 dwelling units per acre. Based on the property size of 1.044 acres, current zoning would allow for 79 units. DSP zoning allows for a maximum height of four-stories and 60 feet. The request is to construct 131 apartment units and two commercial suites within a six-story structure 67 feet in height with parapet walls and a tower element that extends up to 75 feet in height at the corner of West Valley Parkway and Maple Street Plaza.

The DSP contains provisions enabling an applicant to request modifications to standards contained in the DSP pursuant to an approved Planned Development Application (DSP pp. III-19 and III-27). The applicant proposes to increase the number of stories specified in the DSP from four stories to six stories and to increase the height from 60 feet to 67 feet with a 70' in height tower element.

2. Specific Plans Goals and Objectives:

The DSP guidelines states "higher density, pedestrian-oriented and mixed-use projects are encouraged that add to the economic viability of the downtown" (DSP pp. III-11). Additional downtown goals are summarized below:

- Ensure its economic viability,
- Create a local and regional destination,
- Foster a vibrant atmosphere that offers mixed uses,
- Provide for street level and human scale design elements,
- Offer higher residential densities that support downtown commercial which reduces the need for automobile dependency.
- Expand pedestrian connections and alternative transportation modes, and
- Promote and achieve DSP goals require an active population who live, work, and play within the downtown.
- Mixed-use commercial uses wrapping around street corners create a strong retail edge.

Without adequate residential housing opportunities to generate enough pedestrian activity to support restaurants, stores, and businesses, the downtown will not meet its goals in the long term. Commercial viability requires continued stability and residential growth secured by increasing multi-family development.

The proposed project would be consistent with the goals and objectives of the Downtown Specific Plan. The project would improve the residential population growth in the downtown thereby increasing opportunities for more shoppers, diners, and clients to local businesses. The additional residential activity downtown would ultimately improve overall downtown economics and increase business opportunities.

3. Physical Characteristics

The project site is located within the Historic District of the DSP at 137 West Valley Parkway, between South Maple Street and North Broadway. An asphalt public surface parking lot containing 118 parking spaces occupies the 1.04-acre site referred to as municipal parking lot #1. Construction of the project would require removal of the asphalt, mature trees, and landscaping.

Bordering the parking lot is Maple Street Plaza containing benches, lattice, landscaping, fountain and decorative paving. Construction of the project would necessitate removal/relocation of several Maple Street Plaza features, including the removal of the fountain and subterranean pump equipment and relocation of a trellis and street furniture. Public art fees from the development of this project would be combined with existing public art funds to provide a new fountain feature in a central area of the plaza. The two commercial spaces in the project fronting on Maple Street Plaza would be granted exclusive use to about 15 feet of the plaza adjacent to the building for outdoor seating for customers.

The northern frontage of the building along West Valley Parkway would include two driveway entrances with one providing vehicular access to the subterranean level of the garage and the other providing access to the ground level of the parking garage. The primary pedestrian entry for residents also located on this side of the building would provide access to the leasing office, bike storage, mail and a small 474 sf recreation room. An exterior wall panel on the ground floor along West Valley Parkway would be utilized for an artistic mural that would be coordinated with City staff.

Bordering the southern portion of the property is a 20'-wide east-west alley used by local businesses to access rear entrances for deliveries, employees and in some instances use by patrons. The alley currently accommodates vehicles in an eastbound direction. The proposed improvements would include 17 public parking spaces along the alley, pedestrian access to the garage and retail space, public bicycle parking, and trash containers for residents enclosed with an overhead door. Landscaped planters installed on the second floor overlooking the alley would extend over the wall to accent the building wall.

4. Planned Development (Master and Precise Development Plan)

The application requests construction of a six-story mixed-use building that includes the following:

- 79 base residential units (75 dwelling units per acre)
- 35% Density Bonus or an additional 28 units (78 x .35 = 28) including 11% or nine units for Very Low Income households
- 24 units transferred to the project from the Density Transfer Program
- Total units – 131 (79 + 28 + 24 = 131)
- 4,289 square feet of commercial space at facing East Valley Parkway and Maple Street Plaza
- Adopt Class 32 CEQA Exemption prepared for the project
- Approve a Development Agreement

The Master and Precise Development Plan application includes a six-story building totaling 179,530 square feet. The structure would provide 131 residential units for rent (30 studios – ranging in size from 370 to 679 sf, 46 one-bedroom units ranging from 736 sf to 800 sf, and 55 two-bedroom units ranging from 978 sf to 1,293 sf), a 4,289 square foot commercial space, a two-story parking garage (first level – at grade and second level - below grade). Mechanical equipment including air conditioning units would be located within visual/acoustical enclosures on the roof. Specifically, each floor is described below:

The subterranean parking garage would contain 144 spaces for residents including 4 electric vehicle (EV) spaces, 30 compact spaces, and 19 tandem spaces. There would be 58 storage spaces (7 lockers) for residents on this level.

The ground floor or first floor contains 85 total vehicle parking spaces including 17 spaces along the alley, 4 accessible spaces for project residents, and 76 spaces for the public. An 878 square foot bike storage for 48 bicycles and bike repair room,13 motorcycle parking spaces, mail room,

common recreation room, leasing office, residents entry, and trash/recycling enclosure would also be housed on this ground floor level. Additionally, two commercial suites (1,985 and 2,304 square feet) totaling 4,289 square feet would be located along Maple Street Plaza and the corner of West Valley Parkway,

Residential units would be located on the second through six levels. The second level contains 23 residential units (6 studios, 6 1-bedroom, and 11 2-bedroom units), a 3,010 square foot resident common/recreation room, and a 9,797 square foot outdoor deck that features a pool, spa, barbeque, and lounge areas. The third through six floors contain 27 residential units each (6 studios, 10 1-bedrooom, and 11 2-bedroom units). Each unit would be provided with a private balcony space and laundry facilities.

Approval of the application would convert the site from a public parking lot to residential/commercial use. In order to assess the potential impacts of the loss of public parking spaces within the downtown, Walker Consultants prepared a Parking Analysis, dated January 17, 2019. The parking analysis conducted field research of a study area of the downtown. The study area selected is bordered by Woodward Avenue, Kalmia Street, E. 3rd Avenue and South Escondido Boulevard.

To understand the current usage of the parking lot (known as Lot 1) and the potential demand for parking, an analysis was performed and included an inventory of parking supply, occupancy counts, and length of stay. Additionally, Walker Consultants conducted a field inventory of on- and off- street publicly owned parking spaces and privately-owned off-street spaces that could easily be accessed parking spaces within the study area. Occupancy counts were conducted during a Farmer's Market, a typical weekday, and a typical weekend.

The study concluded the following:

1. The study area has a total parking supply of 2,750± spaces. Of that total 1,650±, are publicly available for general use both in parking lots and on public streets.
2. Peak demand for the study area occurs on weekdays between 10a.m. and 1 p.m. During this period, there was a parking surplus in the plan area of 1,190± spaces including a surplus of 700-850 public spaces.
3. During this peak demand period, there were 45 – 56% of the parking spaces within Parking Lot 1 utilized by employees of local government or businesses rather than customers or visitors.
4. Employees parking for four hours or longer for the City's municipal buildings and for local businesses should be encouraged to use nearby public lots to reduce the concentrated areas for parking and to encourage increased pedestrian activity.
5. The proposed inventory of 76 public spaces is projected to be adequate to serve the public demand for customer/visitor parking on the project site for typical busy days. At peak periods for parking in the downtown, the Walker study projects that the actual high turnover public demand for Lot 1 is 64±spaces.

Customer parking accounts for approximately one-half the current usage of Parking Lot 1 with the balance of spaces occupied most of the day by employees. Directing employees to more under-utilized parking in the downtown area would essentially maintain the current customer parking availability on the ground level of the proposed development. The public parking lot (ground floor garage) will be equipped with a modern parking detection and management system with display showing parking availability both on the street and at the public parking entrance gate. The project will also contribute a fair share toward a Citywide parking management system with real time parking availability signage for public parking lots.

5. Density Bonus Request

The proposed project will provide much needed rental housing including affordable units to the city and the community. The Housing Element, a component of the General Plan, assesses housing needs from January 1, 2013, through December 31, 2020, and identifies strategies and programs that focus on:

- Conserving and improving existing affordable housing,
- Providing adequate housing sites,
- Assisting in the development of affordable housing,
- Removing governmental and constraints to housing development, and
- Promoting fair housing opportunities.

The state of California requires all cities adopt a Housing Element that includes goals for providing adequate housing for all income levels. This Regional Housing Needs Assessment (RHNA) is assigned by income category. (§§ 65584 – 65584.09). Typically, approximately 40 percent of the local housing need is to provide housing for very low income and low income households (collectively "lower income housing," for households generally earning 80 percent or less of the area median income or AMI); approximately 20 percent for moderate income housing (those earning between 80 and 120 percent AMI); and the remaining 40 percent for above-moderate income housing (earnings over 120% AMI). The proposed development would provide an additional 9 units for very low income households (31-50% of the AMI) and 118 market-rate units.

The California Density Bonus Law (California Government Code, Sections 65915–65918) encourages the development of affordable and senior housing, by affording applicants/developers with up to a 35 percent increase in project densities, depending on the amount of affordable housing provided. The amount of the density bonus is based upon the percentage of affordable units provided at each income level. The Downtown Specific Plan allows for 75 dwelling units per acre on the project site. Based on a 1.044-acre site, 79 units could be permitted. The applicant proposes to reserve 11% of its base density units (9-units) for Very Low Income households to qualify for the 35 percent density bonus (an additional 28 units) over the base density.

The Density Bonus law is a state mandate. A developer who meets the requirements of the state law is entitled to receive the density bonus and other benefits as a matter of right. The Density Bonus Law allows for an applicant proposing affordable housing units to request waivers from the local development standards where these standards would physically preclude the construction of a project at the permitted density. There is no limit on the number of development standard

waivers that may be requested or granted for a project. The project is requesting a waiver to the following development standards in the Downtown Specific Plan: maximum height limit and stories and the open space requirement.

The applicant requests the following waivers as part of the Density Bonus application:

- Open Space - Reduce the amount of required usable open space per unit from 300 sf to 212 sf per unit since the site does not have the area to provide additional open space and common open space is provided for residents.

- Increased Height - Increase the height from four stories to six stories and from 60 feet to 67 feet with parapets screening HVAC units and architectural tower element ranging up to 75 feet to accommodate the additional number of units and provide affordable housing.

6. Density Transfer Program Request

The recently approved Density Transfer Program within the Downton Specific Plan area provides opportunities where an applicant can request approval to exceed residential densities on a case-by-case basis subject to approval of a Planned Development and Development Agreement. The Density Transfer Program establishes a density credit pool consisting of density not utilized on City-owned properties and/or unused density from undeveloped or underutilized properties. Available density contained in the Density Credit Pool could be transferred to a developing parcel to increase the density beyond what is permitted through maximum density allowances in the DSP. Upon submittal of a Planned Development Application and approval by the City Council, an applicant may request to have density transferred from the density pool provided there is available density.

The City has kick-started the density credit pool with unused density from city-owned parcels within the DSP. Specifically, the city would transfer 48 available density units from Municipal Parking Lot #4 at the corner of East 2nd Avenue and Kalmia Street (APN 233-081-26-00) which is zoned for 75 dwelling units per acre. These credits were placed in the Density Transfer Program credit pool. The Ivy project approved on June 19, 2019 received 24 units. There are 24 remaining units that are proposed to be allocated to the Aspire project.

While State Density Bonus Law mandates the approval of density bonus projects and related developer incentives when a project complies with state requirements, there is no similar City mandate to grant a density transfer request through the Density Transfer Program. Each project request to receive transfer units from the credit pool is reviewed on a case-by-case basis for project design, CEQA compliance and consistency with the DSP. All of these aspects are evaluated in other sections of this report.

7. Development Agreement Request

Development Agreements are administered pursuant to Article 58 of the Zoning Code. A Development Agreement is a voluntary legal agreement between the City and the developer.

Generally, a developer receives increased certainty for constructing a project in return for providing more public benefit than normally required.

Maple Street Plaza - Construction of the project will necessitate removing existing Maple Street Plaza benches, fountain, landscaping, and trellis and a portion of the decorative paving. Project public art fees and existing public art funding will be used for reconstruction of the fountain and related equipment. The owner will relocate the existing improvements being displaced to a new location within Maple Street Plaza subject to City approval. Cleaning and maintenance of the new Maple Street Plaza fountain and ancillary equipment will be the responsibility of the project owner in perpetuity.

The project will be permitted to use a portion of Maple Street Plaza for outdoor café seating. This space will extend approximately sixteen feet from the exterior of the building. This area will be maintained (routine care, cleaning, repair and replacement) by the project owner.

Public Parking – The project owner will design and construct a new parking structure that contains 59 public and guest parking spaces on the ground floor. Construction will include installation of infrastructure to facilitate future improvements within the garage for access gates, signage, security attendant station, etc. The public/guest parking spaces contained in the ground floor level of the garage will be maintained by the project owner in perpetuity. The City retains the right to implement time restrictions for these spaces.

Density Transfer Program Request - The applicant is requesting an additional 24 units from the recently approved Density Transfer Program credit pool. The credit pool has been created from an initial infusion of density from Municipal Parking Lot 4 on the northwestern corner of 2nd Avenue and Kalmia.

Parking Garage Electronic Display – A Public Parking Management System will be implemented as a project feature to reduce vehicle trips. The public parking lot will be equipped with a modern parking detection and management system with display showing parking availability both on the street and at the public parking entrance gate. The project will also contribute a fair share toward a Citywide parking management system with real time parking availability signage for public parking lots.

C. PROJECT COMPONENTS:

1. Design:

The proposed use will utilize an existing Municipal Public Parking Lot #1 and construct a mixed-use six-story structure comprised of apartment units and commercial space. The DSP design policies, standards and guidelines state that projects "shall incorporate high-profile and vertical design features sufficient to portray a desirable urban quality" (DSP pp III-7). Additionally, the project's commercial retail space will front on East Valley Parkway and Maple Street Plaza utilizing patio seating on Maple Street Plaza.

Design features include decks/balconies for each unit, an open community plaza with pool and recreational features, and an exterior patio for outside seating for the commercial space fronting Maple Street Plaza. The proposed building materials would incorporate a stucco sand finish with brick veneer and hardie-plank wood slats. The main body colors would be white, charcoal, blue, light gray and burnet orange with khaki brown siding and light gray brick veneer. Dark gray brick veneer would cover the ground floor of the proposed buildings. Other architectural materials include aluminum framed roll-up garage doors, operable glazing, horizontal metal railing, wood corner trellis, and aluminum overhang features.

The DSP standards state that the buildings should be in close proximity to the street edge to provide an urban look. The project achieves this standard while providing articulation in wall planes to avoid a monotonous appearance. Six trees planted along West Valley Parkway would accent the structure.

2. Open Space Common Areas and Private Areas:

The project would provide four open space common areas totaling approximately 16,117 square feet. An approximately 9,797 square foot outdoor space would offer residents and guests a community pool and spa, lounge area, gas fire pits, artificial turf area, bar with gas fire pit feature and barbeque grills. (Figure X, Landscape Concept Plan). Specific components of the project include:

- 9,797 sf outdoor deck area with pool, spa, barbeque and lounge areas
- 3,010 sf recreation room on the second floor,
- 474 sf resident common room or flex space and seating along Maple Street Plaza,
- 11,571 sf of private open space for resident including 88 sf of private balconies for each unit.
- Overall, the project would provide approximately 27,688 sf of private and common open space or 212 sf per residential dwelling unit.

The DSP requires 300 square feet of open space per residential dwelling unit. The proposed development would provide 212 square feet of open space per unit. In order for the project to provide affordable housing units pursuant to the Density Bonus Law, the project is requesting a reduction to the open space standard. The existing development standards would preclude the construction of the permitted density under the State Density Bonus Law. The project site does not have the physical area to meet the required amount of open space and therefore would be entitled to relief from the open space standard in return for the provision of affordable housing units.

The proposed reduction in open space can additionally be supported because the site is in close proximity to major city park facilities. The site is located within a couple of blocks of Grape Day Park and the city library. Grape Day Park is the oldest park in the city with unique historic opportunities such as the Santa Fe Railroad depot, blacksmith shop, turn-of-the century working barn, museums and monuments. Other amenities include Heritage Walk, Vinehenge, an interactive pubic art project, horseshoe pits, municipal swimming pool, picnicking and restrooms.

3. Circulation, Traffic, Parking and Construction Impacts

Circulation and Traffic – A traffic study prepared by Linscott, Law & Greenspan Engineers was completed on August 16, 2019. The study analyzed 8 intersections and 6 street segments during the AM and PM peak hour periods. The report concluded that the project would generate 1,286 daily trips with 85 total AM peak traffic and 101 total PM peak hour trips upon completion and occupancy.

Per the City of Escondido significance thresholds and the analysis methodology presented in this report, the majority of study area intersections and street segments are calculated to operate at acceptable LOS D or better, which exceeds the relevant LOS E threshold given the Project's location within the downtown area. Installation of a Parking Management System for parking availability detection would result in an 8% reduction in trip generation. This system, that would include detection of public parking availability within the Historic District, would improve operation of two study area street segments on Valley Parkway and 2nd Avenue that are calculated to operate at less than a LOS E under Year 2035 conditions. Additionally, these segments are built to their ultimate General Plan capacities. As such there are no capacity-enhancing improvements for the Project to contribute to that would improve segment operations. Based on the estimated trip generation, the project would not result in a significant impact.

Parking - The site design is oriented towards the corner of West Valley Parkway and Maple Street Plaza with the main entrance for residents along West Valley Parkway. Vehicular access to the parking garage would be provided by two 24-foot wide driveways from West Valley Parkway. The easternmost access would provide access to the subterranean parking garage for residential parking only. The western access driveway would lead to the first floor street level parking for guests, public parking and disabled access. The one-way east bound alley on the southern side of the development would provide an additional 17 spaces for public parking, pedestrian access into the parking garage, and rear access for the commercial space.

The project would provide a total of 229 on-site parking spaces in two levels. The first level garage would provide 68 parking spaces within the garage and 17 spaces along the alley. 76 of the 85 garage and uncovered parking spaces would be allocated for public and guest shared parking on this level. An 878 sf bicycle storage/repair room would also be provided. The subterranean parking garage would provide 144 parking spaces (including 19 tandem spaces and four EV parking spaces) for project residents only. Residential storage lockers (7) and wall mounted storage spaces (50) totaling 10,575 cubic feet would be allocated for residents. The DSP allows up to 25% of the parking spaces to be tandem spaces (DSP pp III-20) and the project complies with that standard.

The DSP allows for applicants to request exemptions from the standards contained in the DSP when processing a Planned Development application. The applicant proposes an exemption from the required number of parking spaces (229 spaces) in return for providing a total of 153 parking spaces for residents and 76 on-site parking spaces for the public. As noted in the following table,

the State parking requirement for this Density Bonus project at 0.5 spaces per unit would be 66 parking spaces.

Parking Summary Table

Parking Summary	Proposed	Required per Gov. Code 65915(p) for Density Bonus	Required per City Downtown Specific Plan
Unit Type	**Spaces per unit**	**Spaces per unit**	**Spaces per unit**
Studio – 30 units 1 bedroom – 46 units 2 bedroom – 55 units	0.5 per unit – 15 1.2 per unit – 55 1.5 per unit – 83 Total Spaces – 153	0.5 per bedroom – 15 0.5 per bedroom – 23 0.5 per bedroom – 28 Total Spaces - 66	1.0 per unit – 30 1.5 per unit – 69 1.75 per unit – 97 Total Spaces - 196
Total Units – 131	Public & Guests Spaces - 76 Total Proposed - 229	Guest spaces not required Total State Code - 66	Guest spaces 0.25 per unit – 33 Total City Code - 229

The applicant requests the following parking exemptions:

- Reduce the amount of required resident parking spaces from 196 spaces to 153 spaces. The project proposes to utilize 76 spaces for public parking and guest spaces rather than provide 118 replacement public parking spaces and 33 guest spaces.

- ***Justification:*** As discussed above, Parking Analysis was prepared by Walker Consultants dated January 17, 2019 indicates that Parking Lot #1 (project site) is not adequately utilized by customers of the downtown businesses but rather by employees of local business and city hall. The report also noted that additional parking is available in the downtown area, within other public parking lots, and along West Valley Parkway for public parking.

  CA Gov't Code limits parking to 0.5 spaces per bedroom for Density Bonus projects within ½ mile of a transit station to encourage the use of mass transit. Additionally, the City's DSP encourages a shift in orientation from building streets primarily for automobiles and to facilitate the broader vision of directing downtown's and the City's circulation system toward a truly 'multimodal' transportation network. The reduced parking encourages the use of alternate transportation such as bus and rail transit, bicycling, and walking.

Construction Impacts - Project site grading would occur over a two-month period exporting 19,000 cy of soil for construction of the subterranean parking structure with an average of 32 truckloads per day for soil removal. The building footprint encompasses the majority of the site. During the period of garage construction, construction parking would utilize the Woodward parking lot and lease local parking lots until parking can be accommodated on site. The applicant would

provide the city with parking options for construction worker parking until it can be accommodated on site.

D. SUPPLEMENTAL DETAILS OF REQUEST

1. Property Size: 1.04 acres, 45,302 SF lot size

2. Proposed Density: 131 dwelling units on the 1.044-acre site = 125.5 dwelling units per acre.

Proposed Project Density Table

Site Acreage	1.044 gross/net
Density Allowed per DSP – 75 du/acre	79 du/acre
Affordable Density Bonus of 35% (11% or 9 units set aside for Very Low Income households)	28 units
Density Transferred from Density Transfer Program credit pool	24 units
Total Number of Units Proposed	131 units

3. Building Size: 179,530 SF including 131 residential units.
6 stories with a basement garage.

4. Commercial Area: 4,289 sf of retail/restaurant space in two commercial suites.

	Required (DSP)	Proposed
5. Parking:	196 spaces for residents 33 spaces for guests	144 for residents 76 spaces for public and guest (net loss of 42 public spaces)

The project provides a two-level parking garage. The DSP requires 196 resident parking space and 33 guest spaces for a total of 229 spaces. The reduction in required parking is requested through the Planned Development and as a Density Bonus incentive. Electric vehicle (EV) charging stations would be provided within the parking garage.

6. Parking/Garage: 2 Stories – 17 spaces along the alley, 76 spaces within ground floor garage for guest/public/resident use, 144 resident-only spaces (including 19 tandem spaces) within the subterranean garage totaling 229 spaces.

7. Setbacks	Required	Proposed

Street Side (North):	14' from ultimate curb face	14" from ultimate curb face
Interior Side (at PL)	14' from ultimate curb face	14' from ultimate curb face
West Side (None)	14' from ultimate curb face	14' from ultimate curb face
Rear Yard (alley)	None	None

8. Retaining Walls: None

9. Signage: One vertical wall sign as reflected on plans (approximately 9' x 18') would be permitted. An alternative design for this sign would be limited to a maximum of 100 sf as permitted per the DSP. Additional signs for commercial tenants would be permitted as identified in figure III-7 of the DSP.

10. Landscaping: Maple Street Plaza, a public street converted to a public plaza with landscaping, benches and a fountain, is located along the western boundary. New ornamental landscaping, irrigation, and street trees to be provided along West Valley Parkway. Some Maple Street Plaza landscape improvements would be removed and reconstructed to City approval. Biofiltration basins are designed within the landscaped area.

11. Bicycle Facilities Two-way bicycle lanes are located on the north side of West Valley Parkway. The lanes are part of the City's Bicycle Master Plan. Use of the two- way bicycle lane travels directly to the Escondido transit station. The project would include a 48 bicycle capacity storage area and repair room on the ground floor.

12. Trash: One central trash enclosure would be accessed behind an 8-foot roll-up door along the alley with a hose bib and drain provided for cleanup. The concrete pad would be sloped and drains would be tied to the sewer system to avoid pollutant runoff into Escondido Creek. Trash collection service would be provided 4 times a week by Escondido Disposal. Trash pickup would be limited to the hours between 8:00 a.m. and 5:00 p.m.

13. Fire Safety A fire lane/short-term loading zone would be located on West Valley Parkway and along the alleyway. Installation of 4 new fire hydrants would be located near each of the four corners of the building.

14. Lighting Light fixtures will be installed to illuminate building exterior, walkways, parking areas, and along the alley walkway to provide security for residents and guests. Prior to building permit, a lighting plan would be prepared that indicates proposed lighting is adequate for walkways, are limited to low profile, low level to limit glare on adjacent property or public streets.

15. Storm Water Improvements: Run-off from the roof would be collected via roof drains and discharged into biofiltration planters. Biofiltration planters would be located along perimeter areas of the project and within the podium open space/recreation area to meet the pollutant control and flow control standards required by the City's Standard Urban Storm Water Mitigation Plan (SUSMP).

16. Heating & Ventilation: Heating, ventilation, and air conditioning (HVAC) units would be installed on the roof in five clusters. Clusters would be set back a minimum of 20 feet from the edge of the roof. All HVAC equipment would be installed on mechanical pads with visual screening and acoustical enclosures such that noise from HVAC operation does not exceed 50 dBA at the nearest off-site receptor.

17. Residential Storage: A minimum of 80 cubic feet (cf) of private storage area for each unit with a minimum dimension of not less than 2 feet is required by the DSP. The amount of storage required is 10,480 cf. The project offers a total of 10,575 cf of storage spaces (6,900 cf of wall mounted storage and 3,675 cf of storage lockers) in the basement garage for a total per unit of 81 cf.

E. AVAILABILITY OF PUBLIC SERVICES

1. Effect on Police Service – The Police Department has expressed no concern regarding their ability to provide service to the site.

2. Effect on Fire Service – The site is served by Fire Station No. 1 (310 North Quince Street), which is within the seven and one-half minute response time specified for urbanized areas in the General Plan. Development of the site would contribute incremental increases in demand for fire services. Comments received from the Escondido Fire Department indicate that fire hydrants will be constructed at each of the corners of the site and adequate turning radius for fire apparatus will be constructed at corner and the alley. The Fire Department has indicated that adequate services can be provided to the site and the proposed project would not impact levels of service.

3. Traffic –A Traffic Impact Study was prepared by Linscott Law & Greenspan, Engineers on August 6, 2019. According to the study, the project does not materially degrade the levels of service on the adjacent streets.

4. Utilities – City sewer and water mains with sufficient capacity to serve the project are available within the adjoining street or easement. The project does not materially degrade the levels of service of the public sewer and water system.

5. Drainage – The project site is not located within a 100-year Flood Zone as indicated on current FEMA maps. There are no significant drainage courses within or adjoining the property. The project has provided a drainage study and designed drainage facilities to control runoff. Raised planter boxes would be constructed in the outdoor courtyard and street level for treatment of stormwater runoff. In addition, stormwater features have been designed to meet the pollutant control standards required by the City's Storm Water Design Manual (City of Escondido 2016). Runoff from the site discharges directly in to concrete-lined Escondido Creek. The project does not materially degrade the levels of service of the existing drainage facilities.

F. ENVIRONMENTAL STATUS:

The proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA) under Section 15332, Class 32 In-fill Development Project. CEQA Guidelines lists classes of projects that have been determined to not have a significant effect on the environment and as a result are exempt from review under CEQA. The site is currently vacant, disturbed, and cleared of all structures and vegetation.

A Class 32 CEQA Exemption for The Ivy Project was prepared by Harris & Associates in February 2019. The document demonstrates that the project or its circumstances would not result in any exceptions identified in CEQA Guidelines, Section 15300.2. Among the classes of projects that are exempt from CEQA review are those projects that are specifically identified as urban in-fill development. CEQA Guidelines, Section 15332, defines in-fill development (Class 32 exemptions) as being applicable to projects meeting the following conditions:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.
- The project site has no value as habitat for endangered, rare or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

Based on the environmental analysis provided in the Class 32 CEQA Exemption, no circumstances previously evaluated in the previously certified Final EIR for the General Plan and Downtown Specific Plan (May 23, 2012) and the Addendum to the certified Final EIR (March 21, 2019) have changed with respect to the proposed development. In addition, the proposed project would not create substantial changes or bring to light new information of the substantial importance that was not previously examined in these Final EIR and Addendum. As a result, Harris & Associates prepared a Class 32 CEQA Exemption pursuant to the CEQA's requirements for an "in-fill development" within an urbanized area. The analysis presented in the Class 32 CEQA exemption from Harris & Associates, dated March 2019, demonstrates that the project qualifies for the exemption and does not have significant effect on the environment.

G. PUBLIC OUTREACH AND AREAS OF CONTROVERSY:

City staff presented the proposed development to several community groups including the Downtown Business Association on January 9, 2019, the Chamber of Commerce on January 10, 2019, the Historic Preservation Commission on March 21, 2019, and the Old Escondido Neighborhood on February 20, 2019. Notices for the Planning Commission hearing were mailed to all interested persons, organizations, and business who attended prior workshops and requested to be noticed of upcoming hearings.

Some concerns have been expressed regarding the loss of public parking spaces, height of the proposed structure within the downtown area, lack of historic design elements to cohesively connect with the Old Escondido Neighborhood and the Historic District, and overall mass and scale of the project. Other comments have included support for increased residential activity within the downtown area that would generate a stronger customer base for retailers, services, entertainment, restaurants and other businesses.

Most of the apprehension surrounding the project appears to relate to parking and building height. The proposed development would replace 76 of the existing 118 public parking spaces on the site resulting in a loss of 42 public parking spaces. As discussed earlier in this report, the Walker Parking Study noted that hundreds of surplus parking spaces are available in the downtown area for general use both in parking lots and on public streets. It is understood those spaces may not be as convenient as the existing spaces, but parking is available. In addition, the City's Grand Avenue Visioning Project will likely result in approximately 40 additional parking spaces on Grand Avenue by reducing travel lanes to one in each direction and incorporating diagonal parking spaces. Phase I is anticipated to be implemented in approximately one year.

The proposed building would include six stories in a 67-foot building height where four stories up to 60-feet high are permitted by the Downtown Specific Plan. Additional architectural elements on the building range up to 75-feet on the northwestern corner. While the planned development process allows this type of deviation from development standards, the applicant has also noted the additional height and stories are necessary as an incentive permitted under state Density Bonus Law for the provision of affordable housing. The building would be higher than the commercial buildings located within the adjacent retail core area on Grand Avenue, which has a three-story/45' height limitation, but the Downtown Specific Plan anticipates increased building height as one progresses further from that core area. In addition, there are buildings of similar height in the vicinity of the project site including the 73.5-foot high tower on the Lyric Theatre across the street at the CCAE Escondido, and the 53-foot high (with penthouse structures at 65-feet) AT&T building at 126 South Broadway.

H. CONCLUSIONS:

The proposed project is consistent with the General Plan and the Downtown Specific Plan as it encourages higher density urban residential growth in the Downtown SPA. The project site lies within the Downtown SPA's Historic Downtown District, which is "a successful specialty retail shopping and office employment area that is comfortable, attractive, and safe for pedestrians and

employees. Grand Avenue, Escondido's Civic Center, and Grape Day Park are the focus and heart of Downtown. New development, higher densities, residential opportunities and pedestrian places and courtyards are encouraged to provide an optimal setting for urban living in close proximity to entertainment, retail and professional offices."

The Planning Commission has the authority to recommend approval of a Planned Development Permit that instills components of a well-planned development that would not impact the community and the environment. Information submitted with the project details how design components and/or conditions of approval would offset any impacts of the development and reflect how the project would further the goals and objectives of the DSP and the City's General Plan.

Staff recommends the Planning Commission approve the Master and Precise Development Plan for a six-story, 179,530 square foot, mixed-use building that includes 131 residential units including 9 units for Very Low Income households, underground parking, an outdoor common area with pool, and other amenities as outlined below:

1) Approve Master and Precise Development Plan, PHG 19-0010, that includes the following incentives:
    a. Reduction from 229 required resident/guest parking spaces to 153 spaces for residents and 76 spaces for the public and guests.
    b. Reduction of open space from 300 sf per unit to 212 sf per unit.
    c. Increase in the maximum height of 60' to a 67' height with additional parapets and a tower element ranging up to 75 feet in height.
    d. Increase the number of stories from four to six stories to allow for additional units resulting in the provision of 9 affordable housing units.
2) Approve the 35% Density Bonus request resulting in the provision of 9 units for Very Low Income households,
3) Approve the proposed Development Agreement to include a request to participate in the Density Transfer Program and allocate a transfer 24 residential units from the density credit pool to the project.
4) Adopt the proposed Class 32 CEQA Exemption in compliance with CEQA guidelines.

ATTACHMENTS:

1. Location and General Plan Map
2. Planning Commission Resolution 2019-18
3. Public correspondence
4. Walker Consultants Parking Analysis
5. Class 32 CEQA Exemption dated August 2019

WALKER CONSULTANTS

RECEIVED
JAN 17 2019
City of Escondido Planning Division

MEMORANDUM

PARKING ANALYSIS

DATE:	January 17, 2019
TO:	Jim Hirsch
COMPANY:	Touchstone Communities
PREPARED BY:	Steffen Turoff, Derek Adams
PROJECT NAME:	Escondido Lot 1 Area Parking Analysis
PROJECT NUMBER:	37-8861.00

Walker California:

606 South Olive Street, Suite 1100
Los Angeles, CA 90014

601 California Street, Suite 820
San Francisco, 94108

16441 Scientific Way, Suite 100
Irvine, CA 92618

213.488.4911
walkerconsultants.com

BACKGROUND AND SUMMARY OF FINDINGS

Consistent with the policies of small and large cities throughout California that have successfully leveraged walkable and livable downtowns as an economic development strategy and catalyst for development, the City of Escondido has goals to increase the number of residents and pedestrians downtown[1] by encouraging residential and mixed use development.

The City of Escondido ("the City") currently owns a number of surface parking lots in the downtown area. In order to advance the goals of the Downtown Specific Plan, the City has agreed to sell its parking Lot 1, for a mixed-use development to contain residential and commercial space. The development project would be required to include 76 public parking spaces. Lot 1 is located on 1.04 acres on the north half of the block bordered by Maple Street Plaza to the west, Grand Avenue to the south, Broadway to the east, and Valley Parkway to the north. It contains 118± spaces.

To increase understanding of the usage of Lot 1 and parking in the surrounding area, data collection and an analysis were performed. The following is a summary of findings:

SUMMARY OF FINDINGS

1. Peak demand for Lot 1's spaces occurred on weekdays between 10AM and 2PM. However, during the peak between 45% and 56% of the vehicles parked on Lot 1 were parked for over four hours, indicating that roughly half of parkers were more likely to be employees of local government or businesses, rather than customers or visitors.

2. Lot 1's parking spaces are not being used as intended, or effectively given their location. During the period of weekday, lunchtime peak demand, the lot was effectively full but roughly half of Lot 1's parking spaces were unavailable to customers due to spaces occupied by employees and other long-term parkers. Policies to encourage short-term parkers (typically customers) and decrease employee parkers would increase the lot's total daily capacity (number of cars parked over the course of a day), through the turnover of spaces that could serve four or more customer vehicles (at 2 hours per customer) rather than one employee car all day (8± hours) under current conditions.

[1] Per the City of Escondido's Downtown Specific Plan, "Downtown's urban atmosphere is envisioned to address the increased intensity of pedestrian and vehicular activity. Emphasis is focused on facilitating an enjoyable 'walkable' experience." https://www.escondido.org/Data/Sites/1/media/PDFs/Planning/DowntownSpecificPlan.pdf?v=4. "Downtown Escondido is envisioned as a dynamic, attractive, economically vital city center providing social, cultural, economic, and residential focus."

3. Walker determined that the study area has a total parking supply of 2,750± spaces. Of that total, 1,650± are publicly available spaces available for general use by drivers coming to the area.

4. Peak demand for the study area was found to occur on weekdays between 10AM and 1PM, which Walker has found is typical of parking demand for a small city's downtown, when the parking demand generated by public and private sector office workers during the business day overlaps with lunch time visitors. During this time in the Downtown Escondido study area, we identified a total parking surplus of 1,190± spaces, including a surplus of 700-850 public spaces, the equivalent of 3.5 to over 4.0 acres of empty asphalt that rarely if ever serve the public and discourage Downtown Escondido as a destination.

5. Allocating the demand for parking across the hundreds of available spaces in the area, a common goal and practice in municipal parking management, would increase the availability of parking by easing parking congestion and encourage pedestrian activity and walkability,

6. Parking demand for drivers parking four hours or longer for destinations such as the City's municipal buildings on North Broadway, and office and other commercial establishments should be encouraged to park in other locations throughout the area through the adjustment and enforcement of time limits.

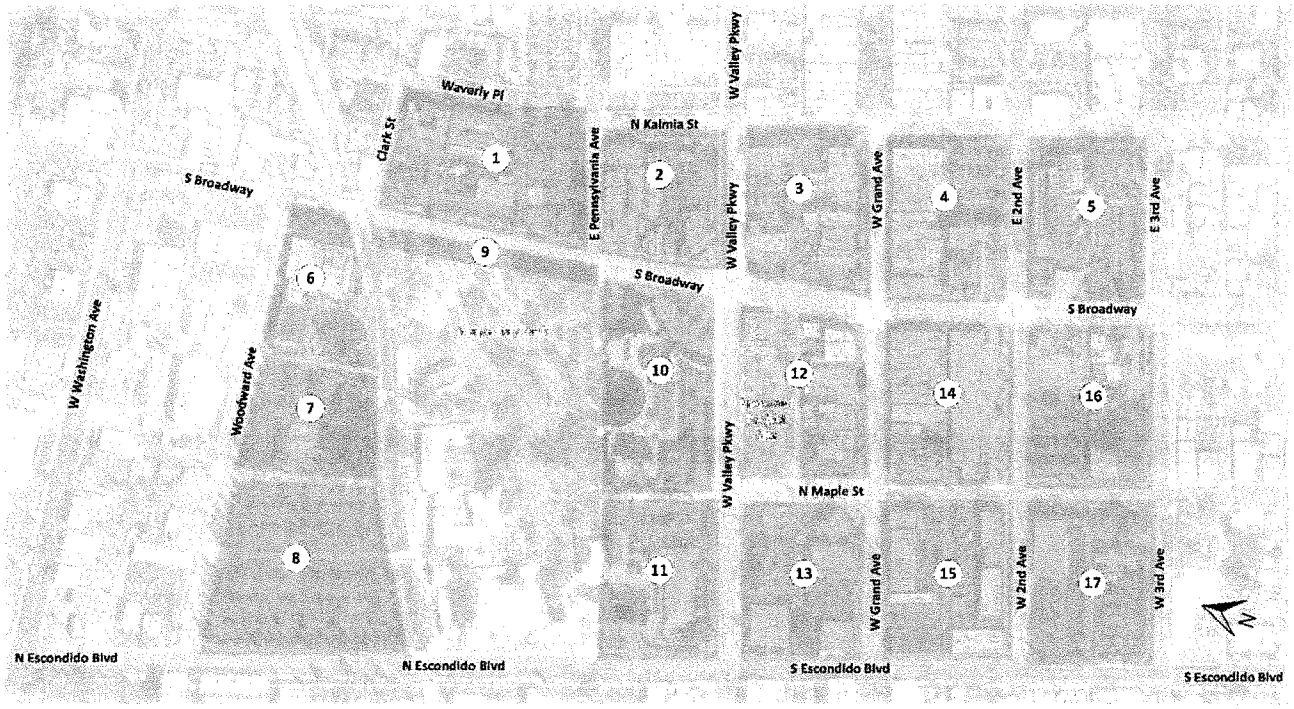
7. The proposed inventory of 76 public spaces is projected to be adequate to serve the public demand for visitor parking at Lot 1 for typical busy days. At peak periods for parking in the downtown, Walker projects that the actual high turnover public demand for Lot 1 is 64± spaces.

8. Motorists parking for four hours or longer for the City's municipal buildings on North Broadway and for local restaurant, retail, and commercial establishments should be encouraged to use nearby public lots, which would have the added benefit of reducing concentrated areas of parking impact in the downtown and encouraging pedestrian behavior and walkability in the area.

METHODOLOGY

To identify and quantify the issues in Lot 1 and in the Study Area, Walker conducted fieldwork to understand better the parking demand patterns compared to the parking supply. Figure 1 shows Lot 1 and the surrounding area under study.

Figure 1: Study Area



Source: *Walker Consultants*, 2018.

FIELDWORK

Walker performed fieldwork in the Study Area, identified as appropriate by the City. The fieldwork consisted of an inventory of the parking supply, occupancy counts, and a length of stay study in Public Lot #1 to better understand the parkers utilizing the parking facility.

Walker additionally conducted field observations to determine the extent to which employees, visitors, and guests of ARS National Services, Inc., use Public Lot #1.

Walker performed an inventory of the parking spaces in the study area on October 30, 2018. Walker counted on- and off-street publicly owned parking spaces. Walker also counted privately-owned off-street spaces that could easily be accessed. Walker did not inventory the lot of the establishment located at 234 W 3rd Avenue (Baldwin Auto Sales).

Public and private off-street spaces were categorized as "available" or "unavailable" for public parking. Publicly-owned available spaces included unreserved spaces and spaces with time limits greater than one hour.

Privately-owned available private spaces included the unreserved spaces at 140 N. Escondido Boulevard, 220 S. Escondido Boulevard, and 140 W. 2nd Avenue. The determination of availability was informed by Walker's

experiences in municipalities similar in size and location to Escondido as well observations of parking behavior at these three locations.

The following table summarizes by block and space type the parking inventory of the study area.

Table 1: Parking Inventory, October 2018

BLOCK NUMBER	ON-STREET					OFF-STREET				BLOCK
						AVAILABLE†		UNAVAILABLE††	ALL SPACES	
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	TOTAL	TOTAL	TOTAL
1	4	12	14	10	40	--	--	190	190	230
2	9	11	--	3	23	--	--	63	63	86
3	8	13	15	6	42	51	--	56	107	149
4	15	15	8	13	51	78	--	13	91	142
5	12	14	9	12	47	77	--	33	110	157
6	15	--	--	--	15	--	--	6	6	21
7	11	--	--	--	11	134	--	11	145	156
8	19	--	--	--	19	566	--	36	602	621
9	--	17	--	--	17	--	--	--	--	17
10	--	--	--	--	--	30	--	40	70	70
11	--	--	--	--	--	59	--	31	90	90
12*	12	5	11	--	28	111	--	52	163	191
13	--	--	12	--	12	--	19	139	158	170
14	11	11	13	8	43	--	53	18	71	114
15	14	8	11	--	33	--	--	172	172	205
16	6	9	15	15	45	95	--	59	154	199
17	6	9	10	--	25	--	74	34	108	133
SUBTOTALS					451±	1,201±	146±	953±	2,300±	2,751±

Notes

* Includes Public Lot #1, inventory of 118 spaces.

† Available public spaces include unreserved spaces and spaces with a time limit greater than one hour. Available private spaces include spaces at 140 N. Escondido Blvd, 220 S. Escondido, Blvd., and 140 W. 2nd Ave.. The availability of these spaces was determined by Walker staff observations during field work.

†† Category includes all spaces designated as disabled (ADA), loading, reserved, or with a time limit of one hour or less.

Source: *Walker Consultants*, 2018.

Overall, the study area has a parking supply of 2,751± spaces. Of that total, 451± are on-street spaces, and 1,201± are publicly available off-street spaces, available for general use by driving coming to the area.

EFFECTIVE SUPPLY

At a given moment, a number of spaces in a parking system will be unavailable for immediate use due to motorists waiting to occupy or vacate parking spaces, mis-parked vehicles, maintenance, and other factors. To account for spaces being temporarily unavailable, Walker applies effective supply factors (ESF) to a parking system after performing fieldwork to determine the effective supply-- a qualitative and quantitative assessment of the operational effectiveness of a parking system.

The following table summarizes the effective supply factors used in this study.

Table 2: Effective Supply Summary

METRIC	ON-STREET	OFF STREET			ALL SPACES
	ALL SPACES	AVAILABLE†		UNAVAILABLE††	
	TOTAL	PUBLIC	PRIVATE	TOTAL	TOTAL
Inventory	451±	1,201±	146±	953±	2,751±
Effective Supply Factor	0.85	0.85	0.85	0.90	0.87
Effective Supply	384±	1,020±	124±	858±	2,386±

Notes:

† Available public spaces include unreserved spaces and spaces with a time limit greater than one hour. Available private spaces include spaces at 140 N. Escondido Blvd, 220 S. Escondido, Blvd., and 140 W. 2nd Ave.. The availability of these spaces was determined by Walker staff observations during field work.

†† Category includes all spaces designated as disabled (ADA), loading, reserved, or with a time limit of one hour or less.

Source: *Walker Consultants*, 2018.

The study area has an effective supply of 2,386± spaces.

Table 3: Effective Supply by Block

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK
	NORTH	EAST	SOUTH	WEST	TOTAL	AVAILABLE† PUBLIC	AVAILABLE† PRIVATE	UNAVAILABLE†† TOTAL	ALL SPACES TOTAL	TOTAL
1	3	10	12	9	34	--	--	171	171	205
2	8	9	--	3	20	--	--	57	57	77
3	7	11	13	5	36	43	--	51	94	130
4	13	13	7	11	44	66	--	11	77	121
5	10	12	8	10	40	65	--	30	95	135
6	13	--	--	--	13	--	--	6	6	19
7	9	--	--	--	9	114	--	10	124	133
8	16	--	--	--	16	481	--	32	513	529
9	--	14	--	--	14	--	--	0	0	14
10	--	--	--	--	0	26	--	36	62	62
11	--	--	--	--	0	50	--	28	78	78
12	10	4	9	--	23	94	--	47	141	164
13	--	--	10	--	10	--	16	125	141	151
14	9	9	11	7	36	--	45	16	61	97
15	12	7	9	--	28	--	--	154	154	182
16	5	8	13	13	39	81	--	54	135	174
17	5	8	9	--	22	--	63	30	93	115
SUBTOTALS					384	1,020	124	858	2,002	2,386

† Available public spaces include unreserved spaces and spaces with a time limit greater than one hour. Available private spaces include spaces at 140 N. Escondido Blvd, 220 S. Escondido, Blvd., and 140 W. 2nd Ave.. The availability of these spaces was determined by Walker staff observations during field work.

†† Category includes all spaces designated as disabled (ADA), loading, reserved, or with a time limit of one hour or less.

OCCUPANCY COUNTS

Walker performed seven occupancy counts.

- One occupancy count was performed to assess the impact of the weekly Farmers' Market upon the parking demand patterns in the study area.
- Three occupancy counts were performed on Thursday, November 8 2018 to asses parking demand on a typical weekday.
- Three occupancy counts were performed on Saturday, November 10, 2018 to assess parking demand patterns on a typical weekend.

Table 4: Summary of Inventory and Occupancy Counts

	ON-STREET	OFF STREET				STUDY AREA
		AVAILABLE†		UNAVAILABLE††	ALL SPACES	
DATA DESCRIPTION	TOTAL	PUBLIC	PRIVATE	TOTAL	TOTAL	TOTAL
INVENTORY						
Total Spaces	451±	1,201±	146±	953±	2,300±	2,751±
Effective Supply‡	384±	1,020±	124±	858±	2,002±	2,386±
FARMERS' MARKET, 5 PM						
Occupancy	176±	491±	44±	393±	928±	1,104±
Occupancy Percentage	39%	41%	30%	41%	40%	40%
Parking Adequacy‡‡	208±	529±	80±	465±	1,074±	1,282±
WEEKDAY MORNING, 10 AM						
Occupancy	212±	489±	77±	415±	981±	1,193±
Occupancy Percentage	47%	41%	53%	44%	43%	43%
Parking Adequacy‡‡	172±	531±	47±	443±	1,021±	1,193±
WEEKDAY AFTERNOON, 1 PM						
Occupancy	218±	477±	64±	421±	962±	1,180±
Occupancy Percentage	48%	40%	44%	44%	42%	43%
Parking Adequacy‡‡	166±	543±	60±	437±	1,040±	1,206±
WEEKDAY EVENING, 6 PM						
Occupancy	163±	387±	10±	205±	602±	765±
Occupancy Percentage	36%	32%	7%	22%	26%	28%
Parking Adequacy‡‡	221±	633±	114±	653±	1,400±	1,621±
WEEKEND MORNING, 10 AM						
Occupancy	227±	371±	44±	248±	663±	890±
Occupancy Percentage	50%	31%	30%	26%	29%	32%
Parking Adequacy‡‡	157±	649±	80±	610±	1,339±	1,496±
WEEKEND AFTERNOON, 1 PM						
Occupancy	213±	461±	44±	279±	784±	997±
Occupancy Percentage	47%	38%	30%	29%	34%	36%
Parking Adequacy‡‡	171±	559±	80±	579±	1,218±	1,389±
WEEKEND EVENING, 6 PM						
Occupancy	150±	282±	3±	135±	420±	570±
Occupancy Percentage	33%	23%	2%	14%	18%	21%
Parking Adequacy‡‡	234±	738±	121±	723±	1,582±	1,816±

Notes

† Available public spaces include unreserved spaces and spaces with a time limit greater than one hour. Available private spaces include spaces at 140 N. Escondido Blvd, 220 S. Escondido, Blvd., and 140 W. 2nd Ave.. The availability of these spaces was determined by Walker staff observations during field work.

†† Category includes all spaces designated as disabled (ADA), loading, reserved, or with a time limit of one hour or less.

‡ The effective supply is the total inventory of spaces less spaces temporarily unavailable due to maintenance, misparked vehicles, and other factors.

‡‡ The parking adequacy is the difference between the effective supply and the occupancy.. A positive value reflects a surplus, a negative value a deficit.

Source: *Walker Consultants*, 2018.

PEAK PARKING DEMAND

The interval of peak parking demand occurred on Thursday, November 8, 2018 at or about 10 AM. During that interval:

- 1,193± vehicles were parked in the study area. Of that total
  - 212± were parked on-street
  - 918± were parked on-street.
- 43% of the total available spaces were occupied.
- 47% of the on-street spaces were occupied.
- 43% of the off-street spaces were occupied.
- When one accounts for effective supply, the number of parked vehicles was equal to the parking surplus of 1,193± spaces.

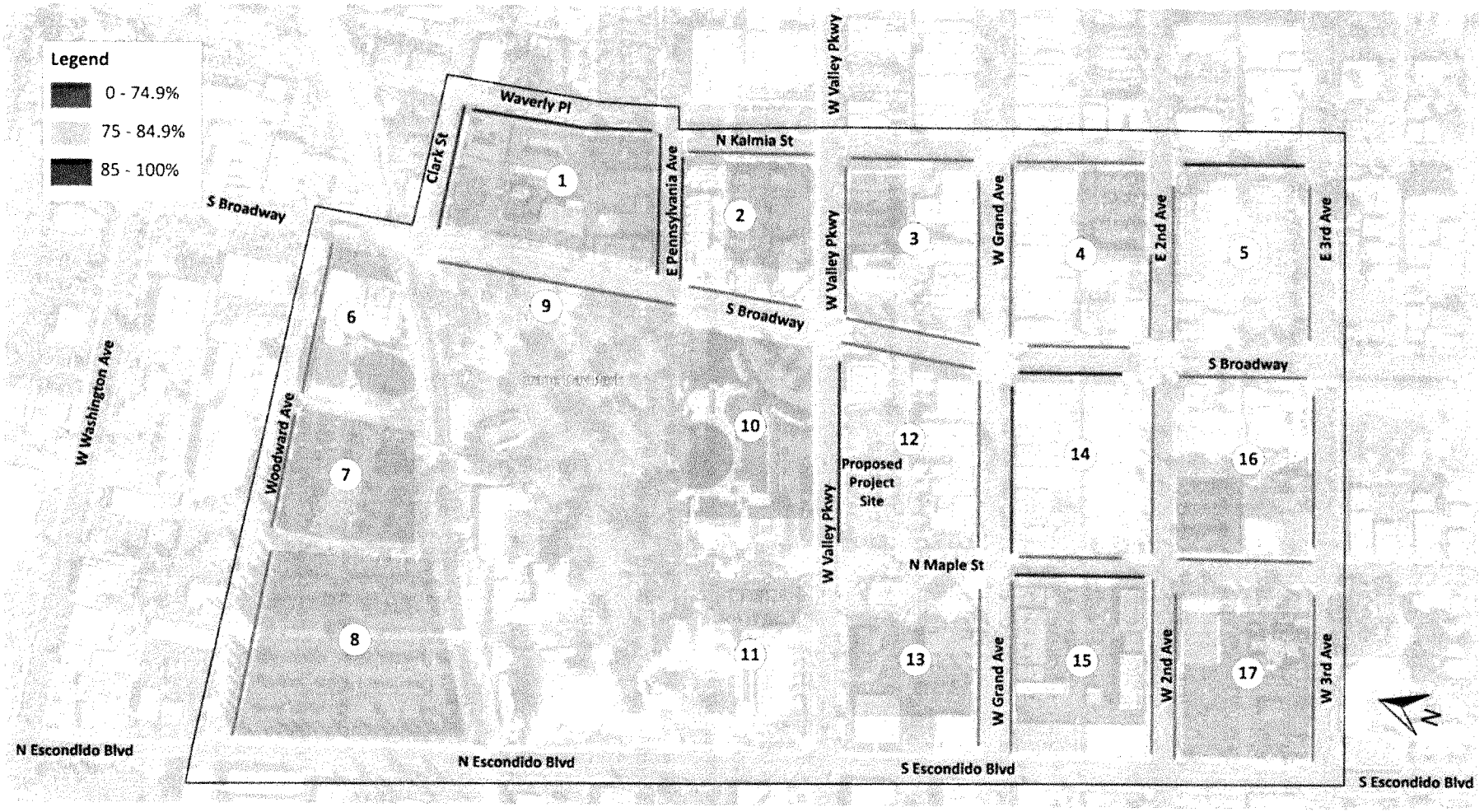
Figure 2 on the following page illustrates the tabulated data, demonstrating concentrated areas of high parking demand in a broader area containing an overall surplus of parking availability.

Table 5: Peak Parking Demand, Thursday, November 8, 2018, 10 AM

	ON-STREET								OFF-STREET	
	NORTH		EAST		SOUTH		WEST		TOTAL	
BLOCK NUMBER	OCCUPANCY	PERCENT OCCUPIED	OCCUPANCY	PERCENT OCCUPIED	OCCUPANCY	PERCENT OCCUPIED	OCCUPANCY	PERCENT OCCUPIED	OCCUPANCY	PERCENT OCCUPIED
1	5	125%	12	100%	12	86%	8	80%	58	31%
2	8	89%	2	18%	0	--	0	0%	30	48%
3	3	38%	7	54%	8	53%	4	67%	61	57%
4	10	67%	7	47%	3	38%	4	31%	56	62%
5	1	8%	14	100%	5	56%	0	0%	93	85%
6	2	13%	0	--	0	--	0	--	4	67%
7	2	18%	0	--	0	--	0	--	94	65%
8	3	16%	0	--	0	--	0	--	63	10%
9	0	--	3	18%	0	--	0	--	0	--
10	0	--	0	--	0	--	0	--	41	59%
11	0	--	0	--	0	--	0	--	35	39%
12	11	92%	2	40%	8	73%	0	--	128	79%
13	0	--	0	--	2	17%	0	--	70	44%
14	10	91%	10	91%	5	38%	5	63%	60	85%
15	4	29%	8	100%	8	73%	0	--	115	67%
16	0	0%	4	44%	4	27%	5	33%	37	24%
17	2	33%	0	0%	1	10%	0	--	36	33%

Source: *Walker Consultants*, 2018.

Figure 2: Peak Parking Demand, Weekday



Source: *Walker Consultants*, 2018.

PARKING ADEQUACY

Table 6, below, summarizes the parking adequacy of on-street spaces and off-street public spaces that are available for parking in the study area.

Table 6: Summary of On- and Off-Street Public Parking Adequacy

STUDY AREA	FARMERS' MARKET	WEEKDAY (11/08/18)			WEEKEND (11/10/18)		
	5 PM	10 AM	1 PM	6 PM	10 AM	1 PM	6 PM
On Street	208±	172±	166±	221±	157±	171±	234±
Off Street, Available Public	529±	531±	543±	633±	649±	559±	738±
Parking Adequacy‡‡	737±	703±	709±	854±	806±	730±	972±

‡‡ The parking adequacy is the difference between the effective supply and the occupancy.. A positive value reflects a surplus, a negative value a deficit.

Source: *Walker Consultants*, 2018.

During a typically busy Farmers' Market as well as on typically busy weekdays and weekends, the study area has approximately 700 spaces to more than 900 empty parking spaces for public use.

LENGTH OF STAY ANALYSIS

To understand the current usage patterns of Lot 1, build-out, and occupancy of the Project, Walker performed a length of stay analysis in Lot #1 on November 8, 2018. Walker collected and anonymized license plate data from each parked vehicle at 8 AM and then hourly between 10 AM and 6 PM, inclusive.

The data were analyzed to determine how long vehicles were parked, with length of stay an industry-standard proxy for determining the purpose of parkers' visit.

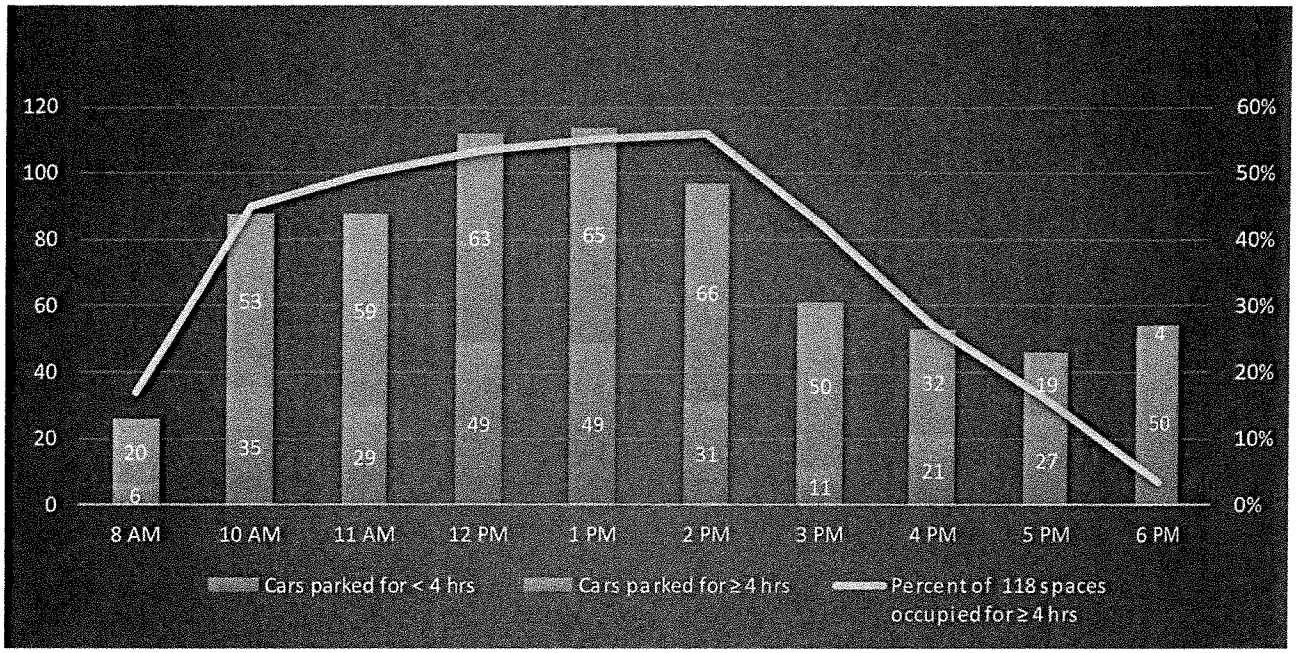
Table 7: Summary of Length of Stay Data, Public Lot #1, November 8, 2018

VEHICLES PARKED	8 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
Total	26	88	88	112	114	97	61	53	46	54
Parked for ≥ 4 hrs	20	53	59	63	65	66	50	32	19	4
Parked for < 4 hrs	6	35	29	49	49	31	11	21	27	50
Percent of 118 spaces occupied for ≥ 4 hrs	17%	45%	50%	53%	55%	56%	42%	27%	16%	3%

Source: *Walker Consultants*, 2018.

The following table presents the length of stay findings graphically.

Figure 3: Length of Stay, Public Lot #1, November 8, 2018



Source: *Walker Consultants*, 2018.

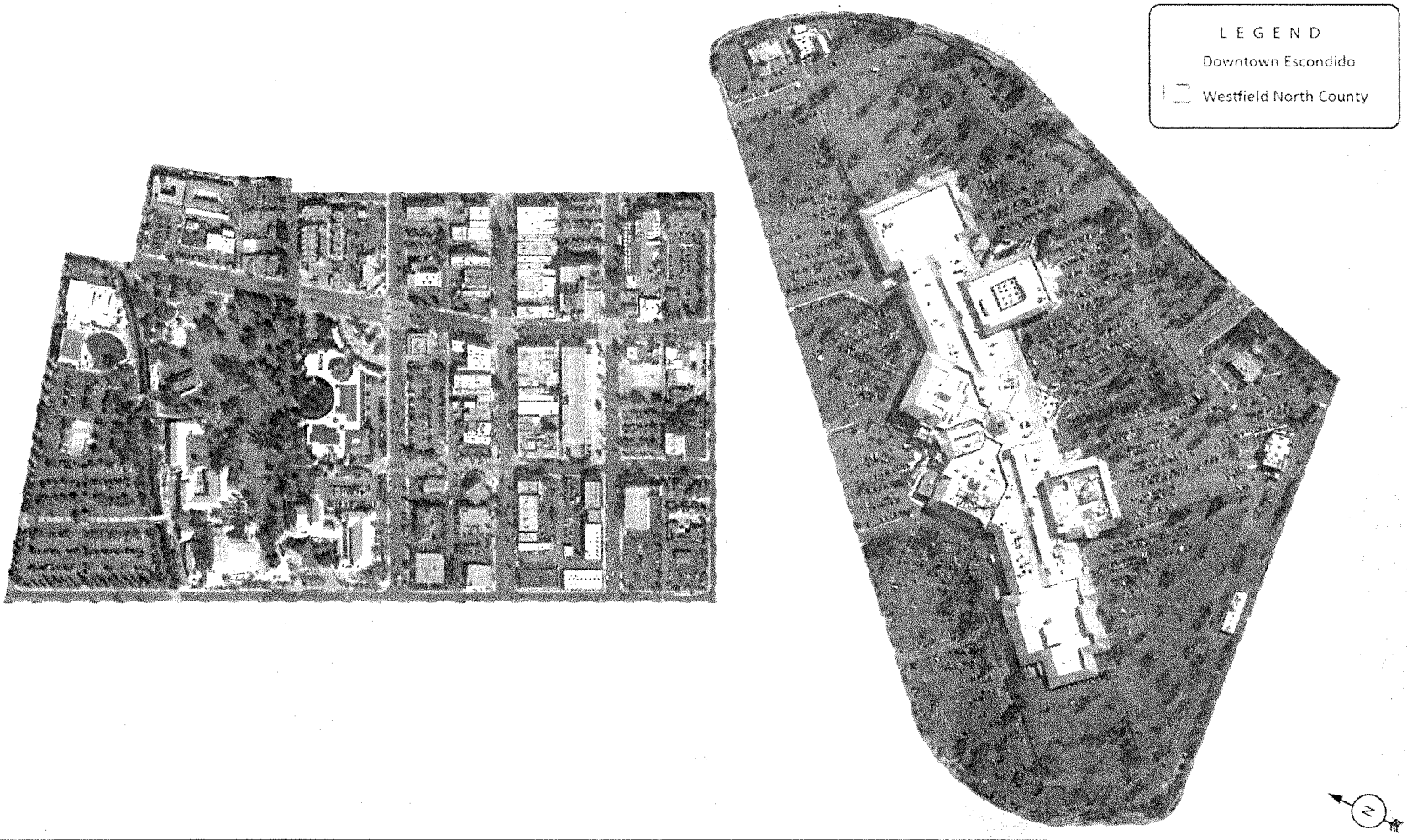
Between 8 AM and 4 PM, more vehicles were parked for four hours or longer than for less than four hours.

In Walker's experience, public off street lots such as Lot #1 more effectively serve local retail and restaurants when the spaces turn over approximately four times a day. In Walker's view, the current patterns of use significantly degrade the ability of Lot #1 to serve area business and restaurants effectively.

SCALE COMPARISON OF COMMERCIAL DISTRICTS AND SUBURBAN SHOPPING CENTERS

Concerns are often expressed regarding the scale of walking distances in commercial downtowns. Yet, the scale of downtown commercial districts are typically similar or sometimes smaller than a suburban commercial centers, as demonstrated in Figure 4 on the following page. The figure also demonstrates the clustering of parking demand in specific locations. Indeed, like a commercial district, many well-managed shopping centers will require longer-term parkers to park away from main entrances, so as to ensure more parking availability for customers.

Figure 4: Downtown and Shopping Center Area Comparison



Source: Google Earth, 2018

CONCLUSION AND SUMMARY OF FINDINGS

Walkability is the key to the proper functioning of the transportation and parking system in every downtown because every parking trip begins and ends with a pedestrian trip. Based on the following findings, we find that Downtown Escondido not only has more than enough public parking available to reallocate some long-term parkers from Parking Lot 1, but the district would in fact benefit from the use of these currently empty spaces. Doing so would be consistent with the objectives and goals of the City's Downtown Specific Plan.

1. Peak demand for Lot 1's spaces occurred on weekdays between 10AM and 2PM. However, during the peak between 45% and 56% of the vehicles parked in Lot 1 were parked for over four hours, indicating that roughly half of parkers were more likely to be employees of local government or businesses than customers or visitors.

2. Lot 1's parking spaces are not being used as intended, or effectively given their location. During the period of weekday, lunchtime peak demand, the lot was effectively full but roughly half of Lot 1's parking spaces were unavailable to customers due to spaces occupied by employees and other long-term parkers. Policies to encourage short-term parkers (typically customers) and decrease employee parkers would increase the lot's total daily capacity (number of cars parked over the course of a day), through the turnover of spaces that could serve four or more customer vehicles (at 2 hours per customer) rather than one employee car all day (8± hours) under current conditions.

3. Walker determined that the study area has a total parking supply of 2,750± spaces. Of that total, 1,650± are publicly available spaces available for general use by drivers coming to the area.

4. Peak demand for the study area was found to occur on weekdays between 10AM and 1PM, which Walker has found is typical of parking demand for a small city's downtown, when the parking demand generated by public and private sector office workers during the business day overlaps with lunch time visitors. During this time in the Downtown Escondido study area, we identified a total parking surplus of 1,190± spaces, including a surplus of 700-850 public spaces, the equivalent of 3.5 to over 4.0 acres of empty asphalt that rarely if ever serve the public and discourage Downtown Escondido as a destination.

5. Allocating the demand for parking across the hundreds of available spaces in the area, a common goal and practice in municipal parking management, would increase the availability of parking by easing parking congestion and encourage pedestrian activity and walkability,

6. Parking demand for drivers parking four hours or longer for destinations such as the City's municipal buildings on North Broadway, and office and other commercial establishments should be encouraged to park in other locations throughout the area through the adjustment and enforcement of time limits.

7. The proposed inventory of 76 public spaces is projected to be adequate to serve the public demand for visitor parking at Lot 1 for typical busy days. At peak periods for parking in the downtown, Walker projects that the actual high turnover public demand for Lot 1 is 64± spaces.

8. Motorists parking for four hours or longer for the City's municipal buildings on North Broadway and for local restaurant, retail, and commercial establishments should be encouraged to use nearby public lots, which

would have the added benefit of reducing concentrated areas of parking impact in the downtown and encouraging pedestrian behavior and walkability in the area.

CITY OF ESCONDIDO

ACTION MINUTES OF THE REGULAR MEETING OF THE ESCONDIDO PLANNING COMMISSION

August 27, 2019

The meeting of the Escondido Planning Commission was called to order at 7:00 p.m. by Chairman Spann, in the City Council Chambers, 201 North Broadway, Escondido, California.

Commissioners present: James Spann, Chairman; Don Romo, Vice-Chair; Michael Cohen, Commissioner; Joe Garcia, Commissioner; James McNair, Commissioner; Mark Watson, Commissioner; and Stan Weiler, Commissioner.

Commissioners absent: None.

Staff present: Mike Strong, Assistant Planning Director; Owen Tunnell, Assistant City Engineer; Adam Phillips, Senior Deputy City Attorney; Bill Martin, Director of Community Development; Peggy Chapin, Contract Consultant and Kirsten Peraino, Minutes Clerk.

MINUTES:

Moved by Commissioner Weiler, seconded by Commissioner Watson to approve the Action Minutes of the August 13, 2019. Motion carried unanimously (7-0).

WRITTEN COMMUNICATIONS: – Received.

FUTURE NEIGHBORHOOD MEETINGS: – None.

ORAL COMMUNICATIONS: – None.

PUBLIC HEARINGS:

1. **MASTER AND PRECISE DEVELOPMENT PLAN AND DEVELOPMENT AGREEMENT FOR A 131-UNIT MIXED-USE DEVELOPMENT WITHIN THE DOWNTOWN SPECIFIC PLAN – PHG 19-0014:**

REQUEST: A Master and Precise Development Plan to construct a six-story, mixed-use structure in the Historic District of the Downtown Specific Plan containing 131 apartment units, 4,289 sf of commercial space, underground parking, and an outdoor common area with a pool for residents. The site currently is a municipal parking lot containing 118 public parking spaces. The proposed structure would be 67 feet in height with parapet walls and a tower element that extend up to 75 feet in height. The project would provide 30-studios, 46 1-bedroom and 55 2-bedroom units ranging in size from 370 square feet to 1,293 square feet. A two-story garage would contain 212 parking spaces with 153 spaces for residents (including 19 tandem spaces) primarily in the basement and 59 spaces for public parking on the ground level. An additional 17 public parking spaces would be provided along the alley. Zoning provisions allow a density of 75 units per acre for a maximum of 79 units at the site. The request includes a density bonus of 35% or 28-units (including 9 units for Very Low Income households) and incentives to provide affordable housing, and an allocation of 24 units from the Density Transfer Program for the Downtown Specific Plan area through a Development Agreement. The project also includes a request to adopt a Class 32 Exemption in accordance with the California Environmental Quality Act (CEQA).

PROPERTY SIZE AND LOCATION: The 1.044-acre site is located at the southeast corner of Maple Street and West Valley Parkway, addressed as 137 West Valley Parkway.

ENVIRONMENTAL STATUS: Exempt pursuant to CEQA Section 15332, Class 32 In-fill development project prepared by Harris & Associates, March 2019.

STAFF RECOMMENDATION: Approval

PUBLIC SPEAKERS:

Kerry Garza, Applicant, spoke in favor of the project.
Addison Garza, Applicant, spoke in favor of the project.
Donna D'Angelo, spoke in opposition of project.
Sherri Wood, spoke in opposition of project.
Sako Agyan, spoke in opposition of project.
Dan Forster, Vice President of the DBA, spoke in favor of project.
Julianne Jones, spoke in opposition of project.
Kellie Hobbick, spoke in opposition of project.

Louisa Magoon, spoke in favor of project.
Pam Boyer, spoke in opposition of project.
Michael Crone, spoke in opposition of project.
Diana Gil, spoke in opposition of project.
Patti Thompson, spoke in opposition of project.
Tom Stamos, spoke in favor of project.
Carol Rea, spoke in opposition of project.
Traci Bass, spoke in opposition of project.
Patricia Borchmann, spoke in opposition of project.
Tom Da Costa, spoke in opposition of project.
Misty Embrey, spoke in opposition of project.
Darci Roger-Tracy, spoke in opposition of project.
Brenda Stearns, spoke in opposition of project.

COMMISSIONER DISCUSSION AND QUESTIONS:

The Commissioners discussed various aspects of the project.

COMMISSION ACTION:

Moved by Commissioner Weiler, seconded by Commissioner Romo to approve staff's recommendation and recommend approval to City Council. Motion carried (6-1; Spann voted No).

CURRENT BUSINESS: None.

ADJOURNMENT:

Chairman Spann adjourned the meeting at 9:37 p.m. to the next regularly scheduled Planning Commission meeting to be held at 7:00 p.m. on Tuesday, September 10, 2019 in the City Council Chambers, 201 North Broadway Escondido, California.

Mike Strong, Secretary to the
Escondido Planning Commission

Kirsten Peraino, Minutes Clerk

JAMES CRONE
& ASSOCIATES, INC.
555 Enterprise Street
Escondido, California 92029
(760) 480-8888
FAX (760) 745-1212
www.jamescrone.com

August 16, 2019

Planning Commission
Planning Staff
201 N. Broadway
Escondido, CA 92025

RE: Public Hearing: Master And Precise Development Plan And Development Agreement For A 131-Unit Mixed-Use Development Within The Downtown Specific Plan-PHG 19-0014

Dear Escondido Planning Commissioners,

I am addressing this letter to you regarding the above public hearing as I cannot personally attend and want to voice my opinion for the record.

As you should all be aware, parking lot number 1 is a key parking lot for the downtown businesses that do not have their own parking lots. You have seen and heard over the past three decades considerable complaints about the lack of parking in downtown. You are aware that when Maple Street Plaza was approved and built, approximately 25 on-street parking spaces were lost. At that time, Lot 1 was previously used by the public as a 2-hour lot. Businesses had to purchase parking permits to allow employees to park all day, and there were a limited number of these permits issued. This was done in an effort to ensure a supply of much needed public parking. After many complaints, the parking permit process was eliminated, and the lot was then free all day to anyone. Please refer to the parking studies the city conducted over the years that have shown a need for additional parking. The rules for Lot 1 were subsequently changed slightly after a public review and input, limiting the first row along the alley to less than all day. Now, the proposed development is asking the city to consider taking away the 118 current parking spaces and to allow the developer to replace these 118 with only 59 public use parking spaces. The developer plans to put those spaces in a parking structure under the condo project at street level, with an 17 additional spaces along the alley. There is no agreement or restriction that these spaces will remain free, as they are today, indefinitely. This would eliminate an additional 42 parking spaces after the completion of the project construction. I would like to address the total project below with my objections.

Exemption of CE QA:

This is not a little infill development or something that should be done without an environmental impact report. It should **not** be exempt from CEQA. This project will have an incredible impact on the businesses on Grand Avenue. This project will create a financial loss to these businesses during construction and beyond, with no thought to compensation for said losses that will most certainly occur by the reduction of available free parking.

Parking Issue:

There will be a reduction of 42 parking spaces available to the public at the completion of this project, which is very significant to the businesses relying on that parking. In the late 1980s and early 1990, the City of Escondido required businesses locating downtown, and that had increased parking requirements above retail CG zoning code of 1 space per every 250 sf of rentable space, to pay a fee to the City of Escondido in the amount of $7,200.00 per parking space needed. Alternatively, the business could provide additional parking on-site, or rent space in close proximity to that business. Bank of America is a prime example of this when they expanded on 2nd Ave and Valley Pkwy. B of A required additional parking, so they rented property on Grand Avenue in a vacant lot west of 237 W. Grand Ave. They pay around $1,500.00 per month currently to provide additional parking to meet the building code. They have been paying to rent that space for over 20 years. One of our past Planning Commissioners, Jack Campbell, and his now widow Jill, owned a building on Kalmia and Grand, that when developed by the Sadah Brothers, paid the city over $273,000 for parking, if my memory serves me. Other business did the same thing when required. This was all in reliance that the city would provide the parking to support the uses in that and other buildings. The city also turned the property they purchased as a parking lot on Juniper and Grand into a park, further reducing available parking. I would be interested to see what legal options might be available to those who paid the $7,200 per parking space to the city with a reliance that said parking would be available in the future.

With the city changing the ordinance or code to allow any use that would fit into the zoning to locate downtown, it became much easier to fill vacancies adding much-needed restaurants, pubs and other viable businesses. Those businesses located in this area, knowing the available parking was there for their customers and employees and relied upon it, as did those who paid $7,200.00 per space.

During the 1 to 2-year construction period for this project, you can be assured there will be no convenient parking available for the businesses that continue to rely Lot 1 parking for their employees and customers. Construction workers and their vehicles will park in what on-street parking is left since they will be arriving early in the morning before businesses open when parking on the street is not a

problem. Streets will be closed off during construction at various times for utilities and large material deliveries, as there will be no available staging area on site. This will have a significant impact on traffic.

Tandem Parking:

This project anticipates that, of the 153 parking spaces provided for residents, 19 of those spaces will be tandem spaces. Tandem spaces in a condo project only work for the developer in order to add additional square footage, not for the end user. They do not work for residents that have two cars per family. This would require one family member to park in front of the other. Try this at home for a month. Uncoordinated, people will be backing one car out into the drive aisle, then the second to get that car out, and then pulling the first back in. Just imagine this scenario when people are on their way to work at the same time. It just doesn't work, and in most cases, those coming in last will park in the public parking spaces designated for the business in downtown. There will also be visitors coming to the project that will take away public parking. I did not see in the notice any visitor parking that is required by code. If you were to take the 153 parking spaces that are for residents and deduct the 19 tandem parking spaces that are not user-friendly, you really only get 134 usable parking spaces. The project calls for 131 units. That equates to one parking space per unit with three additional parking spaces left over. This violates the parking code for a condo project and therefore under parks this project significantly. There will be 55 two bedroom units that could accommodate 4 people who may have cars. Theoretically, that could translate into the need for 220 parking spaces alone, leaving the other 76 studios and 1 bedroom units no parking at all, not to mention the 4,289 sf of commercial space.

Commercial Space:

This project intends to, in addition to the 131 apartment units, build 4,289 sf of commercial space on the ground floor of this project. I see no parking allotted for this new commercial space. Even when the 'grandfathering" of the required parking for an existing building is considered, the code requires that parking be provided for any new sf added to a lot or building. I was denied an outdoor patio over 300 sf for Filippis Pizza because of non-available parking. Under the zoning code, it would require 17 parking spaces at 1/250 for the 4,289 retail. If they rented to a restaurant that would require 43 parking spaces. Since we have taken away all of the retail parking spaces by building this project, I don't understand how adding an additional 4,289 sf of retail, office or restaurant use will not have an adverse effect and impact on all of the existing businesses.

Scale and Massing:

The project is going to be 75 feet in height, which will tower over and shadow the buildings on Grand Avenue. The scale and massing of this project is too large for the surrounding area. The tower for the

Arts Center is approximately the same in height, however, it is surrounded by other larger buildings and therefore does not look out of place. This should not be located on lot 1 at this height.

Conclusion:

In conclusion, am not opposed to additional residential development in the downtown area. However, I am opposed to any development that significantly impacts other businesses. This condo project is no different than the one that was previously proposed by Craig Clark when he was attempting to develop the hotel behind City Hall. That project was never built, and for good reason. A settlement was arrived at during a lawsuit that would have restricted city employees from parking there and the hotel would have needed to provide their own adequate parking. This developer is no different, and has yet to demonstrate they have provided sufficient parking for this project, and has no plan or intention to replace the lost public parking. When developing Signature Pavilion in the downtown zone, I had to meet the parking requirements of the planning department by adding over 500 new spaces for a project of less sf than this.

When I attended the neighborhood meetings in the past on this project, I suggested that this developer build his project in the parking lot on the north side of the California Center for the Arts. That parking lot is much bigger and a parking structure could be built above ground that would house the parking required under the zoning code for a condo project without necesitating tandem parking. There is plenty of land, so additional parking could be built to make it more convenient to the owners. Height would also not be an issue.

The city could use the money that the developer would pay to purchase the land and apply it to building a much-needed parking structure on lot #1. Everyone would win.

As the owner of the property on the corner of Grand and Broadway with nine businesses, the property at 237 W. Grand, the previous owner of the property commonly known as Bellissima Day Spa and the developer and previous owner of Signature Pavilion, I strongly oppose this project at this location. My objections are based on the impact not just to my buildings, but to those other owners, tenants and business owners that have invested in downtown, and who relied upon the City of Escondido to provide and maintain a parking lot able to support those businesses.

Please consider the decision you are making tonight seriously and carefully. The decision that you make at this hearing may have such an adverse effect on Grand Avenue that business will fail financially during the two year construction phase of this project, leaving vacant buildings all over downtown once again.

The notion that the addition of 131 apartments units will generate sufficient income on a daily basis to the downtown area to replace the income that customers parking in Lot #1 generate annually is foolhardy. This project has too many issues to let it slip through without an Environmental review, so that conditions can be imposed to provide the necessary development requirements that will minimize any negative impact to all parties.

Sincerely,

James Crone

Joanne Tasher

From: Bill Martin
Sent: Monday, September 2, 2019 5:47 PM
To: Joanne Tasher
Subject: Fwd: [EXT] Aspire project's Economic and Fiscal Benefits, and Camparison between 2017 development fees and 2019 development

For CC report attachment.

Thanks, Bill

Sent from my iPad

Begin forwarded message:

> **From:** patricia borchmann <pborchmann9@gmail.com>
> **Date:** August 30, 2019 at 1:36:36 PM PDT
> **To:** bill martin <bmartin@escondido.org>, mike strong <mstrong@escondido.org>, jeffrey epp <jepp@escondido.org>, jay petrek <jpetrek@escondido.org>, Karen Youel <kyouel@escondido.org>
> **Cc:** Paul McNamara <pmcnamara@escondido.org>, Consuelo Martinez <cmartinez@escondido.org>, Michael Morasco <mmorasco@escondido.org>, John Masson <jmasson@escondido.org>, Olga Diaz <odiaz@escondido.org>, patricia borchmann <pborchmann9@gmail.com>, christinenava858@gmail.com
> **Subject: [EXT] Aspire project's Economic and Fiscal Benefits, and Camparison between 2017 development fees and 2019 development**
>
> **CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.
>
> Bill Martin / Mike Strong -
>
> In the Aspire project powerpoint slides that were displayed at Planning Commission on 08 27 19, there is a slide on Public Benefits.
> Since there were substantive questions by Planning Commissioners and from public speakers about the projected economic and fiscal benefits expected from Aspire project, there was uncertainty about actual extent of economic revenue that will be generated by project that will benefit the city. There was skepticism expressed by Planning Commissioners and public speakers about if the economic and fiscal benefits and increased tax revenue forecast presented by Aspire team are realistic. Therefore public requests more definitive details, and an independent economic assessment be performed before item is scheduled for Escondido City Council meeting, and analyzed in Staff Report prepared for City Council.
>
> Also, the powerpoint slide on Public Benefits indicates the project will be required to pay over $2 million in development impact fees. Since former City Council in 2017 negotiated terms of the sale of Lot 1 in an Agreement (that never publicly disclosed purchase price), there is no transparency or certainty how the transaction benefits City, and if so how much.
> Public has reasonable economic concern the 2017 Sales Agreement for Lot 1 apparently 'locked in" development impact fees that were applicable in 2017 instead of current 2019 development

impact fees. So despite applicant's statement that project will be required to pay over $2 million in development impact fees, **the more important unanswered question is how much of a fee reduction they will get by not having to pay current 2019 development impact fees. The unanswered question is what will the Fee waiver really cost the City and taxpayers in real time, in real dollars?** Public asserts the Staff Report prepared for Planning Commission was incomplete, and more complete and **rigorous fiscal analysis** by staff needs to be applied to fully inform decision makers, the media, and the public.

With extreme fiscal deficit projections, pension liabilities in Escondido that are already known, and uncertain future economic stability or economic growth, public wants elected officials to protect taxpayers by not extending public subsidies, or more fee waivers, regardless of what former City Council approved in 2017. Because there is relative certainty that this case (PHG 19-0014 Aspire) will cause litigation no matter if project is approved or denied either way, **many stakeholders want this current City Council to apply fresh eyes on project, and apply independent judgement, and do not presume it is impossible to start-over, to envision a better high density project for Parking Lot 1.**

Thank you for consideration.

Joanne Tasher

From: Mike Strong
Sent: Monday, August 26, 2019 8:45 AM
To: Joanne Tasher
Subject: FW: [EXT] Public Objection, Escondido Planning Commission, Case PHG 19-0014 August 27, 2019
Attachments: Public Objection, Escondido Planning Commission, Case PHG 19-0014, August 27, 2019.docx; Analysis of SANDAG Preliminary Regional Growth Forecast, August 23, 2019, by JP Theberge & Bill Tippets, Grow the SD Way.docx

From: patricia borchmann <pborchmann9@gmail.com>
Sent: Saturday, August 24, 2019 1:36 PM
To: Bill Martin <bmartin@escondido.org>; Mike Strong <mstrong@escondido.org>; Jeffrey Epp <Jepp@escondido.org>; Jay Petrek <jpetrek@escondido.org>; Julie Procopio <jprocopio@escondido.org>; Karen Youel <Kyouel@escondido.org>
Cc: patricia borchmann <pborchmann9@gmail.com>; christinenava858@gmail.com
Subject: [EXT] Public Objection, Escondido Planning Commission, Case PHG 19-0014 August 27, 2019

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Submittal of personal comments, correspondence for Escondido Planning Commission for Case PHG 19-0014, Agenda item for August 27, 2019

Public Objection, Escondido Planning Commission 08 27 19, Case # PHG 19-0014

Submittal by Patricia Borchmann

Public Opposition to proposed Master and Precise Plan and Development Agreement for 131 unit mixed-use development in Downtown Specific Plan (PHG 19-0014), and public objection to Request to Adopt a Class 32 Exemption (Infill Development), in accordance with CEQA.

. Let me start by reminding Planning Commissioners that there are many stakeholders here in Escondido who count on each of you to carefully consider and analyze impacts of this proposed project, apply independent judgment and apply open minds before taking action on this project tonight. . I consider it unfortunate that your job is made more difficult to analyze proposed project because the analysis prepared by Planning staff in your Staff Report is incomplete, and is largely distorted by immense pressure, confusing regulatory state mandates, that prematurely formed recommendation for approval action based on forces driven by powerful housing advocates and building industry that applies an exaggerated narrative over scope and scale of housing crises, based on manipulated data. I believe current Staff Report fails to consider how to best meet the demand for affordable housing in Escondido without considering how project may cause unmitigated adverse impacts, or reduction of quality of life standards identified in Escondido General Plan.

I don't dispute there is an urgent need for affordable housing in Escondido, however the streamlined process and incentives applied here to expedite project which utilizes the recently approved Density Credit Pool program overlooks important cumulative factors and procedural CEQA exemption details, and leaves basics like how proposed **extreme density increases** will likely make **critical infrastructure deficiencies worse, causes traffic congestion**, or how applying relaxed standards may cause detrimental visual impacts, exacerbate parking deficiencies, impacts to historical resources, land use compatibility issues, potential economic impacts on property values, overconcentration issues, and leaves detrimental effects on quality of life unexamined in Downtown Specific Plan area, and introduces potential fiscal liability from litigation.

Land use regulation must strike a balance between private property rights and the public interests. Land use compatibility and its goals should be promoted through proactive planning and zoning, by applying land use techniques to promote and protect the public health, safety, general welfare and quality of life.

Therefore, I consider immediate approval by Escondido Planning Commission a foreseeable mistake that should be avoided. The remainder of my comments will explain why approval action tonight is considered premature, procedurally inappropriate, and why I recommend Planning Commission should develop a different alternative recommendation to Escondido City Council instead of automatically applying Planning staff's recommendation for immediate approval tonight August 27, 2019, instead of exposing City of Escondido to potential adverse economic impact from expected litigation by others.

Project Details: Location: 137 W. Valley Parkway (public Municipal Parking Lot 1)

REQUEST: A Master and Precise Development Plan to construct a six-story, mixed-use structure in the Historic District of the Downtown Specific Plan containing 131 apartment units, 4,289 sf of commercial space, underground parking, and an outdoor common area with a pool for residents. The site currently is a municipal parking lot containing 118 public parking spaces. The proposed structure

would be 67 feet in height with parapet walls and a tower element that extend up to 75 feet in height. The project would provide 30-studios, 46 1-bedroom and 55 2-bedroom units ranging in size from 370 square feet to 1,293 square feet. A two-story garage would contain 212 parking spaces with 153 spaces for residents (including 19 tandem spaces) primarily in the basement and 59 spaces for public parking on the ground level. An additional 17 public parking spaces would be provided along the alley. Zoning provisions allow a density of 75 units per acre for a maximum of 79 units at the site. The request includes a **density bonus of 35% or 28-units** (including 9 units for Very Low Income households) and **incentives** to provide affordable housing, and an allocation of 24 units from the Density Transfer Program for the Downtown Specific Plan area through a Development Agreement. **The project also includes a request to adopt a Class 32 Exemption in accordance with the California Environmental Quality Act (CEQA).**

A. Public Objection and procedural CEQA challenge to Planning staff's request to adopt a Class 32 Exemption in accordance with the California Environmental Quality Act (CEQA).
Based on CEQA Exemption criteria for **Class 32 Categorical Exemption for Infill projects**, it does not appear that applicable CEQA criteria are met, based on examination of public record, Absence of evidence applies to following three (3) criteria for CEQA Exemption:
1. Specifically unmet is the required **factual evidence** to support Finding that requires **Lead Agency to demonstrate and determine that the proposed action falls within an exempt category, and support this determination with factual evidence.**
2. Exceptions to CEQA exemptions are unmet: **Certain exceptions apply (and therefore a categorical exemption does not apply) where: • The cumulative effect of successive projects of the same type in the same place, over time, is significant; • The project may have a significant environmental impact due to unusual circumstances;**
3. Absence of evidence to demonstrate **approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, or evidence to demonstrate the site can be adequately served by all required utilities and public services.**

CEQA Exemption Criteria for *CLASS 32: IN-FILL DEVELOPMENT PROJECTS
Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. **(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.**

This Class may be used where above-noted conditions (a) through (e) are fulfilled, where it can be seen with certainty that the proposed project could not have a significant effect on the environment.

Important Note: **For all categorical exemptions, it is the responsibility of the Lead Agency to demonstrate and determine that the proposed action falls within an exempt category, and support this determination with factual evidence.**

. **Categorical Exemptions** If a project falls within any of the categorical exemption classes, the Lead Agency must next evaluate whether **any exception** to the exemptions apply. These exceptions to the

exemptions define circumstances that override or negate the agency's ability to use a categorical exemption. **In other words, if an exception applies, then the project no longer qualifies for a categorical exemption and the Lead Agency must proceed to complete CEQA review**. The exceptions are described in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2.

. **These exceptions apply (and therefore a categorical exemption does not apply) where**: • The project is located in a sensitive environment such that the project may impact an officially mapped and designated environmental resource of hazardous or critical concern2; **• The cumulative effect of successive projects of the same type in the same place, over time, is significant; • The project may have a significant environmental impact due to unusual circumstances;**

. **Cumulative Impact**. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

. **Significant Effect**. A categorical exemption shall not be used for an activity where there is a **reasonable possibility** that the activity will have a significant effect on the environment due to unusual circumstances. Suggested sources: See above for (a), greater map context, and look at the project and it's interaction with its surroundings. Consider whether the project is similar to other development, by use, size, scale, in the surrounding area.

B. Excerpts from California Environmental Quality Act (CEQA):

What is an exception to an exemption?

- **A project may be exempt from the CEQA process by the application of categorical exemption.**
- **The existence of the exception requires the project to go through the CEQA process regardless of the fact that the project otherwise meets the criteria of a categorical exemption. The exceptions are listed in § 15300.2 of the CEQA Guidelines.**

TYPES OF EXCEPTIONS

STATUTORY EXCEPTIONS

- Projects that which may result in damage to scenic resources within a duly designated scenic highway.
- Projects located on a site or facility listed pursuant to Cal Govt Code §65962.5
- Projects that may cause a substantial adverse change in the significance of an historical resource.
- See Public Resources Code §21084

GUIDELINE EXCEPTIONS

LOCATION

- Location based exceptions apply where a project may impact on an environmental resource of hazardous or critical concern.

CUMULATIVE IMPACT

- **This exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.**

SIGNIFICANT EFFECT DUE TO UNUSUAL CIRCUMSTANCES

- This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances. Examples include projects which may affect:
  - Scenic resources
  - **Historical resources**

C. Procedural Flaws were applied by Lead Agency, that don't support the Request to Adopt the Class 32 CEQA Exemption for Infill Projects, and reasons why there is a reasonable argument of a Significant Effect.

Based on examination of documents in Escondido Planning Department case file for **PHG 19-0014**, it appears there is an absence of evidence necessary to support certain procedural steps required to adopt the Class 32 CEQA Exemption for infill projects

1. Specifically there is absence of required **factual evidence** to support Finding that **requires Lead Agency to demonstrate and determine that the proposed action falls within an exempt category, and support this determination with factual evidence.**

2. Exceptions to CEQA exemptions that are unmet: **Certain exceptions apply (and therefore a categorical exemption does not apply) where: • The cumulative effect of successive projects of the same type in the same place, over time, is significant; • The project may have a significant environmental impact due to unusual circumstances;**

3. Absence of evidence to demonstrate **approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, or evidence to demonstrate the site can be adequately served by all required utilities and public services.**

4. Propensity and concentration of multiple projects applying Density Bonus Credit system in Escondido Downtown Specific Plan may generate potential traffic hazards, adverse visual impacts from poor aesthetics, reduction in home values, urban form consistency issues, over-concentration issues, make existing infrastructure deficiencies worse, create neighborhood compatibility and other issues.

5. There is new relevant evidence contained in attached digital file that pertains directly to population forecasts that Escondido Planning Commission and Escondido City Council need to consider: **"Did SANDAG Flub It's Latest Preliminary Regional Growth Forecast, Or Was It Manipulated by Building Industry Consultants? An Analysis"**, by JP Theberge and Bill Tippets from **Grow the San Diego Way.**

6 Earlier public hearings on this case already introduced evidence in public record of extreme public opposition by local businesses, some members of Old Escondido Neighborhood Group, multiple residents, and major public controversy still surrounds proposal to demolish public Municipal Parking Lot #1, and construction of 6 story buildings for high-density mixed use project at this location. At earlier City Council hearing in late 2017 former City Councilmember Ed Gallo affirmed existence of parking deficiency in downtown Escondido, and at same meeting multiple parties already expressed intent to file litigation, (see video). Additionally, there is evidence from General Plan EIR prepared for Escondido General Plan (updated 2012) and Downtown Specific Plan that there are extreme traffic deficiencies, and intersections within Downtown and at intersections at I-15 and Highway 78 Interchanges that indicate traffic flow operates at unacceptable service levels, and interferes with mobility in Escondido.

7. In addition to absence of evidence to support Adoption of the Class 32 CEQA Exemption for infill projects, Escondido stakeholders assert there is also specific contrary evidence found elsewhere in City of Escondido's Council Action Plan for 2017-18, which specifically indicates existence of critical infrastructure deficiencies, (aging infrastructure and increased fire flow requirements in urban core) that identifies evidence the site can NOT be adequately served by all required utilities and public services in Escondido Downtown Specific Plan.

Excerpt from Adopted Escondido City Council Action Plan 2018 (Approved June 28, 2017)

"Economic Development: Goal – Ensure long term viability of Escondido's local economy. Strategy #6: STRATEGY STATUS BACKGROUND 6. Evaluate and, if appropriate, develop funding mechanism(s) to improve inadequate infrastructure hindering development in the urban core. Milestone date: December 2018

Responsibility: City Manager's Office

Aging utilities combined with increased fire flow requirements hinder downtown redevelopment by requiring extensive off-site improvements. The City has contracted with a consultant to explore the feasibility of establishing an EIFD in the urban core which could provide a funding source for infrastructure improvements."

Although the applicable **City Council Action Plan Strategy #6 (Economic Development)** indicates item was completed, by contract to hire consultant to explore feasibility of establishing an EIFD in the urban core which could provide a funding source for infrastructure improvements, there is no additional updated information posted online on City's website to indicate results of work completed by consultant hired by City. Therefore, it is not possible at this time August 24, 2019 for members of public to observe or analyze progress since June 28, 2017 to **resolve the identified funding gap, or improve** inadequate infrastructure hindering development in the urban core, identified as aging utilities combined with increased fire flow requirements.

D. Conclusion

Based on arguments presented here in written submittal to Escondido Planning Commission, I consider approval action by Planning Commission on Case # PHG 19-0014 on August 27, 2019 a foreseeable mistake that should be avoided (due to poor planning and potential litigation). Therefore, I recommend Planning Commission should develop a different alternative recommendation to Escondido City Council instead of automatically applying Planning staff's recommendation for immediate adoption of Class 32 Categorical Exemption, and require more thorough CEQA analysis for environmental review and significance findings. So I recommend Planning Commission direct Escondido Planning Director and Escondido City Attorney Mike McGuinness to either recommend **Planning Commission DENY** project tonight, or postpone action until direction from Escondido City Manager can provide further direction on how to proceed in a way to limit potential litigation liability, or seek further direction from Escondido City Council.

It is important to Escondido stakeholders that Escondido elected officials, boards and commissions apply land use decisions to ensure land use compatibility is achieved, neighborhoods are preserved, community character is protected, and apply prudent fiscal discipline instead of risky decision making based on a series of current uncertainties. Some land use activities can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition. Considerations may include impacts related to socioeconomic and social equity; public health; environmental justice; urban design and visual, solid waste, and sanitation services; energy; **transportation and mobility**; air quality; noise; and neighborhood character and thereby protect the health, safety, and welfare of the City's residents, protect citizens from increased crime, **preserve the quality of life,** preserve property values and the character of surrounding neighborhoods and businesses, and deter the spread of urban blight.

Escondido stakeholders call upon each Planning Commissioner tonight to live up to assurances that City's priority is to apply best practices, to ensure the planning, design, and review of development proposals in Escondido considers community's increased public awareness and interest, appreciation of design considerations, and protects taxpayers. It is presumed that establishing or preserving an appropriate and balanced mix of commercial businesses and residential mixed use will effectively serve to achieve purpose to maintain the economic health of the community's business districts and its suburban ambiance, and will promote the redevelopment of the city's downtown area. **Balance is necessary to maintain and improve the city's character, the diversity and vitality of the community's commercial areas, and the quality of life of all Escondido residents, and apply prudent economic fiscal restraint to avoid costly mistakes.**

Thank you for thoughtful consideration of my personal public comments on Case # PHG 19-0014.

SERIES 14

4,069,000

In 2013, the state of California Department of Finance (DOF) estimated we would have this many people in San Diego County in 2050.

population **decreased**

>

3,997,000

In 2016, the DOF revised its forecast downwards about 70,000 people as decreased fertility rates and other trends are impacting the projections.

SERIES 14

DID SANDAG FLUB ITS LATEST PRELIMINARY REGIONAL GROWTH FORECAST OR WAS IT MANIPULATED BY BUILDING INDUSTRY CONSULTANTS? AN ANALYSIS.

Despite a downward revision of population forecast, housing need increased 56% using erroneous assumptions and faulty data.

GROW THE SAN DIEGO WAY JP THEBERGE AND BILL TIPPETS

The Voice of San Diego published an article earlier this year, San Diego County Will Be Short of Housing Even If Everything Planned Gets Built. It referred to recently announced preliminary Regional Growth Forecast figures that differed wildly from the forecast developed just 4 years ago. They showed that despite a lower population and lower employment than was projected in the last forecast, our housing need somehow increased **by a whopping 56%, conveniently above the General Plan capacity of the County**. These numbers could be used to help make the case for building more sprawl-oriented projects in the rural areas of the County.

While the media and everyday citizens, having been accustomed to alarmist headlines about housing, did not question the numbers nor the headline, people in the planning community were flabbergasted. Naturally, Grow

the San Diego Way was intrigued and concerned that the numbers defied common sense and logic. We dug deeper to find out why.

To be clear, under every possible analysis, it is abundantly clear that San Diego has not achieved its level of needed housing, particularly in the lower and moderate income levels. We need to build a lot more housing that is affordable to moderate and lower income San Diegans. That is not in question. What is in question is a non-transparent process whereby forecasts are inflated unnecessarily via a flawed methodology and with input from players who are riven with conflicts of interest.

SANDAG creates a new regional growth forecast for future planning including housing, population, and employment every four years. As part of that process, they take the most recent population projections provided by the state and plug it into a model which, among other things, spits out how many houses will be needed by 2050. All things being equal, a decrease in the 2050 projected population should yield a decrease in the need for housing. The population figures are provided by the State of California Department of Finance (DOF), as required by law. This year, the DOF lowered their population projections for the San Diego region for 2050 by about 70,000 people (versus the last time this analysis was conducted). Plugging that number into the housing model should yield about 25,000 fewer houses needed in 2050 than were originally projected. However, something unusual happened and SANDAG's housing need projection jumped upward by **more than 180,000**houses. Let's explore how that happened.

fewer people = fewer houses

All things being equal, if there are fewer people, there should also be fewer housing units projected. About 25,000 fewer houses. The need for housing should go down.

housing need should **decrease**

SERIES 13

+326,000

>

If we use the same analysis SANDAG has been using since the 70s, the additional housing forecast for 2050 would likely drop to about 301,000.

SERIES 14

+301,000

SANDAG has been using the same model since the 70s to project housing need. In 2012, SANDAG forecasted 326,000 more units by 2050. Series 13 forecast

instead housing **increased 56%**

+326,000

SERIES 13

<

SANDAG's new model increased the housing need by **183,000 units**.
SERIES 14 (PRELIM)

+509,000

Whatever tweak was made to the model increased the housing need by 56% despite a 2% drop in population. Series 13 forecast

however...

Something unusual happened on the way to updating the numbers this year. At the end of the day, SANDAG decided to change the model it has been using since the 70s and to do so, sought input from two expert review panels, the last of which was a five person panel that included two building industry consultants. This last panel made the most significant changes to the new model. The panel is supposed to provide a diversity of expert opinions from government, academia, housing experts and industry. Unfortunately that did not happen entirely.

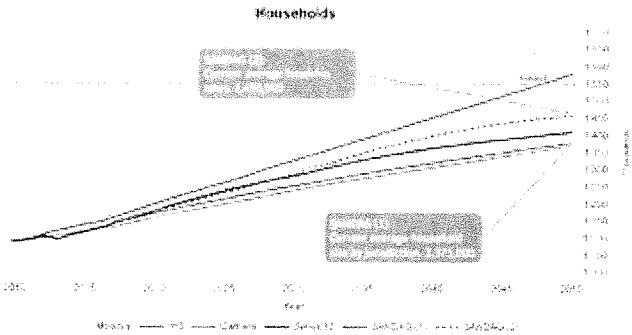


FIGURE 1. This chart was included in the Technical Working Group presentation delivered by Ms. Cortes. (originally provided to Expert Review Panel; obtained through Public Records Act request). The red lines are the scenarios SANDAG derived from the earlier, larger expert review panel. The dotted line is the lower scenario (SANDAG 1). The red line is the high scenario (SANDAG 2). The gray horizontal line is the "buildout" of all general plan capacities across all the jurisdictions. Note that both SANDAG scenarios are at least 100,000 houses lower than the full build-out scenario, indicating that we have enough capacity in our general plans to absorb the projected housing. Notes in bubble added by Grow the San Diego Way from PRA documents.

This drastic leap in housing need from the forecast conducted four years ago despite lower projected population and employment figures raised some flags. Senior SANDAG officials, Ray Major (Chief Economist and Director of Technical Services) and Muggs Stoll (Director of Land Use and Transportation Planning), explained to Gr

ow the San Diego Way that they felt the original housing growth forecast model was getting "long in the tooth" and decided to create a new model altogether.

The recent scandal that forced out the previous Executive Director was directly related to the growth forecast, t hough it was related to a clerical "copy and paste" error. The subsequent ignoring of that error led to overstated income forecasts in the midst of a push for Measure A which relied on tax revenue projections from the model. In essence it exaggerated the benefits of Measure A. While this error had a drastic impact on tax revenue projec tions, the housing forecast was not affected. Nonetheless, SANDAG has been under a lot of scrutiny to ensure t hese types of errors do not occur and they resolved to create a simpler, more transparent plan. Unfortunately, as it pertains to the latest growth forecast, it was anything but transparent.

The previous forecast model, known as the "Demographic and Economic Forecasting Model" (DEFM) had bee n used since the early 1970s, starting with Series 4. It had proven to be quite accurate, within approximately 4% of the observed growth.

> • - SANDAG uses its Demographic and Economic Forecasting Model (DEFM) to dev elop the regional forecast. DEFM was first developed to support the Series 4 forecas t in the late 1970s. DEFM uses a standard demographic (i.e., cohort-survival) economic modeling technique to estimate future growth. Forecasts develop ed using DEFM have had strong accuracy; since Series 4 (1977), on average DEFM regional forecasts have been within 4 percent of observed population growth. Source : SANDAG series 13 forecast

So what was wrong with the old model? It isn't entirely clear, but the new model changes the outcome so signif icantly and counterintuitively, that we have to question why a successful and accurate model was discarded and replaced with a flawed model that drastically changes the entire housing discussion for the foreseeable future. D espite a drop in population and jobs projected for 2050, the new model increases the housing needed by 56%. The onus is on SANDAG to explain why.

For this new forecast (Series 14), SANDAG convened two groups of outside experts over the course of 12 mont hs to help plan for the next forecast. The following is a timeline of the meetings that led to the new forecast.

March 2017, Expert Review Panel: The first group, convened in March 2017, consisted of 12 experts in demo graphy, economics and planning from around the country. They looked at which assumptions (and variables) sh ould be used as inputs into the new growth forecast. They came up with scenarios that looked at household size by age, gender and race/ethnicity as well as vacancy rates and other housing indicators. SANDAG did not make public any of the inputs or results from this all day session.

May 4, 2017, Regional Planning Committee: At the SANDAG Regional Planning Committee meeting, SAN DAG staffer, Clint Daniels, issued a status report on Series 14 and a brief recap of the expert review panel. It va

lidates the forecasting model derived from the March meeting. (Regional Planning Committee, May 4, 2017, Item 4and audio here), but they did not provide detail on the assumptions that were being used.

November 3, 2017, Board of Directors: The SANDAG Board of Directors met and Ray Major presented results from the expert review panel as part of the 7 point plan that was meant to prevent errors like the one that occurred in late 2016. They announced that the original computer model (DFEM) was to be discontinued and presented a new methodology that would incorporate demographic trends and historical trends (Board of Directors Meeting, November 3, 2017, Item 5 and audio here).

February 8, 2018, Technical Working Group: The Regional Planning Technical Working Group (the region's planning directors) received a presentation from SANDAG staffer, Rachel Cortes, laying out the various housing scenarios that would be analyzed by a new expert review panel a week later. SANDAG presented two viable 2050 scenarios, one lower than Series 13 at 1.375 million units and one slightly higher than Series 13 at 1.45 million units (the red lines in the chart below). Importantly, these scenarios showed that we had enough capacity in the general plans of the region to accommodate the projected housing need (the horizontal grey line labeled "buildout"). Source: Regional Plan Technical Working Group, February 8, 2018, Item 3 and audio here).

February 14, 2018, Expert Review Panel: The new, smaller expert review panel of five experts convened. This time they added two well-known building industry consultants (from the same firm) in addition to three other experts, two of whom had participated in the previous year's panel (Ratcliff and Sharygin). Audio, materials and conclusions from this meeting were not made available to the general public, but Grow the San Diego Way obtained notes and materials through a Public Records Act request. The five panelists were:

- Gary London, London Moeder Advisors
- Nathan Moeder, London Moeder Advisors
- Frank Wen, Ph.D, Planning Manager, Southern California Association of Governments (SCAG)
- Ryan Ratcliff, Ph.D., Associate Professor of Economics, USD
- Ethan Sharygin, Ph.D, Demographer, CA Department of Finance

During this meeting, panelists were presented various scenarios and discussed the best approaches to determining a final number. The assumptions were similar to what was presented to SANDAG in earlier meetings (focused on a constant "headship rate" to 2050, 5% vacancy rate and employment assumptions). It included the same chart shown in Figure 1, above and the earlier housing numbers did not change materially during this meeting.

March 26, 2018, Technical Working Group: SANDAG staffers, Rachel Cortes and Coleen Clementson, present findings to the Technical Working Group which introduces **completely new variables to calculate the housing need** based on "persons per household" (PPH) and the housing forecast jumped massively. This demographic assumption (PPH), according to a member of the panel, happened **without** input from the one panelist who was an expert in demographics. It is also responsible for the lion's share of the 56% jump in housing need as it assumed that in 2050, San Diego household size would drop significantly (to 2.49 persons per household versus 2.75, per Figure 3). The original estimate of 1.45 million jumped to 1.7 million (Figure 2), and importantly, the housing need now exceeds the regional General Plans' capacities to absorb the forecasted housing. When showed these figures by Grow the San Diego Way, the sole demographer on the panel, Ethan Sharygin, was dismaye

d as it was derived without his input, despite being demographic in nature. He later asked SANDAG to stop as: ociating his name with these new assumptions to which they complied. (Regional Planning Technical Workir g Group, March 26, 2018. Item 3).

What is concerning is that SANDAG chose two building industry consultants from the same firm to make up 4 0% of the five-person panel which is counterintuitive if they were seeking a diversity of expert opinions across disciplines. On e private sector expert would probably have been sufficient. Furthermore, these two consultants are well known for their opposition to the recently approved San Diego County General Plan, and they are on record stating that it is a bad plan and believe that it doesn't provide enough housing for the County. They are hired regularly by d evelopers to testify in favor of backcountry GPA projects and help make the case for General Plan Amendment s (unplanned zoning changes) in the unincorporated County. They have testified at many of the General Plan A mendment hearings on behalf of developers in the past year or so. They generally advocate for more housing in wildfire prone areas of the backcountry despite it being specifically avoided in the General Plan. In a nutshell, t hey lack the objectivity one might seek in a panel of this nature. One could argue that they are pro-sprawl which is counter to the County and SANDAG's philosophy of smart, transit oriented and sustainable de velopment. It is with the input of these two consultants (who work for the same firm) that the new forecast sudd enly shows that the current general plan capacities are insufficient to meet our housing needs. In other words, it helps make the case they've been trying to make since the County's general plan was approved.

While an expert review panel is supposed to bring diverse disciplines into the conversation, this particular panel did not operate very transparently. In fact, important assumptions in the model changed substantially after their Valentine's day meeting in 2018. This change in assumptions happened without informing all members of that abbreviated panel, despite requests for more information from at least one of the panel members (which were su bsequently ignored). The assumptions were highly technical and demographic in nature and the sole demograph er, Ethan Sharygin, was not consulted. In fact, after learning about these flawed assumptions from Grow the Sa n Diego Way, he reached out to SANDAG and asked that his name not be used in association with this panel. A month later, in the Technical Working Group meeting of March 2018, the housing need jumped 56% based o n a new assumption about persons per household.

At any rate, however it happened, SANDAG made a decision to change a key assumption in the model followin g the last meeting of the experts and that resulted in a 56% jump in housing need compared to the last forecast d espite a drop in population and employment. This additional housing need was high enough to make the region 's General Plans look inadequate to handle the capacity of housing forecast by SANDAG.

So, how did the model change so drastically?

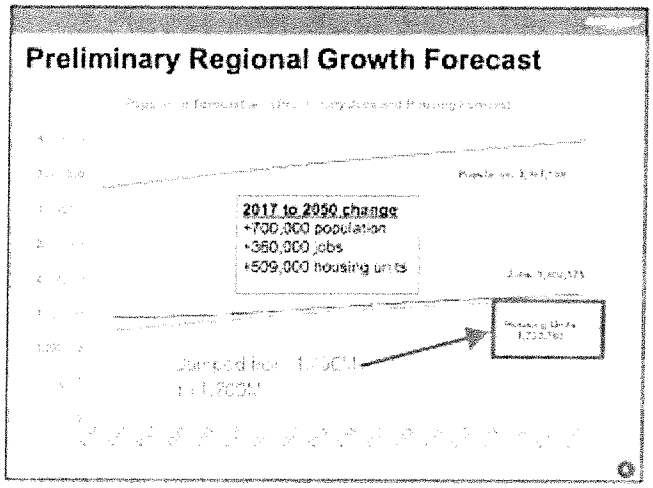


FIGURE 2: *Technical Working Group presentation*

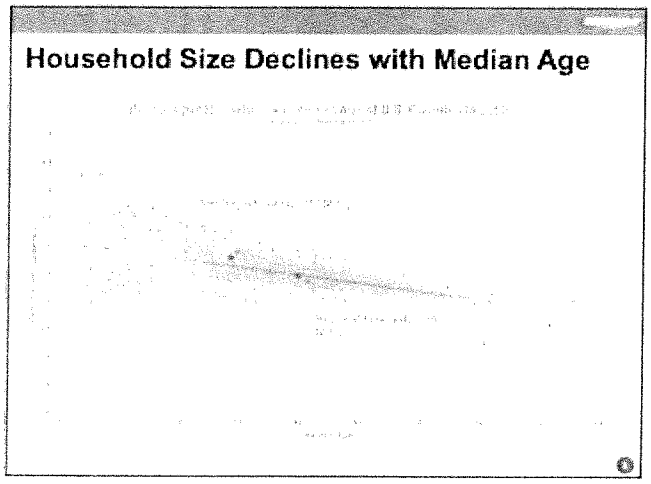


FIGURE 3: *Technical Working Group presentation*

2016

3,039,937

2.76

1,103,030

The assumption that would have the greatest impact on housing numbers is the persons per household (PPH) figure. It is also the one least likely to yield accuracy for 2050. To obtain persons per household, you divide the total number of residents by the total number of occupied houses and that gives you PPH. The number SANDAG used for 2016 is 2.76. It is close enough, though the DOF figure for PPH in 2016 is 2.81, if we're seeking the most accuracy
(http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/)

For 2016, the persons per household (PPH) data is easy to calculate. It is derived from existing data on population and households, so it is reasonably accurate. The problem starts when you try to project into the future. PPH is a very difficult number to project because there are many factors that can affect it: household trends (multigenerational households, boomerang children), ethnicity (Hispanics have larger households, for example), delayed household formation, fertility rates and age distribution (older folks tend to have smaller households). In fact, it is so difficult to project that the Department of Finance (the entity charged with maintaining and updating projections on population and demographics every year) refuses to speculate.

In an email exchange, Walter Schwarm, Director of the California State Data Center for the Department of Finance, told Grow the San Diego Way:

> • - We do not make household [size] projections more than 20 years past the mos recent Census. Therefore we have no projections at all past 2030. Household formation and housing trends are currently too unsettled to make consistent long term projections of households to 2030. Historical examination (since 1990) of the data you have been shown sees San Diego's PPH relatively stable in the 2.7 - 2.8ish range. The data make no comment on the likelihood of future changes that might alter that.

In essence, he is saying that there is no data that supports such a low PPH figure. And in a subsequent email, one of his colleagues, Bill Schooling, at the Department of Finance reiterated this:

> • - I think there is risk with any set of projections, but really haven't given much thought to projecting PPH. There are so many moving parts (housing cost, cultural, birth rates, age) that I would hesitate to consider anything very far into the future.

Despite having a model that has proven reasonably accurate over the past 4 decades, SANDAG chose to change the model and used several assumptions to structure their model. From the March 2017 expert review panel (the 12 experts) to the meeting of the smaller expert review panel (in February 2018), SANDAG had two scenarios: the most conservative used a demographically reasonable "headship rate" assumption (based on rate of household formation) that would remain constant through 2050. This model yielded a number (1.45 million) that was slightly higher than the earlier Series 13 forecast. An alternative, lower, scenario yielded 1.375 million units which is lower than the Series 13 forecast (see Figure 1, above).

However, after the February 2018 expert review panel met, SANDAG convened a meeting of the Technical Working Group (March 26, 2018, Item 3) and presented findings from the panel that introduced an **entirely new household variable** based on nationwide trends, not on localized demographics. To estimate the future housing need for 2050, they used population growth, vacancy rates, average age of population and a flawed estimate of "persons per household" (PPH) to arrive at a figure for how many houses would be needed by 2050. Using those inputs, they arrived at 509,000 additional units needed by 2050 which was a substantial increase from both Series 13 and from their initial stab at the forecast, and of course, makes a case that we suddenly do not have enough capacity in our regional General Plans to absorb the projected housing need.

Assumptions used AFTER the convening of the February 2018 panel:

a) **population:** The figure for projected population, comes courtesy of the Department of Finance (and regional planning agencies like SANDAG are required by state law to use this figure for regional planning). DOF's projection was lower than it was 4 years ago.

b) **vacancy rate:** Rather than predict a realistic vacancy rate based on historical figures (2-3%), SANDAG chose to pick a "healthy" best case scenario of 5%. This obviously increases the housing forecast for 2050 because it

assumes that the housing market will eventually resemble that of the rest of the United States and will be a "healthy" market. This is a dubious assumption, but its impact is not as significant as some of the other assumptions.

c) **second homes and vacation rentals:** here, SANDAG assumes that these will not increase significantly because they do not have enough reliable data to adjust the figure. They assumed about 57,000 houses will be unavailable to residents.

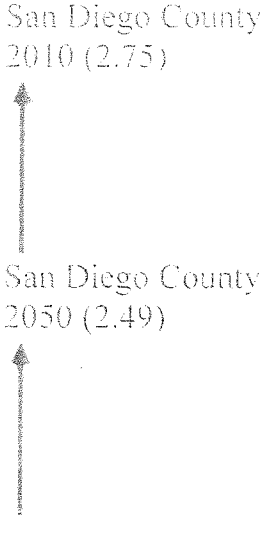
d) **household size (persons per household):** this last assumption is the one that would have the greatest impact on housing need and it is also one of the most difficult variables to project–so hard that the Department of Finance will not make projections much more than 20 years past the recent Census.

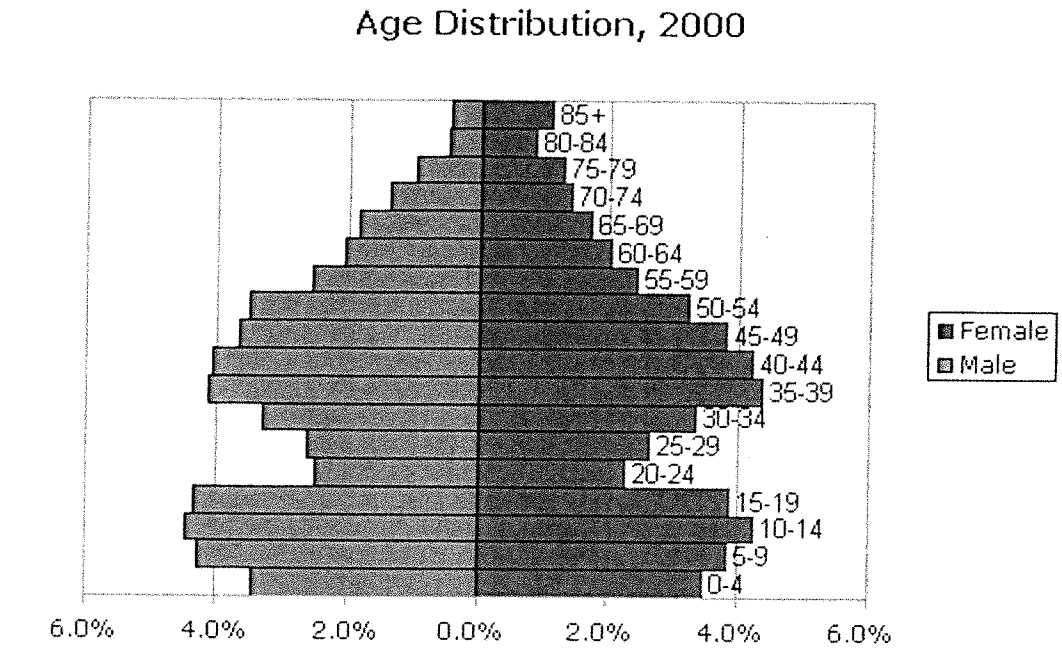
Source: Agenda - Regional Planning Committee - May 4, 2018, Item 18-05-4

With the state's top demographers stating that forecasting "persons per household" is not tenable even 12 years from now, we ask "how was SANDAG able to project PPH out to 2050?" A reasonable degree of accuracy is required when forecasting out to 2050. Why? Because important long term plans by the local jurisdictions use SANDAG's regional forecast to project everything from traffic, water, housing and even tax revenue.

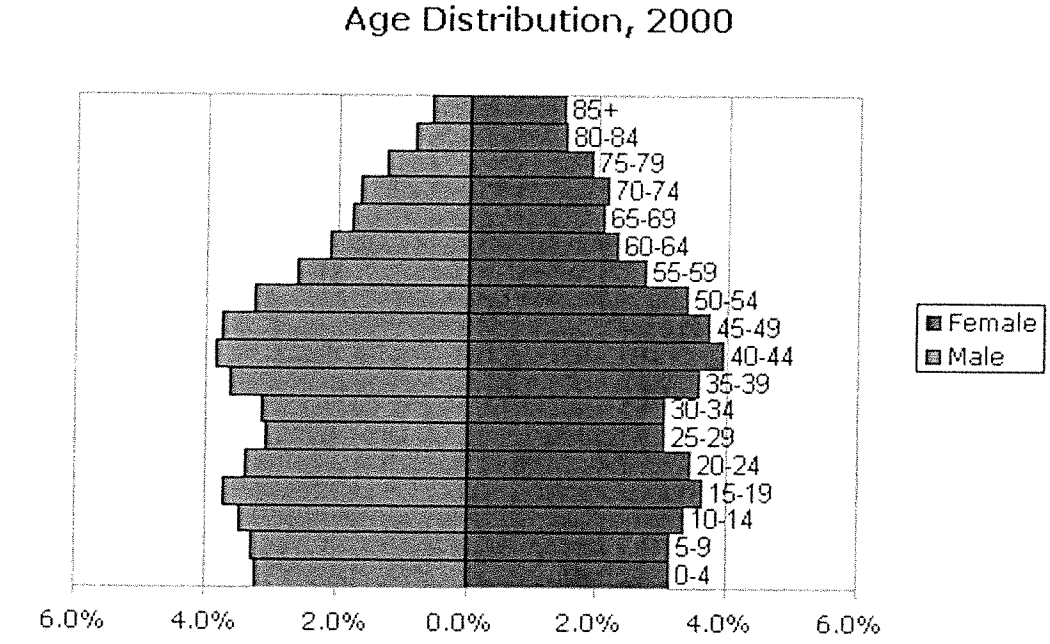
In its analysis, SANDAG looked at all 3,142 United States counties from the 2010 US Census and plotted them on a cluster chart by PPH and by median age (chart below). What they attempt to show is a trend line where counties in 2010 that had a higher median age also had a lower household size (PPH). In other words, in the US (in 2010), higher median age seems to correlate to smaller household sizes; as folks get older, their children move out, etc. However, demographers we've spoken with (including the sole demographer on the panel) noted that this is a highly inaccurate way to forecast persons per household and is, in fact, bad science.

Since San Diego's population is projected to age by 2050 (to a median age of 40, according to DOF), SANDAG attempted to correlate median age with average household size. Essentially, SANDAG plotted a linear trend line that showed that, on a nationwide basis, counties that are older tend to have fewer people per household. Based on this linear trend, counties with an average age of 40 have about 2.49 people per household. So, if US counties in 2010 with a median age of 40 have a household size of 2.49, SANDAG's assumption is that San Diego will follow exactly the same pattern. The below interactive chart is a recreation of the chart SANDAG presented.





Wilson County, TX



Rock Island County, IL

There are numerous significant flaws to this analysis that demographers we interviewed noted and further, this demographic analysis was conducted without input from one of the top demographers in the state who, incident ally, was also a member of the panel. He told us that some of the reviewers were not provided information abou t the persons per household assumption that was used in the Series 14 projections at either of their meetings:

> • • "During 2017 and early 2018, reviewers were presented with a different method o f calculation which held constant household headship rates by age, sex, and race/eth nicity, and therefore varied based on the county's demographic change. Incredibly, the decision to change the persons per household forecast was not made with the kn owledge or endorsement of the demographers on the panel." *Telephone and email i nterviews with a member who was on both expert review panels.*

In fact, from the February 2018 convening of the panel to the March 26 meeting of the Technical Working Gro up, there was a substantial change in the projected housing number and, crucially, key members of the panel we re not consulted, despite their requests for more information. As mentioned previously, as of February 2018, the preliminary housing forecast scenarios were between 1.375 million to 1.45 million housing units, which is in lir e with the previous forecast (Series 13) of 1.4 million units. In March, the number inexplicably jumped to 1.7 m illion and used a flawed and unscientific methodology to justify the jump. Again, not all experts were consulted on this change and one has asked SANDAG to remove his name from the document.

Nationwide demographics vs. local dynamics: Using "total US counties" PPH to project future PPH in Califo rnia is counter to basic principles of demographics. The household composition, ethnicity and age distribution f or counties across the US in 2010 vary so widely and diverge so considerably from California counties that mak ing conclusions from that data set is highly flawed from the start. For example, in 2010, older Counties also hap pen to have a much larger White population and lower population overall. Franklin County, Indiana, with a me dian age of exactly 40 is 99% White. Contrast that with San Diego County which is 45.5% White and 33.9% H ispanic in 2017. Projecting out to 2050, San Diego County residents will average 40 years of age but the Count y will also be over 40% Hispanic. Why does that matter? Because Hispanics, on average, have larger househol ds. How much larger? Almost a whole person larger. In many Latino cultures, multigenerational households are not only more common but they are culturally desirable (grandparents helping raise the grandchildren, adults ta king care of their senior parents, etc.). According to 2017 Census data, Hispanics have 3.25 PPH. Non-Hispanics have 2.43 PPH. In fact, two elected officials in the April 2018 Regional Planning Committee meetin g, John Aguilera of Vista and Kristine Alessio of La Mesa raised doubts about such a low household size given the ethnic and cultural makeup of their communities. So, using a correlation of all US counties to project San D iego household sizes in 2050 is not just inexact science, it is irresponsible. A seminal paper in demographics no ted that:

> • - Given these differences, **county PPH estimates** that are based solely on previous values, historical trends, or changes at the state or national level will often be inacc urate. "A regression approach to estimating the average number of persons per hous ehold" Smith, S.K., Nogle, J. & Cody, S. Demography (2002) 39: 697

Grow the San Diego Way took the exact same dataset that SANDAG used to make this correlation, but focused it exclusively on California counties. While the same methodological flaws exist (using median age and dispara te counties) it still yields a much higher PPH (2.63 to be exact) which mostly erases the additional housing num bers.

Irrelevance of Median Age: One independent demographer we spoke with also raised the point that median ag e is absolutely irrelevant to the persons per household metric because it depends on the distribution of the age c ohort that makes up that median. In fact, demographers never use median age in analyses on household size bec ause it doesn't take into account the overall distribution of ages across the population. They call it "age structur e" usually depicted as a "population pyramid."

For example, a County with the median age of 40 like Wilson County, Texas (see chart, above), could have a c oncentration of residents clustered around the median age (lots of middle age folks with older children in the hc me) or like Rock Island County, IL, it could have people bunched up at the ends of the spectrum, e.g. younger f amilies (larger household sizes) and many senior households (empty nesters). Both counties average 40 years of age, but the PPH number is quite different, depending on the "shape" of the distribution. The former has a high er HH size (2.82) while the latter has a lower HH size (2.34). The median age remains the same, however. That is why demographers do not use median age and instead use age distribution, gender and ethnicity to look at ho usehold composition trends. Using median age to determine future household size is not only inaccurate it viola tes basic principles of demographics.

This is very important because this variable contributes the most to the housing forecast for 2050. A drop in PP H from 2.75 to 2.49 adds more than 150,000 more houses as there are fewer people per household.

What is most concerning about the inaccuracy of this Regional Growth Forecast is that there was much inconsis tency and lack of transparency in how the final housing number was derived. After the last convening of the m uch touted expert review panel (February 2018), the preliminary forecast was presented to different audiences n umerous times both at SANDAG and to the general public. In each meeting, a different set of assumptions was used, yet the end number (509,000 additional houses) remained the same. This gives the impression that the end number was pre-ordained and the variables were adjusted to arrive at that number. The most damning evidence of this was a pre sentation given at the North County Housing Summit (San Diego North Economic Development Council) that s howed not only a different PPH number but also a different vacancy rate and yet the end result was exactly the same: 509,000 households. Here's are review of the various ways that SANDAG has presented the findings:

March 26, 2018, Technical Working Group, Item 3: **link**
Presented by SANDAG staffers, Rachel Cortes and Coleen Clementson

- **PPH = 2.49 in 2050** (using the aforementioned, flawed nationwide regression mo del for PPH)
- Vacancy rate = 5%
- 1.7MM houses forecasted (509,000 more needed by 2050).

April 6, 2018: SANDAG Regional Planning Committee, Item 4: **link**
Presented by Coleen Clementson and Ray Major

- Headship rate remains constant (household formation rate, which is different than PPH).

- **no reference to PPH.**
- no nationwide county regression slide.
- vacancy rate = 5%
- 1.7MM houses forecasted (509,000 additional houses needed by 2050).

May 7, 2018: SANDAG Regional Planning Committee, Item 4: **link**

Presented by "Muggs" Stoll and Ray Major, basically presents the same numbers as in March, with the low-ball PPH number.

- **PPH = 2.49 in 2050** (using the aforementioned, flawed nationwide regression mo del for PPH)
- Vacancy rate = 5%
- 1.7MM houses forecasted (509,000 more needed by 2050).

July 19, 2018: North County Housing Summit, sponsored by the SD North Economic Development Cou ncil: **link** to PowerPoint deck

Presented by Jim Miller on behalf of Ray Major, this presentation shows a completely different set of numbers f or PPH and for vacancy rate than what has been shown in previous presentations. Yet, the end result is exactly the same: 509,000 houses. This presentation raises significant questions:

- **PPH in 2050 = 2.54 not 2.49** (slide 22)
- vacancy rate = **4%, not 5%** (slide 23). The non-visible notes for the slide indicate that the Board of Directors voted to reduce the va cancy rate to 4% (during the June 22, 2018 **meeting**).
- And yet, 1.7MM houses forecasted (509,000 additional houses needed by 2050).

No explanation is given for the change of persons per household to 2.54 from the earlier figures of 2.49. Since t he Board of Directors voted to lower the vacancy rate assumption to 4% in June, one should expect a decrease i n the housing forecasted for 2050 and the overall number would go down. Instead, what appears to have happe ned is that someone at SANDAG chose to adjust the persons-per-household number to account for that drop in vacancy rate such that the final number, 1.7 million, would remai n the same. This is the clearest evidence to date that the final number of 509,000 additional housing units need ed was preordained at some point following the expert review panel in February and that variables have been fa bricated in order to justify that figure, which conveniently, is above the "full cumulative buildout" of all the reg ional General Plans in San Diego County. Essentially, the number makes the case that the housing prescribed in our General Plans will not be enough to accommodate the projected growth in housing.

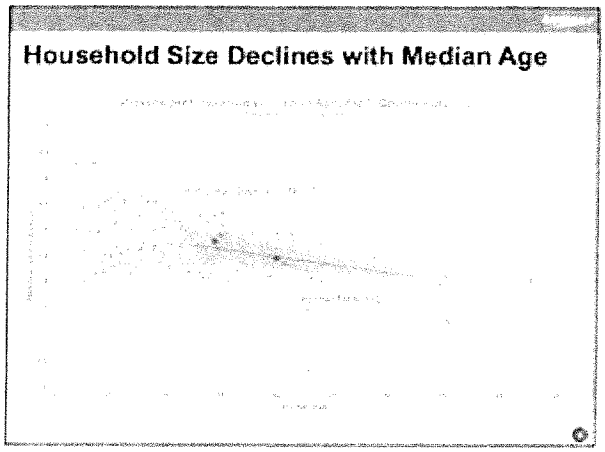


Table 1: Expert Review Panel Recommendations

Assumption	Panel Example
1	Labor Force Participation Rates	Increase to highest historically observed rates by 2050
2	Unemployment Rate	Increase to 5 percent in the next three years, hold 5 percent out to 2050
3	In-Commuting Rate	Increase from present day rate of 4.2 to 7.0 percent by 2050
4	Out-Commuting Rate	Hold present day rate of 7.0 percent constant over the forecast period
5	Income Growth Rate	Hold historical growth of 0.1 percent constant over the forecast period
6	Household Headship Rates	Hold present day rates constant over the forecast period
7	Vacancy Rate	Increase to 5 percent in the next 10 years, hold 5 percent constant out to 2050

The recommendations that have the greatest impact on the number of housing units forecasted in the region are the vacancy rate and the household headship rates. The panel agreed that increasing the vacancy rate to 5 percent over the next ten years and holding it constant out to 2050 would be reasonable and indicative of a healthy housing market. Also, the panel recommended that staff hold present day headship rates constant over the forecast period. This results in a smaller household size today compared to 2050.

San Diego County
2010 (2.75)

San Diego County
2050 (2.63)

Why does it matter?

As our region suffers from a housing affordability crisis, it is essential we have reasonably accurate data to mak e projections. Exaggerating or obfuscating our housing need does not help solve the problem and can make it se em even more intractable than it is. When a problem is intractable, the public and decision-makers could give up on common sense solutions or they could implement extreme measures that could create other planning related problems in our region, but importantly, an inaccurate forecast affects ALL long range pl anning not just for housing.

These growth forecasts help regional planners make a case for allocating resources and setting policy on everything from transit, water supply, infrastructure, health, transportation, climate change, revenue and housing in all the jurisdictions. Knowing how many houses will be needed by 2050 helps us set our climate action goals (as housing helps determine vehicle miles traveled and greenhouse gases). It helps the County Water Authority estimate revenue and water consumption and correspondingly, establish infrastructure needs and estimated usage. In fact, the County Water Authority is in the process of developing their next long range planning goals and they make reference to the preliminary Series 14 numbers we are talking about here (p. 151 and 152 at the following **link**). If the forecast for housing jumps significantly, it has huge implications on their own planning process, budgets, supply and ultimately water rates for the entire County. They are about to spend half a million dollars on this plan and, if the inputs are inaccurate, their long range plans will be inaccurate which could cost millions or even billions of dollars to taxpayers.

In addition to transportation, revenue and water planning, this number establishes how much housing needs to be built every year to achieve the objective for 2050. A higher number in 2050 means we need to build more houses every year than previously projected. This has the effect of making a crisis that is already bad appear to be worse and possibly intractable. It also forces jurisdictions to attempt to build more houses than are necessary to meet that need.

But most importantly, this housing number was inflated just enough to make it appear that the existing general plans of San Diego County would not be enough to accommodate all the housing they were projecting which helps make the argument that we need to disregard the General Plan of San Diego that the building industry has been so disdainful of. With 10 general plan amendments planned for this year alone and another 10 on the way, they are well on their way to dismantling the smart plan for growth that we spent $18 million and 13 years developing. This forecast will help make their case.

Already, this preliminary Regional Growth Forecast (not yet finalized) has been used by members of the panel itself to sway decision-makers and the media in the conversation on land use and housing including the aforementioned article in Voice of San Diego.

More recently, the City of Santee recently spent $40K hiring Gary London (who was on the above-mentioned expert review panel) to provide analysis on a citizen's initiative known as "the Santee General Plan Protection Initiative" (Save our Santee). Unsurprisingly, the report found that the city would lose millions in potential revenue on account of this initiative. The report relied, in part, on the preliminary Regional Growth Forecast that Mr. London himself had a hand in devising. Without this flawed figure, Mr. London's case would have been much harder (actually, impossible) to make. The Santee initiative (and others like it) is seen as a threat to the building industry because it requires that any major general plan amendment be voted on by citizens of the jurisdiction. With the exaggerated Regional Growth Forecast that Mr. London had a hand in creating, they were able to make their case whereas a more accurate (and lower number) would not have. This study will play an important role when the initiative goes on the ballot and opponents (including Mr. London's industry clients who oppose these types of initiatives) will try to convince voters that it will harm the city.

Summary

• • SANDAG's preliminary Regional Growth Forecast relied on unscientific and fl wed data to derive its most recent forecast (Series 14).

• • Despite a drop in projected population and jobs in 2050, SANDAG inexplicably ncreased its housing need forecast by almost 60% above the Series 13 forecast co ducted 4 years earlier exceeding the capacity of the general plans of the region.

• • One of the panels of experts assembled included two building industry consultan s from the same firm, London and Moeder, which poses serious concerns about cc nflict of interest, especially when the resulting data is being used to make the case or its clients.

• • There was a serious lack of transparency during the expert review process, with s ome panel members being kept in the dark about crucial methodological changes i n areas they had the most expertise (demography) even though they requested mor e information and clarity from SANDAG.

• • This lack of transparency extends to the general public and interested parties as th e information provided to the expert review panels were not made publicly availabl e, and no report with detailed information about the input of the experts was prepar ed. The information that was provided to the public had numerous inconsistencies t hat made it very difficult for the public to provide concrete input.

• • Adding to the lack of transparency, SANDAG presented numerous permutations of the variables and assumptions both internally and externally, and despite differe nt inputs, the end housing number was the same.

• • The methodology used to calculate projected housing for 2050 changed with very little transparency from one meeting to the next without the input of all panelists an d introduced methodologically flawed assumptions.

• • The key assumption (persons per household) that contributed to the bulk of the in crease in the forecast relied on flawed demographic variables that are technical in n

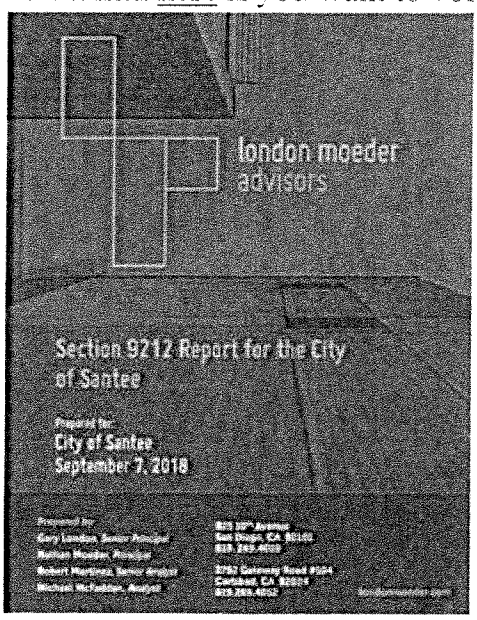
ature without actual input from experts in demographics, despite having a demogra pher on the expert review panel.

- The PPH figure proposed by SANDAG used a highly flawed, nationwide analys s of counties correlating median age with PPH, contrary to standard practices in de mography and statistical science.

- Members of the expert review panel, Gary London and Nathan Moeder, Building Industry consultants, subsequently used this flawed, preliminary data in a $40,000 study they were commissioned to prepare by the City of Santee.

At Grow the San Diego Way, we believe there is a housing affordability problem and that we need to build mor e housing, particularly in the moderate and lower income categories. We also believe that there needs to be a ba lanced conversation on housing and that in order to have that conversation, the data we use needs to be reasona bly accurate. When data is flawed or, worse, manipulated, even if it is to tell an important story (we need housi ng) it causes the public to lose trust in the institutions that are supposed to help us make good decisions. It also makes a difficult problem seem intractable.

We hope that SANDAG's new Executive Director, Hasan Ikhrata, will take a look at these figures and how the y were derived and send the team back to the drawing board to come up with a more accurate number. You can email him here if you want to voice your opinion about this flawed forecast.



- 1. Halverstadt, Lisa (2018, March 27).San Diego County Will Be Short of Housing Even If Everything Planned Gets Built. Voice of San Diego

- 2. SANDAG (2013, October) Series 13 Regional Growth Forecast, San Diego Region
- 3. Keatts, Andrew (2016, October 24). "SANDAG's Last Tax Hike Is on Track to Fall Billions Short – and Measure A Could Too." Voice of San Diego
- 4. SANDAG (2013, October 15). "Series 13: 2050 Regional Growth Forecast summary."
- 5. SANDAG (2017, May 4). Regional Planning Committee Meeting Agenda, Item 4. Audio.
- 6. SANDAG (2017, November 3). Board of Directors Meeting Final Agenda, Item 5. Audio.
- 7. SANDAG (2018, February 8). Regional Plan Technical Working Group Meeting Agenda, Item 3. Audio
- 8. SANDAG (2018, March 26). Regional Planning Technical Working Group Meeting Agenda, Item 3.
- 9. St. John, Alison (2018, July 24). "San Diego County Fast-Tracks Waivers To General Plan For New Housing" KPBS
- 10. San Diego County Board of Supervisors Meeting agenda and video (2018, September 26)
- 11. California Department of Finance (2018, May) E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011 - 2018 with 2010 Census Benchmark
- 12. US Census Bureau QuickFacts (2017, July 1): Franklin County, IN
- 13. US Census Bureau QuickFacts (2017, July 1): San Diego County, CA
- 14. California Department of Finance, Demographic Research Unit (2018, January). "Total Estimated and Projected Population for California Counties: July 1, 2010 to July 1, 2060 in 1-year Increments."
- 15. US Census Bureau (2017, November). U.S. Census Bureau, Current Population Survey, 2017 Annual Social and Economic Supplement. "Average Number of People per Household, by Race and Hispanic Origin1, Marital Status, Age, and Education of Householder: 2017"
- 16. Smith, S.K., Nogle, J. & Cody, S. (2002). "A regression approach to estimating the average number of persons per household" Demography 39: 697
- 17. CensusScope.org (2000), Age Distribution Wilson County, TX
- 18. CensusScope.org (2000), Age Distribution Rock Island County, IL
- 19. San Diego County Water Authority, Board Meeting Agenda, September 2018
- 20. Peralman, Karen (2018, September 10). "Report: Financial fallout in Santee if 2020 initiative passes," San Diego Union Tribune
- 21. London Moeder Advisors, Prepared for City of Santee (2018, September 7). "Section 9212 Report for the City of Santee"

RECEIVED
AUG 26 2019
City of Escondido Planning Division

8/26/19

Dear Planning Commissioners,

I am writing to ask you to deny case # PHG-19-0014.

I have been a resident of Escondido for 43 years. I love the downtown area. It is full of old fashioned charm, attractive and welcoming. It is easy to get there, to park and to walk around. Taking away an important public parking lot will be the beginning of making downtown much more difficult to enjoy.

You should listen carefully to the business owners (such as the owner of Filippi's) who say taking

away the lot will result in the closure of Filippi's. This business has been a vital part of downtown for so many years. I want businesses to stay located in and to locate downtown, not to leave.

I have seen city councils through the years try very hard to make downtown a desirable place to be. I fear going the path of demolishing this parking lot is just the first step in ruining downtown as a destination for me and many others.

Please deny PHG19-0014. Thank you.

Pamela Stahl
1375 W. 11th Ave
Escondido, CA 92029

Joanne Tasher

From: Mike Strong
Sent: Monday, August 26, 2019 2:30 PM
To: Joanne Tasher; Bill Martin
Subject: Fwd: [EXT] Info for Planning Commissioners
Attachments: Aspire Notes for PC.pdf; ATT00001.htm; Response to Crone Letter.pdf; ATT00002.htm; Downtown Escondido Parking MEMO_20190117_with_Appendix.pdf; ATT00003.htm; Walker Escondido Downtown Parking Demand Study 2006.pdf; ATT00004.htm

Sent from my iPhone

Begin forwarded message:

From: "Addison Garza" <addison@touchstonecommunities.com>
To: "Mike Strong" <mstrong@escondido.org>
Cc: "Bill Martin" <bmartin@escondido.org>, "Peggy Chapin" <pchapin@escondido.org>, "Gina Garza" <gina@touchstonecommunities.com>, "Kerry Garza" <kerry@touchstonecommunities.com>
Subject: [EXT] Info for Planning Commissioners

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Mike, attached are four documents we'd like you to send to the Planning Commissioners. They include general info and notes about the project, a response to some of the topics/statements raised in the Jim Crone letter, and the 2006 and 2019 parking studies. Please let me know if this is the appropriate way to get info to the Planning Commissioners, I saw that you are the Secretary so I figured you would be able to provide them this info from us.

We are planning to make a presentation so please let us know if there are any details we should be aware of, timing, etc.
Also, we will be having the consultant from Walker Consultants available at the meeting to answer any questions regarding the parking study.
Thank you

Addison Garza

9909 Mira Mesa Blvd., Suite 150
San Diego, CA 92131
858-586-0414 Office
858-248-4950 Direct
858-204-9230 Cell

Aspire

The Aspire project will bring new life to the area and provide a built-in neighborhood customer base who can WALK to local shops and restaurants, parks, and museums. The project is across the street from a bus stop and the newly completed bike lane, and within walking distance to other transit opportunities including the Escondido Transit Center. The project's addition of new residents, businesses, and visitors to the area, while replacing 76 of the existing 118 public parking spaces, should be seen as a favorable proposition for local residents and stakeholders. In addition to the direct project benefits, local residents and stakeholders should be encouraged by the bigger picture, which is the revitalization that could be spurred by this project. Although currently a distressed census tract, Escondido's downtown core has the foundation to become a much more vibrant and active community that attracts people from across the County who are eager to live, work, eat, drink, and shop at its many great locally owned establishments. The potential for expanded economic activity in the area, beyond those directly attributed to the project, can further enhance Escondido as a destination place.

Project Features

- Smart Growth development that promotes high intensity uses close to transit, known as Transit Oriented Development (TOD).
    - Proximity to transit, retail, and civic services decreases vehicle dependency and improves air quality with lower emissions of carbon dioxide.
- Conveniently located to utilize the City's great transportation amenities.
    - 4 blocks from the Escondido Transit Center, which provides for multiple transportation options and access throughout the County.
    - Adjacent to multiple bus routes and bike path networks. Across the street from the project on the north side of W. Valley Parkway is the newly completed bike line providing two-way bicycle circulation and physical separation from motorized traffic through the core city area. In conjunction with other bicycle facilities in the area, this cycle track connects the Inland Rail Trail with the Escondido Creek Trail.
    - The project's on-site bike storage facilities will encourage use of the City's expanding bike path network.
- Infill redevelopment project that makes use of existing developed land, conserving resources.
- Replaces 76 of 118 existing public parking spaces and includes a digital parking system that displays the number of spaces available, reducing traffic congestion and the need to search for parking.
- Consistent with Goals outlined in the Escondido Comprehensive Economic Development Strategy (CEDS) and the City's long-term General Plan & Specific Plan Goals. Urban renewal is vital for the City's long-term economic health and urban planning goals.
- Located on a property that is being acquired from the City for fair market value, generating proceeds that the City can use at their discretion, but ideally to fund parking and/or other improvements in the downtown.
- Helps the City meet its Regional Housing Needs Allocation (RHNA) in the General Plan, as required by the State.

General Benefits

- Activation of streetscapes encourages walkability.
- Increased pedestrian activity improves public safety - crime rates tend to decrease as more people are either on the street or have some attachment or investment to the "place".
- Activation of Maple Street Plaza as a true pedestrian oriented "festival" street.
- Enhanced linkage between Grand Avenue and Grape Day Park.
- Increased access to attainable housing with upscale amenities.

Economic and Fiscal Benefits

The project will provide direct and indirect economic benefits that do not require the City's direct investment.

- Increased Tax Revenues
    - Property tax revenue
    - Sales tax revenue from new businesses and increased revenues from existing businesses
    - Sales tax revenue from building materials to develop projects
- Job Creation
    - Construction Jobs: Short-term employment during construction of the buildings
    - Direct Permanent Jobs: Permanent employment created by new businesses occupying the commercial component of the project, as well as on-site employment to manage and maintain the project
    - Indirect Permanent Jobs: Permanent employment created within existing businesses as a result of increased activity through addition of neighborhood residents and visitors
- Increased local property values
- Sale of Lot 1 generates proceeds the City can use at their discretion, but ideally for parking and other improvements in the downtown area
- The project will be required to pay over $2,000,000 in development impact fees
- Increased interest and investment in the area from public and private entities

PSA & Development Agreement Primary Terms

Developer Obligations

- Purchase Land for Fair Market Value of $1.6mm
- Provide 76 public parking spaces in project – Estimated cost between $2-2.5mm
    - Includes maintenance of the spaces in perpetuity, and
    - Installation of digital technology system and display to show number of spaces available
    - The City has the right to any future revenue generated from these spaces, if they wish to implement
- Contribution payment for future digital parking systems and displays throughout the downtown
- Maintenance of Maple Street Plaza fountain in perpetuity – Estimated cost ?
- Lease off-site property for construction worker parking – Estimated cost ?

City Obligations

- Charges impact fees at the 2017 rate, based on first formal submittal of plans (initial submittal made in 2016) - roughly $900k difference from the 2019 fee rate. Please note that the project will be paying the fees on 131 units, which is likely a greater total amount than originally anticipated.
- Transfer 24 units of density to project - City may believe that the 24 units of density transferred to the project has some significant value, but the unused density units have no value unless they're built, which involves risk and financial commitment, including the cost of the development fees for each of those units (as mentioned above).

Project Facts

- 131 residential units (including 9 affordable units) – 30 studios, 46 1-bedroom, 55 2-bedroom
- 4,289 square feet of commercial space
- Upscale amenities including resort-style entertaining deck with pool, lounge and BBQ area, clubroom and fitness center
- Bike storage facility
- Allowable height limit is 60', the building is 67', state density bonus law allows for reduction or waiver of height limit for provision of affordable units. Only the architectural feature at corner of building extends to 75', which such elements/features would be allowed to extend beyond the height limits per the City's zoning code.
- Parking - As you will see in the table below, the effective parking requirement for the project is 93 spaces total, state density bonus law provides a reduced parking ratio for transit-oriented projects that provide affordable housing. The City's parking requirement would be 229 spaces total. The project provides 229 Parking Spaces, which (although not required) would ironically meet the City's requirement if not for the provision of 76 public spaces in the project. However, the provided parking well exceeds the effective requirement of 93 spaces total.
    - 229 parking spaces provided, including 153 spaces reserved for residents and 76 spaces reserved for use by the public and guests.
        - Basement Level – 144 parking spaces reserved for residents
        - Street Level – 68 spaces (59 public, 9 resident)
        - Alley – 17 public spaces behind building along alley

Aspire Parking Summary		**Proposed**		**Req. [Gov. Code 65915(p)]**			**Required per Escondido DSP**		
Unit Type	# of Units		# Spaces	Parking Ratio		# Spaces	Parking Ratio		# Spaces
Studio	30			0.5	Per BR	15	1	Per Unit	30
1 Bedroom	46			0.5	Per BR	23	1.5	Per Unit	69
2 Bedroom	55			0.5	Per BR	55	1.75	Per Unit	97
	131	Residential	153		Total	93		Residential	196
		Public	76					Guest	33
		Total Proposed	**229**	**Total Required***		**93**	**Total Required**		**229**

**per Govt Code section 65915(p)(2), project parking requirement shall not exceed 0.5 spaces per bedroom, inclusive of handicapped and guest*

Grand Avenue Vision Plan

The City has secured funding and is moving forward with the Grand Avenue Vision Plan, which is expected to add approximately 100 additional public parking spaces along Grand Avenue.

https://www.escondido.org/community-meeting-planned-for-downtown-vision-.aspx

Parking

Public parking in the downtown has been raised as a concern, despite previous parking studies commissioned by the City that evidence otherwise. At the advice of City staff, Touchstone engaged Walker Parking Consultants to study the parking inventory and usage of Lot 1 and the surrounding area. Below are conclusions from the study.

1. Peak demand for Lot 1's spaces occurred on weekdays between 10AM and 2PM. However, during the peak between 45% and 56% of the vehicles parked on Lot 1 were parked for over four hours, indicating that roughly half of parkers were more likely to be employees of local government or businesses, rather than customers or visitors.

2. Lot 1's parking spaces are not being used as intended, or effectively given their location. During the period of weekday, lunchtime peak demand, the lot was effectively full but roughly half of Lot 1's parking spaces were unavailable to customers due to spaces occupied by employees and other long-term parkers. Policies to encourage short-term parkers (typically customers) and decrease employee parkers would increase the lot's total daily capacity (number of cars parked over the course of a day), through the turnover of spaces that could serve four or more customer vehicles (at 2 hours per customer) rather than one employee car all day (8± hours) under current conditions.

3. Walker determined that the study area has a total parking supply of 2,750± spaces. Of that total, 1,650± are publicly available spaces available for general use by drivers coming to the area.

4. Peak demand for the study area was found to occur on weekdays between 10AM and 1PM, which Walker has found is typical of parking demand for a small city's downtown, when the parking demand generated by public and private sector office workers during the business day overlaps with lunch time visitors. During this time in the Downtown Escondido study area, we identified a total parking surplus of 1,190± spaces, including a surplus of 700-850 public spaces, the equivalent of 3.5 to over 4.0 acres of empty asphalt that rarely if ever serve the public and discourage Downtown Escondido as a destination.

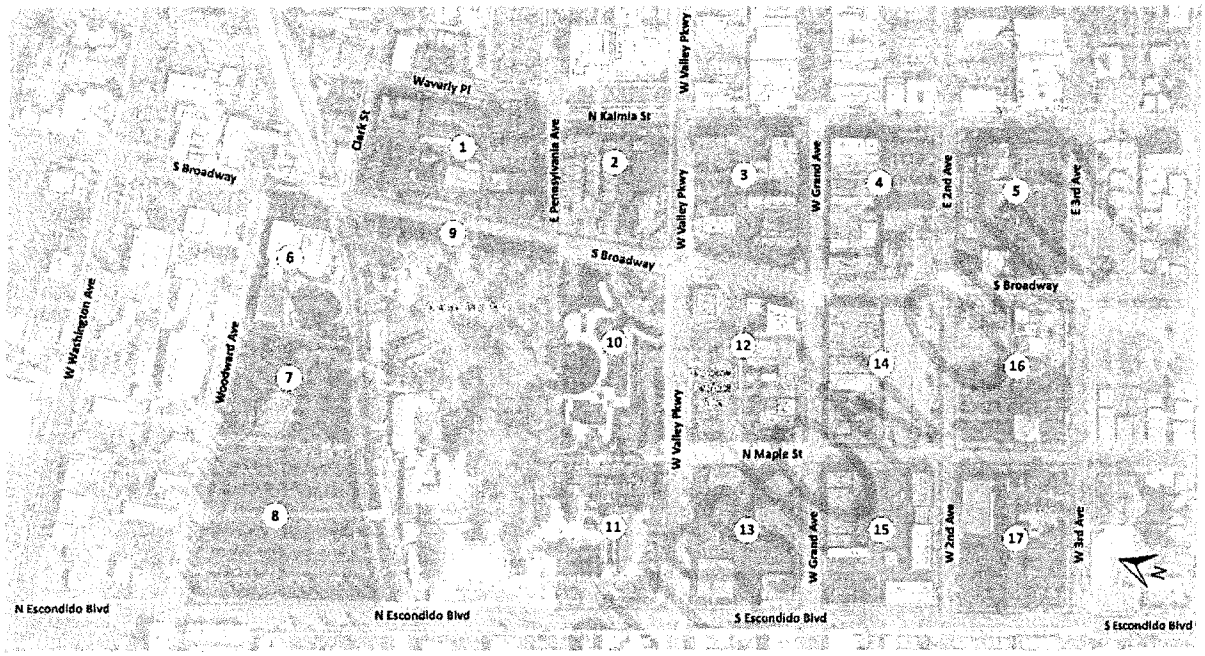
5. Allocating the demand for parking across the hundreds of available spaces in the area, a common goal and practice in municipal parking management, would increase the availability of parking by easing parking congestion and encourage pedestrian activity and walkability,

6. Parking demand for drivers parking four hours or longer for destinations such as the City's municipal buildings on North Broadway, and office and other commercial establishments should be encouraged to park in other locations throughout the area through the adjustment and enforcement of time limits.

7. The proposed inventory of 76 public spaces is projected to be adequate to serve the public demand for visitor parking at Lot 1 for typical busy days. At peak periods for parking in the downtown, Walker projects that the actual high turnover public demand for Lot 1 is 64± spaces.

8. Motorists parking for four hours or longer for the City's municipal buildings on North Broadway and for local restaurant, retail, and commercial establishments should be encouraged to use nearby public lots, which would have the added benefit of reducing concentrated areas of parking impact in the downtown and encouraging pedestrian behavior and walkability in the area.

Exhibit of the Study Area, which includes 2,751 public and private parking spaces:



Lot 1 Usage Graph:

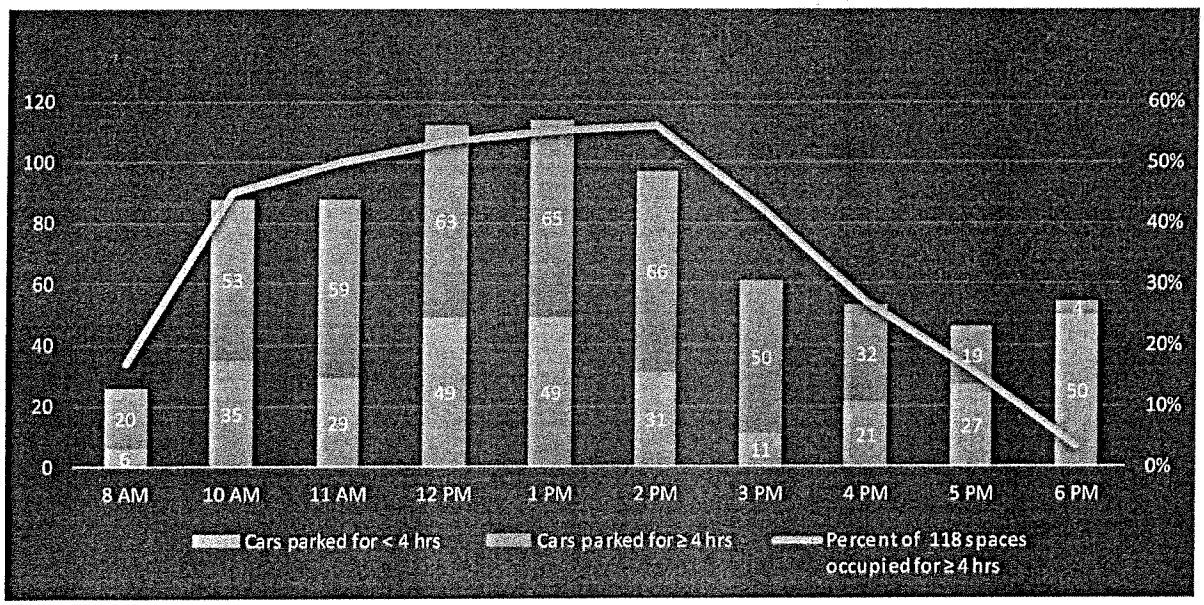
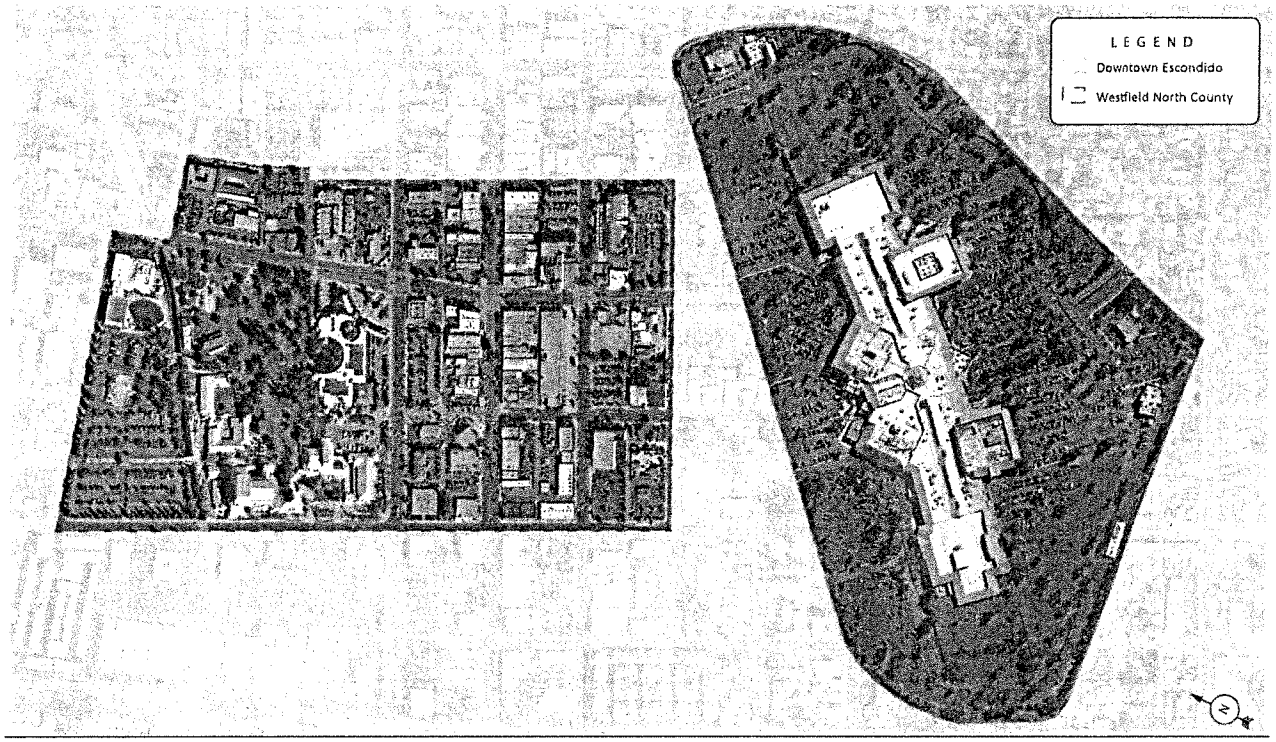


Figure 4: Downtown and Shopping Center Area Comparison



Response to Topics Raised in Jim Crone's Letter to the Planning Commission Dated 8-16-19

Topic 1 – Parking Issues

"Please refer to the parking studies the city conducted over the years that have shown a need for additional parking." (1st page of letter, middle of first paragraph)

This statement is false, and in fact, the conclusions made in the last parking study were quite the opposite. In 2006, the City retained Walker Consultants to update and expand upon its Downtown Parking Demand Study for Escondido's downtown core, which was previously performed in 2001. The primary conclusion was, "At the busiest hour on a typical weekday, Walker determined that there is an ample supply of parking spaces not only in the downtown area as a whole, but also in each of the four sub-areas. Overall, parking in the downtown area is not impacted." Additional conclusions are inserted below:

> Two different weekdays, a Tuesday and a Wednesday, were surveyed. In the study area as a whole, parking demand was found to be slightly higher on Tuesday than on Wednesday. Walker found that at the peak hour of 11:00 AM on the Tuesday surveyed, the overall occupancy rate for public parking spaces in the study area was 57%.[1] Walker divided the study area into four sub-areas in order to better gauge specific areas of high parking demand. None of the areas recorded parking occupancy rates higher than 71%, which occurred in Area 2.[2] This data is contained in Table 7 on page 13.

> In addition to our Tuesday and Wednesday counts, Walker also observed parking occupancies at an unusually busy time, a Friday evening in April on which the "Cruisin' Grand" event was being held. At 7:00 PM on that day overall occupancy in the study area was 74%, but Area 2 as a whole (both on-street and off-street parking spaces) experienced a parking occupancy rate of 91%. The average parking occupancy for the seven public lots on this evening was 98%.

> Whether it is the day before Christmas at a shopping mall or the day before Thanksgiving at an airport, Walker typically does not recommend planning a parking system for the busiest few days of the year. It is extremely expensive to build parking spaces that may not be used more than a few times a year when one parking space in an above ground parking structure may cost $25,000 to build. Underground parking spaces can cost $40,000 per space. The parking demand that is generated on "Cruisin' Grand," nights, however, occurs more than a few times a year; Walker understands that "Cruisin' Grand" is held roughly 26 times a year (every Friday night from April through September). Whether or not this many evenings of impacted parking in certain sections of downtown[3] warrant the construction of additional parking is a decision to be made by citizens and City officials. Parking is generally available within 1,200 feet of the most impacted areas and people can be expected to walk a little farther for a special event than for a regular shopping or dining trip. Building more parking spaces in the downtown to meet demand on just 26 evenings a year is an expensive proposition when parking spaces on nearby blocks are available.

In 2019, at the suggestion of the City, Walker Consultants was retained to perform a new parking analysis of Lot 1 and the surrounding area. Again, the study concluded that there is an ample supply of parking spaces available to the public. See some of the conclusions below:

SUMMARY OF FINDINGS

1. Peak demand for Lot 1's spaces occurred on weekdays between 10AM and 2PM. However, during the peak between 45% and 56% of the vehicles parked on Lot 1 were parked for over four hours, indicating that roughly half of parkers were more likely to be employees of local government or businesses, rather than customers or visitors.

2. Lot 1's parking spaces are not being used as intended, or effectively given their location. During the period of weekday, lunchtime peak demand, the lot was effectively full but roughly half of Lot 1's parking spaces were unavailable to customers due to spaces occupied by employees and other long-term parkers. Policies to encourage short-term parkers (typically customers) and decrease employee parkers would increase the lot's total daily capacity (number of cars parked over the course of a day), through the turnover of spaces that could serve four or more customer vehicles (at 2 hours per customer) rather than one employee car all day (8± hours) under current conditions.

3. Walker determined that the study area has a total parking supply of 2,750± spaces. Of that total, 1,650± are publicly available spaces available for general use by drivers coming to the area.

4. Peak demand for the study area was found to occur on weekdays between 10AM and 1PM, which Walker has found is typical of parking demand for a small city's downtown, when the parking demand generated by public and private sector office workers during the business day overlaps with lunch time visitors. During this time in the Downtown Escondido study area, we identified a total parking surplus of 1,190± spaces, including a surplus of 700-850 public spaces, the equivalent of 3.5 to over 4.0 acres of empty asphalt that rarely if ever serve the public and discourage Downtown Escondido as a destination.

5. Allocating the demand for parking across the hundreds of available spaces in the area, a common goal and practice in municipal parking management, would increase the availability of parking by easing parking congestion and encourage pedestrian activity and walkability,

6. Parking demand for drivers parking four hours or longer for destinations such as the City's municipal buildings on North Broadway, and office and other commercial establishments should be encouraged to park in other locations throughout the area through the adjustment and enforcement of time limits.

7. The proposed inventory of 76 public spaces is projected to be adequate to serve the public demand for visitor parking at Lot 1 for typical busy days. At peak periods for parking in the downtown, Walker projects that the actual high turnover public demand for Lot 1 is 64± spaces.

8. Motorists parking for four hours or longer for the City's municipal buildings on North Broadway and for local restaurant, retail, and commercial establishments should be encouraged to use nearby public lots, which would have the added benefit of reducing concentrated areas of parking impact in the downtown and encouraging pedestrian behavior and walkability in the area.

Additionally, the City has secured funding and is moving forward with the Grand Avenue Vision Plan, which is expected to add approximately 100 additional public parking spaces along Grand Avenue.

https://www.escondido.org/community-meeting-planned-for-downtown-vision-.aspx

"Construction workers and their vehicles will park in what on-street parking is left since they will be arriving early in the morning before businesses open when parking on the streets is not a problem. Streets will be closed off during construction at various times for utilities and large material deliveries, as there will be no available staging area on site. This will have a significant impact on traffic."

Street parking in the area is never a problem according to the facts concluded in the 2019 and 2006 parking studies. Construction workers occupying on-street parking will not be an issue because the Development Agreement and Conditions of Approval for the project require that off-site property be leased by the developer for construction worker parking. The Development Agreement also provides for construction staging on a portion of Maple Street Plaza (that is closed to vehicular access anyways) and the south side parking lane of Valley Parkway (which is a parking lane – no through traffic).

"Tandem spaces in a condo project only work for the developer in order to add additional square footage, not for the end user" and other statements regarding tandem parking

The Project greatly exceeds the parking requirement and would do so without any tandem spaces. The idea of tandem spaces not being "user-friendly" is subjective.

"I see no parking allotted for this new commercial space."

Per the Downtown Specific Plan, parking is not required for new commercial uses.

"Since we have taken away all of the retail parking spaces by building this project, I don't understand how adding an additional 4,289 sf of retail, office or restaurant use will not have an adverse effect and impact on all of the existing businesses."

The project is not removing all of the existing parking spaces, it is replacing 76 of 118 spaces.

Topic 2 - Scale and Massing

"The project is going to be 75' in height, which will tower over and shadow the buildings on Grand Avenue."

This scare tactic statement is false. The building is 67', allowable height limit per the Downtown Specific Plan is 60'. State density bonus law allows for reduction or waiver of height limit for provision of affordable units. Only the architectural feature at corner of building extends to 75', which such elements/features would be allowed to extend beyond the height limits anyway per City zoning code.

Although not required under CEQA, Touchstone took the additional step to have its consultants prepare a shadow study for the project. In the worst case, the shadows from the building don't extend even halfway beyond the backs of the buildings that face Grand Avenue.

Topics from Conclusion

"This developer...has yet to demonstrate they have provided sufficient parking for this project, and has no plan or intention to replace the lost public parking."

Another false and misleading statement, the project is replacing 76 of the existing 118 public spaces, plus an additional 153 spaces reserved for residents of the project, which greatly exceeds the state law requirement.

"The decision that you make at this hearing may have such an adverse effect on Grand Avenue that business will fail financially during the two year construction phase of this project, leaving vacant buildings all over downtown once again."

According to the facts in the 2019 and 2006 parking studies, parking has never been an issue in the downtown area. On the contrary, both studies concluded that there is an ample supply of excess parking available at any given time. The 2019 study concluded that even during PEAK demand, there is a surplus of 700-850 public spaces, the equivalent of 3.5 to over 4 acres of empty asphalt, that is not smart planning. Although the 2019 study concluded that the actual high turnover parking demand on Lot 1 is only 64 spaces, even the temporary loss of all 118 spaces is still a number way less than the 700-850 surplus public spaces during PEAK demand.

4. Peak demand for the study area was found to occur on weekdays between 10AM and 1PM, which Walker has found is typical of parking demand for a small city's downtown, when the parking demand generated by public and private sector office workers during the business day overlaps with lunch time visitors. During this time in the Downtown Escondido study area, we identified a total parking surplus of 1,190± spaces, including a surplus of 700-850 public spaces, the equivalent of 3.5 to over 4.0 acres of empty asphalt that rarely if ever serve the public and discourage Downtown Escondido as a destination.

5. Allocating the demand for parking across the hundreds of available spaces in the area, a common goal and practice in municipal parking management, would increase the availability of parking by easing parking congestion and encourage pedestrian activity and walkability,

"This project has too many issues to let it slip through without an environmental review"

The statement leads readers to believe that no analysis was performed at all, which is inaccurate. Traffic, noise, air quality, greenhouse gas, and other studies were prepared to analyze the effects of the project - none of them resulted in significant impacts.

WALKER CONSULTANTS

MEMORANDUM

PARKING ANALYSIS

DATE:	January 17, 2019
TO:	Jim Hirsch
COMPANY:	Touchstone Communities
PREPARED BY:	Steffen Turoff, Derek Adams
PROJECT NAME:	Escondido Lot 1 Area Parking Analysis
PROJECT NUMBER:	37-8861.00

Walker California:

606 South Olive Street, Suite 1100
Los Angeles, CA 90014

601 California Street, Suite 820
San Francisco, 94108

16441 Scientific Way, Suite 100
Irvine, CA 92618

213.488.4911
walkerconsultants.com

BACKGROUND AND SUMMARY OF FINDINGS

Consistent with the policies of small and large cities throughout California that have successfully leveraged walkable and livable downtowns as an economic development strategy and catalyst for development, the City of Escondido has goals to increase the number of residents and pedestrians downtown[1] by encouraging residential and mixed use development.

The City of Escondido ("the City") currently owns a number of surface parking lots in the downtown area. In order to advance the goals of the Downtown Specific Plan, the City has agreed to sell its parking Lot 1, for a mixed-use development to contain residential and commercial space. The development project would be required to include 76 public parking spaces. Lot 1 is located on 1.04 acres on the north half of the block bordered by Maple Street Plaza to the west, Grand Avenue to the south, Broadway to the east, and Valley Parkway to the north. It contains 118± spaces.

To increase understanding of the usage of Lot 1 and parking in the surrounding area, data collection and an analysis were performed. The following is a summary of findings:

SUMMARY OF FINDINGS

1. Peak demand for Lot 1's spaces occurred on weekdays between 10AM and 2PM. However, during the peak between 45% and 56% of the vehicles parked on Lot 1 were parked for over four hours, indicating that roughly half of parkers were more likely to be employees of local government or businesses, rather than customers or visitors.

2. Lot 1's parking spaces are not being used as intended, or effectively given their location. During the period of weekday, lunchtime peak demand, the lot was effectively full but roughly half of Lot 1's parking spaces were unavailable to customers due to spaces occupied by employees and other long-term parkers. Policies to encourage short-term parkers (typically customers) and decrease employee parkers would increase the lot's total daily capacity (number of cars parked over the course of a day), through the turnover of spaces that could serve four or more customer vehicles (at 2 hours per customer) rather than one employee car all day (8± hours) under current conditions.

[1] Per the City of Escondido's Downtown Specific Plan, "Downtown's urban atmosphere is envisioned to address the increased intensity of pedestrian and vehicular activity. Emphasis is focused on facilitating an enjoyable 'walkable' experience." https://www.escondido.org/Data/Sites/1/media/PDFs/Planning/DowntownSpecificPlan.pdf?v=4. "Downtown Escondido is envisioned as a dynamic, attractive, economically vital city center providing social, cultural, economic, and residential focus."

3. Walker determined that the study area has a total parking supply of 2,750± spaces. Of that total, 1,650± are publicly available spaces available for general use by drivers coming to the area.

4. Peak demand for the study area was found to occur on weekdays between 10AM and 1PM, which Walker has found is typical of parking demand for a small city's downtown, when the parking demand generated by public and private sector office workers during the business day overlaps with lunch time visitors. During this time in the Downtown Escondido study area, we identified a total parking surplus of 1,190± spaces, including a surplus of 700-850 public spaces, the equivalent of 3.5 to over 4.0 acres of empty asphalt that rarely if ever serve the public and discourage Downtown Escondido as a destination.

5. Allocating the demand for parking across the hundreds of available spaces in the area, a common goal and practice in municipal parking management, would increase the availability of parking by easing parking congestion and encourage pedestrian activity and walkability,

6. Parking demand for drivers parking four hours or longer for destinations such as the City's municipal buildings on North Broadway, and office and other commercial establishments should be encouraged to park in other locations throughout the area through the adjustment and enforcement of time limits.

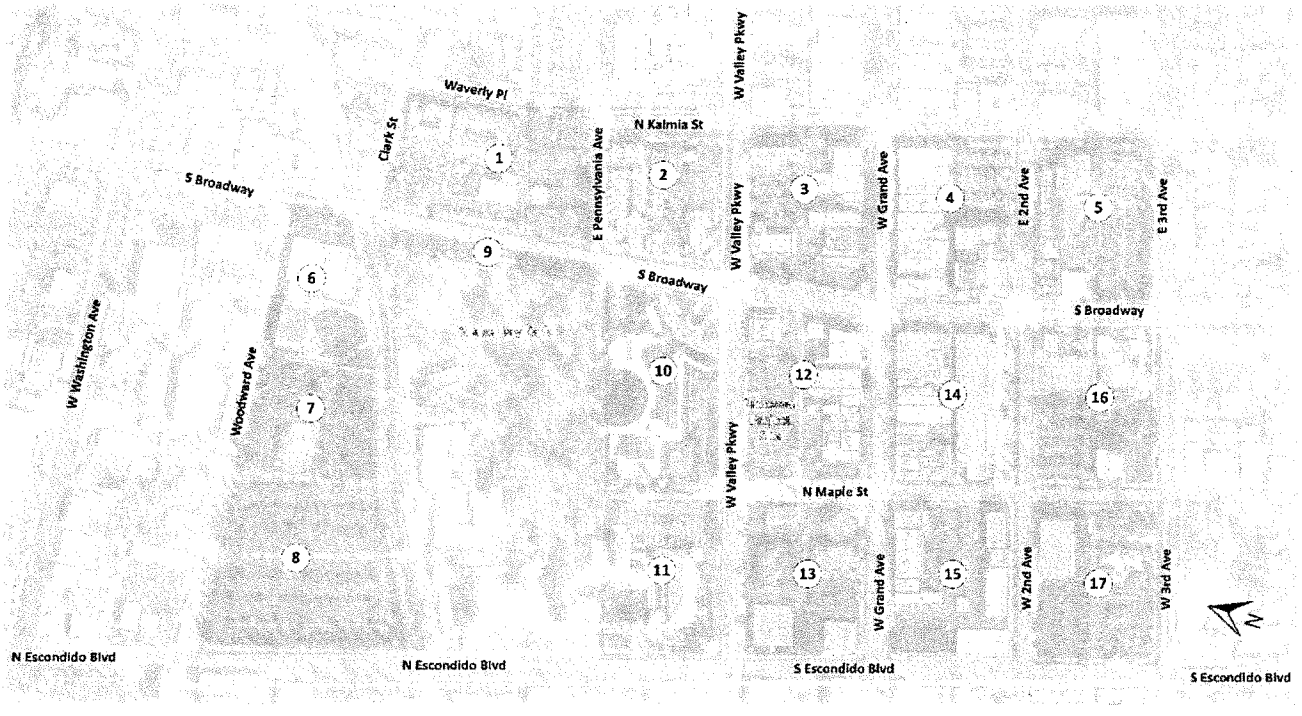
7. The proposed inventory of 76 public spaces is projected to be adequate to serve the public demand for visitor parking at Lot 1 for typical busy days. At peak periods for parking in the downtown, Walker projects that the actual high turnover public demand for Lot 1 is 64± spaces.

8. Motorists parking for four hours or longer for the City's municipal buildings on North Broadway and for local restaurant, retail, and commercial establishments should be encouraged to use nearby public lots, which would have the added benefit of reducing concentrated areas of parking impact in the downtown and encouraging pedestrian behavior and walkability in the area.

METHODOLOGY

To identify and quantify the issues in Lot 1 and in the Study Area, Walker conducted fieldwork to understand better the parking demand patterns compared to the parking supply. Figure 1 shows Lot 1 and the surrounding area under study.

Figure 1: Study Area



Source: *Walker Consultants*, 2018.

FIELDWORK

Walker performed fieldwork in the Study Area, identified as appropriate by the City. The fieldwork consisted of an inventory of the parking supply, occupancy counts, and a length of stay study in Public Lot #1 to better understand the parkers utilizing the parking facility.

Walker additionally conducted field observations to determine the extent to which employees, visitors, and guests of ARS National Services, Inc., use Public Lot #1.

Walker performed an inventory of the parking spaces in the study area on October 30, 2018. Walker counted on- and off-street publicly owned parking spaces. Walker also counted privately-owned off-street spaces that could easily be accessed. Walker did not inventory the lot of the establishment located at 234 W 3rd Avenue (Baldwin Auto Sales).

Public and private off-street spaces were categorized as "available" or "unavailable" for public parking. Publicly-owned available spaces included unreserved spaces and spaces with time limits greater than one hour.

Privately-owned available private spaces included the unreserved spaces at 140 N. Escondido Boulevard, 220 S. Escondido Boulevard, and 140 W. 2nd Avenue. The determination of availability was informed by Walker's

experiences in municipalities similar in size and location to Escondido as well observations of parking behavior at these three locations.

The following table summarizes by block and space type the parking inventory of the study area.

Table 1: Parking Inventory, October 2018

BLOCK NUMBER	ON-STREET					OFF-STREET				BLOCK
						AVAILABLE†		UNAVAILABLE††	ALL SPACES	
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	TOTAL	TOTAL	TOTAL
1	4	12	14	10	40	--	--	190	190	230
2	9	11	--	3	23	--	--	63	63	86
3	8	13	15	6	42	51	--	56	107	149
4	15	15	8	13	51	78	--	13	91	142
5	12	14	9	12	47	77	--	33	110	157
6	15	--	--	--	15	--	--	6	6	21
7	11	--	--	--	11	134	--	11	145	156
8	19	--	--	--	19	566	--	36	602	621
9	--	17	--	--	17	--	--	--	--	17
10	--	--	--	--	--	30	--	40	70	70
11	--	--	--	--	--	59	--	31	90	90
12*	12	5	11	--	28	111	--	52	163	191
13	--	--	12	--	12	--	19	139	158	170
14	11	11	13	8	43	--	53	18	71	114
15	14	8	11	--	33	--	--	172	172	205
16	6	9	15	15	45	95	--	59	154	199
17	6	9	10	--	25	--	74	34	108	133
SUBTOTALS					451±	1,201±	146±	953±	2,300±	2,751±

Notes

* Includes Public Lot #1, inventory of 118 spaces.

† Available public spaces include unreserved spaces and spaces with a time limit greater than one hour. Available private spaces include spaces at 140 N. Escondido Blvd, 220 S. Escondido, Blvd., and 140 W. 2nd Ave.. The availability of these spaces was determined by Walker staff observations during field work.

†† Category includes all spaces designated as disabled (ADA), loading, reserved, or with a time limit of one hour or less.

Source: *Walker Consultants*, 2018.

Overall, the study area has a parking supply of 2,751± spaces. Of that total, 451± are on-street spaces, and 1,201± are publicly available off-street spaces, available for general use by driving coming to the area.

EFFECTIVE SUPPLY

At a given moment, a number of spaces in a parking system will be unavailable for immediate use due to motorists waiting to occupy or vacate parking spaces, mis-parked vehicles, maintenance, and other factors. To account for spaces being temporarily unavailable, Walker applies effective supply factors (ESF) to a parking system after performing fieldwork to determine the effective supply-- a qualitative and quantitative assessment of the operational effectiveness of a parking system.

The following table summarizes the effective supply factors used in this study.

Table 2: Effective Supply Summary

METRIC	ON-STREET	OFF STREET			ALL SPACES
	ALL SPACES TOTAL	AVAILABLE†		UNAVAILABLE††	
		PUBLIC	PRIVATE	TOTAL	TOTAL
Inventory	451±	1,201±	146±	953±	2,751±
Effective Supply Factor	0.85	0.85	0.85	0.90	0.87
Effective Supply	384±	1,020±	124±	858±	2,386±

Notes:

† Available public spaces include unreserved spaces and spaces with a time limit greater than one hour. Available private spaces include spaces at 140 N. Escondido Blvd, 220 S. Escondido, Blvd., and 140 W. 2nd Ave.. The availability of these spaces was determined by Walker staff observations during field work.

†† Category includes all spaces designated as disabled (ADA), loading, reserved, or with a time limit of one hour or less.

Source: *Walker Consultants*, 2018.

The study area has an effective supply of 2,386± spaces.

Table 3: Effective Supply by Block

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK
	NORTH	EAST	SOUTH	WEST	TOTAL	AVAILABLE† PUBLIC	AVAILABLE† PRIVATE	UNAVAILABLE†† TOTAL	ALL SPACES TOTAL	TOTAL
1	3	10	12	9	34	--	--	171	171	205
2	8	9	--	3	20	--	--	57	57	77
3	7	11	13	5	36	43	--	51	94	130
4	13	13	7	11	44	66	--	11	77	121
5	10	12	8	10	40	65	--	30	95	135
6	13	--	--	--	13	--	--	6	6	19
7	9	--	--	--	9	114	--	10	124	133
8	16	--	--	--	16	481	--	32	513	529
9	--	14	--	--	14	--	--	0	0	14
10	--	--	--	--	0	26	--	36	62	62
11	--	--	--	--	0	50	--	28	78	78
12	10	4	9	--	23	94	--	47	141	164
13	--	--	10	--	10	--	16	125	141	151
14	9	9	11	7	36	--	45	16	61	97
15	12	7	9	--	28	--	--	154	154	182
16	5	8	13	13	39	81	--	54	135	174
17	5	8	9	--	22	--	63	30	93	115
SUBTOTALS					384	1,020	124	858	2,002	2,386

† Available public spaces include unreserved spaces and spaces with a time limit greater than one hour. Available private spaces include spaces at 140 N. Escondido Blvd, 220 S. Escondido, Blvd., and 140 W. 2nd Ave.. The availability of these spaces was determined by Walker staff observations during field work.

†† Category includes all spaces designated as disabled (ADA), loading, reserved, or with a time limit of one hour or less.

OCCUPANCY COUNTS

Walker performed seven occupancy counts.

- One occupancy count was performed to assess the impact of the weekly Farmers' Market upon the parking demand patterns in the study area.
- Three occupancy counts were performed on Thursday, November 8 2018 to asses parking demand on a typical weekday.
- Three occupancy counts were performed on Saturday, November 10, 2018 to assess parking demand patterns on a typical weekend.

Table 4: Summary of Inventory and Occupancy Counts

DATA DESCRIPTION	ON-STREET	OFF STREET			ALL SPACES	STUDY AREA
		AVAILABLE†		UNAVAILABLE††		
	TOTAL	PUBLIC	PRIVATE	TOTAL	TOTAL	TOTAL
INVENTORY						
Total Spaces	451±	1,201±	146±	953±	2,300±	2,751±
Effective Supply‡	384±	1,020±	124±	858±	2,002±	2,386±
FARMERS' MARKET, 5 PM						
Occupancy	176±	491±	44±	393±	928±	1,104±
Occupancy Percentage	39%	41%	30%	41%	40%	40%
Parking Adequacy‡‡	208±	529±	80±	465±	1,074±	1,282±
WEEKDAY MORNING, 10 AM						
Occupancy	212±	489±	77±	415±	981±	1,193±
Occupancy Percentage	47%	41%	53%	44%	43%	43%
Parking Adequacy‡‡	172±	531±	47±	443±	1,021±	1,193±
WEEKDAY AFTERNOON, 1 PM						
Occupancy	218±	477±	64±	421±	962±	1,180±
Occupancy Percentage	48%	40%	44%	44%	42%	43%
Parking Adequacy‡‡	166±	543±	60±	437±	1,040±	1,206±
WEEKDAY EVENING, 6 PM						
Occupancy	163±	387±	10±	205±	602±	765±
Occupancy Percentage	36%	32%	7%	22%	26%	28%
Parking Adequacy‡‡	221±	633±	114±	653±	1,400±	1,621±
WEEKEND MORNING, 10 AM						
Occupancy	227±	371±	44±	248±	663±	890±
Occupancy Percentage	50%	31%	30%	26%	29%	32%
Parking Adequacy‡‡	157±	649±	80±	610±	1,339±	1,496±
WEEKEND AFTERNOON, 1 PM						
Occupancy	213±	461±	44±	279±	784±	997±
Occupancy Percentage	47%	38%	30%	29%	34%	36%
Parking Adequacy‡‡	171±	559±	80±	579±	1,218±	1,389±
WEEKEND EVENING, 6 PM						
Occupancy	150±	282±	3±	135±	420±	570±
Occupancy Percentage	33%	23%	2%	14%	18%	21%
Parking Adequacy‡‡	234±	738±	121±	723±	1,582±	1,816±

Notes

† Available public spaces include unreserved spaces and spaces with a time limit greater than one hour. Available private spaces include spaces at 140 N. Escondido Blvd, 220 S. Escondido, Blvd., and 140 W. 2nd Ave.. The availability of these spaces was determined by Walker staff observations during field work.

†† Category includes all spaces designated as disabled (ADA), loading, reserved, or with a time limit of one hour or less.

‡ The effective supply is the total inventory of spaces less spaces temporarily unavailable due to maintenance, misparked vehicles, and other factors.

‡‡ The parking adequacy is the difference between the effective supply and the occupancy.. A positive value reflects a surplus, a negative value a deficit.

Source: *Walker Consultants*, 2018.

PEAK PARKING DEMAND

The interval of peak parking demand occurred on Thursday, November 8, 2018 at or about 10 AM. During that interval:

- 1,193± vehicles were parked in the study area. Of that total
  - 212± were parked on-street
  - 918± were parked on-street.
- 43% of the total available spaces were occupied.
- 47% of the on-street spaces were occupied.
- 43% of the off-street spaces were occupied.
- When one accounts for effective supply, the number of parked vehicles was equal to the parking surplus of 1,193± spaces.

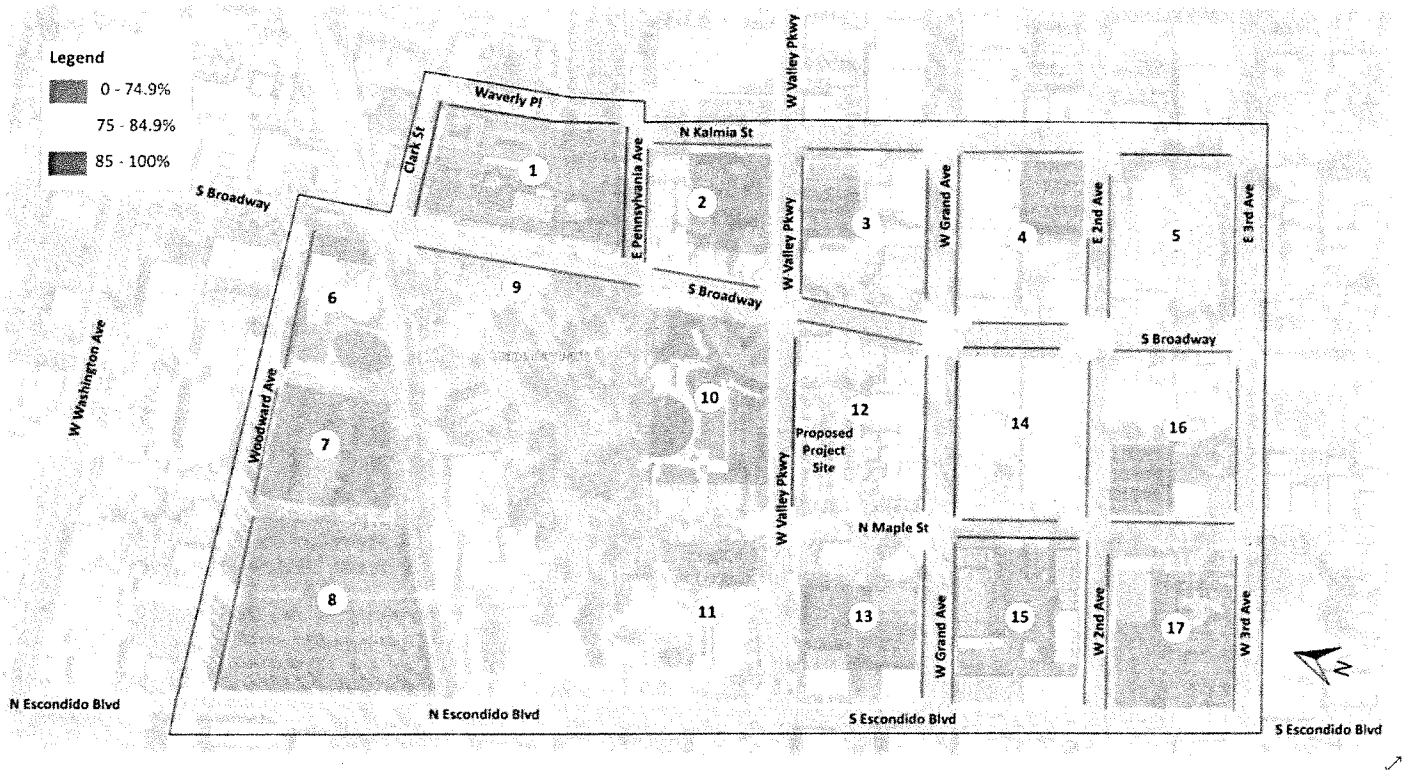
Figure 2 on the following page illustrates the tabulated data, demonstrating concentrated areas of high parking demand in a broader area containing an overall surplus of parking availability.

Table 5: Peak Parking Demand, Thursday, November 8, 2018, 10 AM

BLOCK NUMBER	ON-STREET								OFF-STREET	
	NORTH		EAST		SOUTH		WEST		TOTAL	
	OCCUPANCY	PERCENT OCCUPIED	OCCUPANCY	PERCENT OCCUPIED	OCCUPANCY	PERCENT OCCUPIED	OCCUPANCY	PERCENT OCCUPIED	OCCUPANCY	PERCENT OCCUPIED
1	5	125%	12	100%	12	86%	8	80%	58	31%
2	8	89%	2	18%	0	--	0	0%	30	48%
3	3	38%	7	54%	8	53%	4	67%	61	57%
4	10	67%	7	47%	3	38%	4	31%	56	62%
5	1	8%	14	100%	5	56%	0	0%	93	85%
6	2	13%	0	--	0	--	0	--	4	67%
7	2	18%	0	--	0	--	0	--	94	65%
8	3	16%	0	--	0	--	0	--	63	10%
9	0	--	3	18%	0	--	0	--	0	--
10	0	--	0	--	0	--	0	--	41	59%
11	0	--	0	--	0	--	0	--	35	39%
12	11	92%	2	40%	8	73%	0	--	128	79%
13	0	--	0	--	2	17%	0	--	70	44%
14	10	91%	10	91%	5	38%	5	63%	60	85%
15	4	29%	8	100%	8	73%	0	--	115	67%
16	0	0%	4	44%	4	27%	5	33%	37	24%
17	2	33%	0	0%	1	10%	0	--	36	33%

Source: *Walker Consultants*, 2018.

Figure 2: Peak Parking Demand, Weekday



Source: *Walker Consultants*, 2018.

PARKING ADEQUACY

Table 6, below, summarizes the parking adequacy of on-street spaces and off-street public spaces that are available for parking in the study area.

Table 6: Summary of On- and Off-Street Public Parking Adequacy

STUDY AREA	FARMERS' MARKET	WEEKDAY (11/08/18)			WEEKEND (11/10/18)		
	5 PM	10 AM	1 PM	6 PM	10 AM	1 PM	6 PM
On Street	208±	172±	166±	221±	157±	171±	234±
Off Street, Available Public	529±	531±	543±	633±	649±	559±	738±
Parking Adequacy‡‡	737±	703±	709±	854±	806±	730±	972±

‡‡ The parking adequacy is the difference between the effective supply and the occupancy.. A positive value reflects a surplus, a negative value a deficit.

Source: *Walker Consultants*, 2018.

During a typically busy Farmers' Market as well as on typically busy weekdays and weekends, the study area has approximately 700 spaces to more than 900 empty parking spaces for public use.

LENGTH OF STAY ANALYSIS

To understand the current usage patterns of Lot 1, build-out, and occupancy of the Project, Walker performed a length of stay analysis in Lot #1 on November 8, 2018. Walker collected and anonymized license plate data from each parked vehicle at 8 AM and then hourly between 10 AM and 6 PM, inclusive.

The data were analyzed to determine how long vehicles were parked, with length of stay an industry-standard proxy for determining the purpose of parkers' visit.

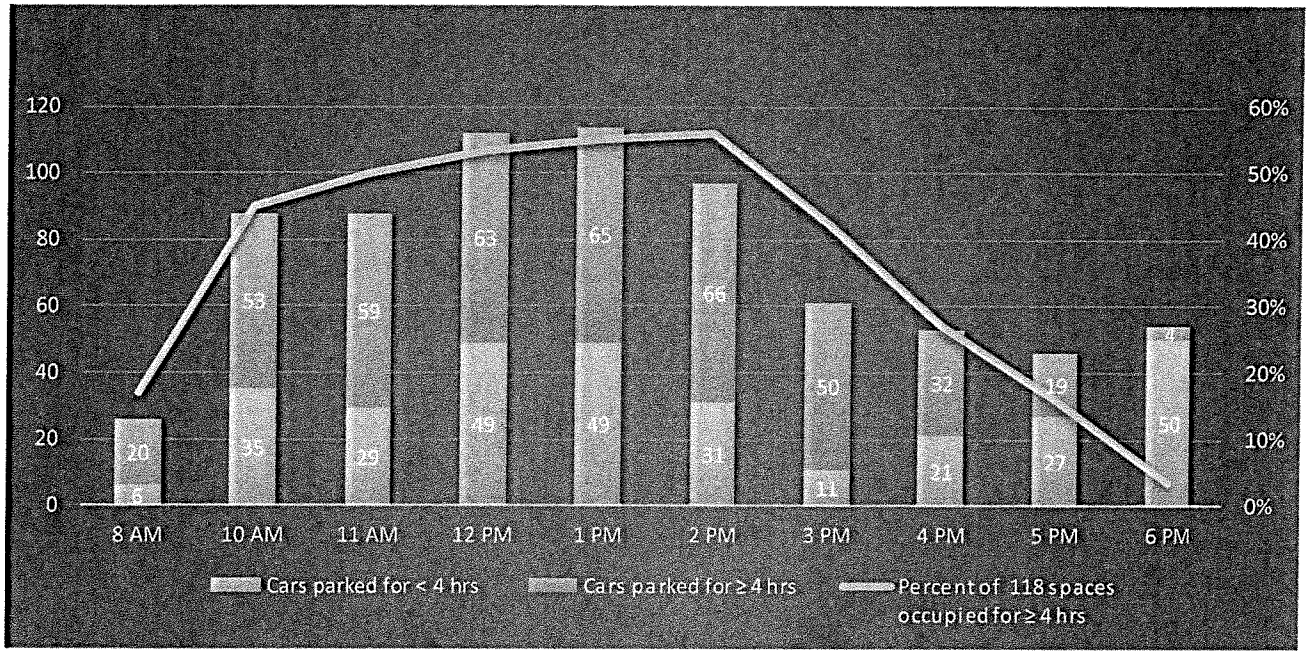
Table 7: Summary of Length of Stay Data, Public Lot #1, November 8, 2018

VEHICLES PARKED	8 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
Total	26	88	88	112	114	97	61	53	46	54
Parked for ≥ 4 hrs	20	53	59	63	65	66	50	32	19	4
Parked for < 4 hrs	6	35	29	49	49	31	11	21	27	50
Percent of 118 spaces occupied for ≥ 4 hrs	17%	45%	50%	53%	55%	56%	42%	27%	16%	3%

Source: *Walker Consultants*, 2018.

The following table presents the length of stay findings graphically.

Figure 3: Length of Stay, Public Lot #1, November 8, 2018



Source: *Walker Consultants*, 2018.

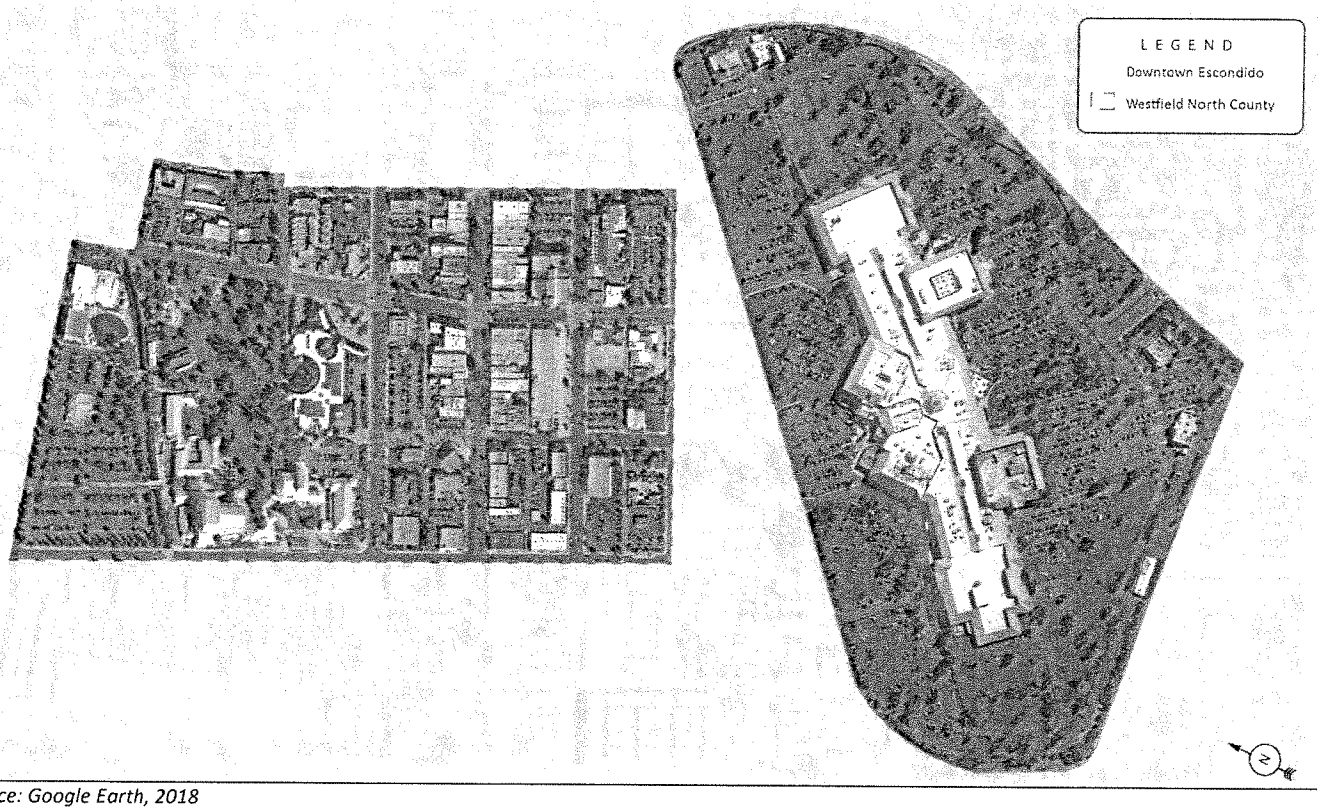
Between 8 AM and 4 PM, more vehicles were parked for four hours or longer than for less than four hours.

In Walker's experience, public off street lots such as Lot #1 more effectively serve local retail and restaurants when the spaces turn over approximately four times a day. In Walker's view, the current patterns of use significantly degrade the ability of Lot #1 to serve area business and restaurants effectively.

SCALE COMPARISON OF COMMERCIAL DISTRICTS AND SUBURBAN SHOPPING CENTERS

Concerns are often expressed regarding the scale of walking distances in commercial downtowns. Yet, the scale of downtown commercial districts are typically similar or sometimes smaller than a suburban commercial centers, as demonstrated in Figure 4 on the following page. The figure also demonstrates the clustering of parking demand in specific locations. Indeed, like a commercial district, many well-managed shopping centers will require longer-term parkers to park away from main entrances, so as to ensure more parking availability for customers.

Figure 4: Downtown and Shopping Center Area Comparison



Source: Google Earth, 2018

CONCLUSION AND SUMMARY OF FINDINGS

Walkability is the key to the proper functioning of the transportation and parking system in every downtown because every parking trip begins and ends with a pedestrian trip. Based on the following findings, we find that Downtown Escondido not only has more than enough public parking available to reallocate some long-term parkers from Parking Lot 1, but the district would in fact benefit from the use of these currently empty spaces. Doing so would be consistent with the objectives and goals of the City's Downtown Specific Plan.

1. Peak demand for Lot 1's spaces occurred on weekdays between 10AM and 2PM. However, during the peak between 45% and 56% of the vehicles parked in Lot 1 were parked for over four hours, indicating that roughly half of parkers were more likely to be employees of local government or businesses than customers or visitors.

2. Lot 1's parking spaces are not being used as intended, or effectively given their location. During the period of weekday, lunchtime peak demand, the lot was effectively full but roughly half of Lot 1's parking spaces were unavailable to customers due to spaces occupied by employees and other long-term parkers. Policies to encourage short-term parkers (typically customers) and decrease employee parkers would increase the lot's total daily capacity (number of cars parked over the course of a day), through the turnover of spaces that could serve four or more customer vehicles (at 2 hours per customer) rather than one employee car all day (8± hours) under current conditions.

3. Walker determined that the study area has a total parking supply of 2,750± spaces. Of that total, 1,650± are publicly available spaces available for general use by drivers coming to the area.

4. Peak demand for the study area was found to occur on weekdays between 10AM and 1PM, which Walker has found is typical of parking demand for a small city's downtown, when the parking demand generated by public and private sector office workers during the business day overlaps with lunch time visitors. During this time in the Downtown Escondido study area, we identified a total parking surplus of 1,190± spaces, including a surplus of 700-850 public spaces, the equivalent of 3.5 to over 4.0 acres of empty asphalt that rarely if ever serve the public and discourage Downtown Escondido as a destination.

5. Allocating the demand for parking across the hundreds of available spaces in the area, a common goal and practice in municipal parking management, would increase the availability of parking by easing parking congestion and encourage pedestrian activity and walkability,

6. Parking demand for drivers parking four hours or longer for destinations such as the City's municipal buildings on North Broadway, and office and other commercial establishments should be encouraged to park in other locations throughout the area through the adjustment and enforcement of time limits.

7. The proposed inventory of 76 public spaces is projected to be adequate to serve the public demand for visitor parking at Lot 1 for typical busy days. At peak periods for parking in the downtown, Walker projects that the actual high turnover public demand for Lot 1 is 64± spaces.

8. Motorists parking for four hours or longer for the City's municipal buildings on North Broadway and for local restaurant, retail, and commercial establishments should be encouraged to use nearby public lots, which

would have the added benefit of reducing concentrated areas of parking impact in the downtown and encouraging pedestrian behavior and walkability in the area.

PARKING ANALYSIS - APPENDIX

WALKER CONSULTANTS

OCCUPANCY
5 PM Oct 30, 2018 (Tuesday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	4	8	4	0	16	0	0	96	96	112
2	7	4	0	1	12	0	0	27	27	39
3	0	9	11	1	21	35	0	22	57	78
4	15	15			30	72	0	7	79	109
5	3	8	0	0	11	46	0	14	60	71
6	8	0	0	0	8	0	0	3	3	11
7	0	0	0	0	0	98	0	0	98	98
8	4	0	0	0	4	81	0	1	82	86
9	0	10	0	0	10	0	0	0	0	10
10	0	0	0	0	0	24	0	22	46	46
11	0	0	0	0	0	54	0	17	71	71
12	0	3	7	0	10	70	0	17	87	97
13	0	0	0	0	0	0	0	47	47	47
14	10	9	0	7	26	0	25	8	33	59
15	6	6	0	0	12	0	0	101	101	113
16	1	1	4	5	11	11	0	11	22	33
17	0	0	5	0	5	0	19	0	19	24
SUBTOTALS	58±	73±	31±	14±	176±	491±	44±	393±	928±	1,104±

ADEQUACY
5 PM Oct 30, 2018 (Tuesday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	(1)	2	8	9	18	0	0	75	75	93
2	1	5	0	2	8	0	0	30	30	38
3	7	2	2	4	15	8	0	29	37	52
4	(2)	(2)	7	11	14	(6)	0	4	(2)	12
5	7	4	8	10	29	19	0	16	35	64
6	5	0	0	0	5	0	0	3	3	8
7	9	0	0	0	9	16	0	10	26	35
8	12	0	0	0	12	400	0	31	431	443
9	0	4	0	0	4	0	0	0	0	4
10	0	0	0	0	0	2	0	14	16	16
11	0	0	0	0	0	(4)	0	11	7	7
12	10	1	2	0	13	24	0	30	54	67
13	0	0	10	0	10	0	16	78	94	104
14	(1)	0	11	0	10	0	20	8	28	38
15	6	1	9	0	16	0	0	53	53	69
16	4	7	9	8	28	70	0	43	113	141
17	5	8	4	0	17	0	44	30	74	91
SUBTOTALS	62±	32±	70±	44±	208±	529±	80±	465±	1,074±	1,282±

OCCUPANCY PERCENTAGE
5 PM Oct 30, 2018 (Tuesday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	100%	67%	29%	0%	40%	--	--	51%	51%	49%
2	78%	36%	--	33%	52%	--	--	43%	43%	45%
3	0%	69%	73%	17%	50%	69%	--	39%	53%	52%
4	100%	100%	0%	0%	59%	92%	--	54%	87%	77%
5	25%	57%	0%	0%	23%	60%	--	42%	55%	45%
6	53%	--	--	--	53%	--	--	50%	50%	52%
7	0%	--	--	--	0%	73%	--	0%	68%	63%
8	21%	--	--	--	21%	14%	--	3%	14%	14%
9	--	59%	--	--	59%	--	--	--	--	59%
10	--	--	--	--	--	80%	--	55%	66%	66%
11	--	--	--	--	--	92%	--	55%	79%	79%
12	0%	60%	64%	--	36%	63%	--	33%	53%	51%
13	--	--	0%	--	0%	--	0%	34%	30%	28%
14	91%	82%	0%	88%	60%	--	47%	44%	46%	52%
15	43%	75%	0%	--	36%	--	--	59%	59%	55%
16	17%	11%	27%	33%	24%	12%	--	19%	14%	17%
17	0%	0%	50%	--	20%	--	26%	0%	18%	18%
SUBTOTALS	41%	59%	26%	21%	39%	41%	30%	41%	40%	40%

PARKING ANALYSIS - APPENDIX

WALKER CONSULTANTS

OCCUPANCY
10 AM Nov 08, 2018 (Thursday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	5	12	12	8	37	0	0	58	58	95
2	8	2	0	0	10	0	0	30	30	40
3	3	7	8	4	22	40	0	21	61	83
4	10	7	3	4	24	51	0	5	56	80
5	1	14	5	0	20	73	0	20	93	113
6	2	0	0	0	2	0	0	4	4	6
7	2	0	0	0	2	92	0	2	94	96
8	3	0	0	0	3	62	0	1	63	66
9	0	3	0	0	3	0	0	0	0	3
10	0	0	0	0	0	25	0	16	41	41
11	0	0	0	0	0	27	0	8	35	35
12	11	2	8	0	21	95	0	33	128	149
13	0	0	2	0	2	0	1	69	70	72
14	10	10	5	5	30	0	51	9	60	90
15	4	8	8	0	20	0	0	115	115	135
16	0	4	4	5	13	24	0	13	37	50
17	2	0	1	0	3	0	25	11	36	39
SUBTOTALS	61±	69±	56±	26±	212±	489±	77±	415±	981±	1,193±

ADEQUACY
10 AM Nov 08, 2018 (Thursday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	(2)	(2)	0	1	(3)	0	0	113	113	110
2	0	7	0	3	10	0	0	27	27	37
3	4	4	5	1	14	3	0	30	33	47
4	3	6	4	7	20	15	0	6	21	41
5	9	(2)	3	10	20	(8)	0	10	2	22
6	11	0	0	0	11	0	0	2	2	13
7	7	0	0	0	7	22	0	8	30	37
8	13	0	0	0	13	419	0	31	450	463
9	0	11	0	0	11	0	0	0	0	11
10	0	0	0	0	0	1	0	20	21	21
11	0	0	0	0	0	23	0	20	43	43
12	(1)	2	1	0	2	(1)	0	14	13	15
13	0	0	8	0	8	0	15	56	71	79
14	(1)	(1)	6	2	6	0	(6)	7	1	7
15	8	(1)	1	0	8	0	0	39	39	47
16	5	4	9	8	26	57	0	41	98	124
17	3	8	8	0	19	0	38	19	57	76
SUBTOTALS	59±	36±	45±	32±	172±	531±	47±	443±	1,021±	1,193±

OCCUPANCY PERCENTAGE
10 AM Nov 08, 2018 (Thursday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	125%	100%	86%	80%	93%	--	--	31%	31%	41%
2	89%	18%	--	0%	43%	--	--	48%	48%	47%
3	38%	54%	53%	67%	52%	78%	--	38%	57%	56%
4	67%	47%	38%	31%	47%	65%	--	38%	62%	56%
5	8%	100%	56%	0%	43%	95%	--	61%	85%	72%
6	13%	--	--	--	13%	--	--	67%	67%	29%
7	18%	--	--	--	18%	69%	--	18%	65%	62%
8	16%	--	--	--	16%	11%	--	3%	10%	11%
9	--	18%	--	--	18%	--	--	--	--	18%
10	--	--	--	--	--	83%	--	40%	59%	59%
11	--	--	--	--	--	46%	--	26%	39%	39%
12	92%	40%	73%	--	75%	86%	--	63%	79%	78%
13	--	--	17%	--	17%	--	5%	50%	44%	42%
14	91%	91%	38%	63%	70%	--	96%	50%	85%	79%
15	29%	100%	73%	--	61%	--	--	67%	67%	66%
16	0%	44%	27%	33%	29%	25%	--	22%	24%	25%
17	33%	0%	10%	--	12%	--	34%	32%	33%	29%
SUBTOTALS	43%	56%	47%	39%	47%	41%	53%	44%	43%	43%

WALKER CONSULTANTS

OCCUPANCY
1 PM Nov 08, 2018 (Thursday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	4	11	6	3	24	0	0	83	83	107
2	6	8	0	0	14	0	0	23	23	37
3	2	8	7	1	18	41	0	22	63	81
4	11	13	1	8	33	60	0	6	66	99
5	3	6	0	0	9	50	0	18	68	77
6	1	0	0	0	1	0	0	5	5	6
7	4	0	0	0	4	92	0	2	94	98
8	4	0	0	0	4	79	0	0	79	83
9	0	12	0	0	12	0	0	0	0	12
10	0	0	0	0	0	15	0	7	22	22
11	0	0	0	0	0	27	0	15	42	42
12	9	3	8	0	20	88	0	29	117	137
13	0	0	2	0	2	0	1	70	71	73
14	10	9	8	8	35	0	42	10	52	87
15	8	8	0	9	25	0	0	117	117	142
16	0	1	6	5	12	25	0	7	32	44
17	3	0	2	0	5	0	21	7	28	33
SUBTOTALS	65	79	40	34	218	477	64	421	962	1180

ADEQUACY
1 PM Nov 08, 2018 (Thursday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	(1)	(1)	6	6	10	0	0	88	88	98
2	2	1	0	3	6	0	0	34	34	40
3	5	3	6	4	18	2	0	29	31	49
4	2	0	6	3	11	6	0	5	11	22
5	7	6	8	10	31	15	0	12	27	58
6	12	0	0	0	12	0	0	1	1	13
7	5	0	0	0	5	22	0	8	30	35
8	12	0	0	0	12	402	0	32	434	446
9	0	2	0	0	2	0	0	0	0	2
10	0	0	0	0	0	11	0	29	40	40
11	0	0	0	0	0	23	0	13	36	36
12	1	1	1	0	3	6	0	18	24	27
13	0	0	8	0	8	0	15	55	70	78
14	(1)	0	3	(1)	1	0	3	6	9	10
15	4	(1)	9	(9)	3	0	0	37	37	40
16	5	7	7	8	27	56	0	47	103	130
17	2	8	7	0	17	0	42	23	65	82
SUBTOTALS	55±	26±	61±	24±	166±	543±	60±	437±	1,040±	1,206±

OCCUPANCY PERCENTAGE
1 PM Nov 08, 2018 (Thursday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	100%	92%	43%	30%	60%	--	--	44%	44%	47%
2	67%	73%	--	0%	61%	--	--	37%	37%	43%
3	25%	62%	47%	17%	43%	80%	--	39%	59%	54%
4	73%	87%	13%	62%	65%	77%	--	46%	73%	70%
5	25%	43%	0%	0%	19%	65%	--	55%	62%	49%
6	7%	--	--	--	7%	--	--	83%	83%	29%
7	36%	--	--	--	36%	69%	--	18%	65%	63%
8	21%	--	--	--	21%	14%	--	0%	13%	13%
9	--	71%	--	--	71%	--	--	--	--	71%
10	--	--	--	--	--	50%	--	18%	31%	31%
11	--	--	--	--	--	46%	--	48%	47%	47%
12	75%	60%	73%	--	71%	79%	--	56%	72%	72%
13	--	--	17%	--	17%	--	5%	50%	45%	43%
14	91%	82%	62%	100%	81%	--	79%	56%	73%	76%
15	57%	100%	0%	--	76%	--	--	68%	68%	69%
16	0%	11%	40%	33%	27%	26%	--	12%	21%	22%
17	50%	0%	20%	--	20%	--	28%	21%	26%	25%
SUBTOTALS	46%	64%	34%	51%	48%	40%	44%	44%	42%	43%

WALKER CONSULTANTS

OCCUPANCY
6 PM Nov 08, 2018 (Thursday)

BLOCK NUMBER	ON-STREET					OFF-STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	3	10	2	12	27	0	0	96	96	123
2	6	0	0	0	6	0	0	1	1	7
3	2	5	15	4	26	21	0	6	27	53
4	15	12	0	7	34	64	0	6	70	104
5	1	7	2	0	10	43	0	1	44	54
6	4	0	0	0	4	0	0	1	1	5
7	0	0	0	0	0	41	0	1	42	42
8	0	0	0	0	0	102	0	9	111	111
9	0	1	0	0	1	0	0	0	0	1
10	0	0	0	0	0	11	0	11	22	22
11	0	0	0	0	0	54	0	19	73	73
12	1	4	10	0	15	51	0	13	64	79
13	0	0	0	0	0	0	0	7	7	7
14	10	5	1	6	22	0	5	6	11	33
15	10	5	1	0	16	0	0	25	25	41
16	0	2	0	0	2	0	0	3	3	5
17	0	0	0	0	0	0	5	0	5	5
SUBTOTALS	52	51	31	29	163	387	10	205	602	765

ADEQUACY
6 PM Nov 08, 2018 (Thursday)

BLOCK NUMBER	ON-STREET					OFF-STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	0	0	10	(3)	7	0	0	75	75	82
2	2	9	0	3	14	0	0	56	56	70
3	5	6	(2)	1	10	22	0	45	67	77
4	(2)	1	7	4	10	2	0	5	7	17
5	9	5	6	10	30	22	0	29	51	81
6	9	0	0	0	9	0	0	5	5	14
7	9	0	0	0	9	73	0	9	82	91
8	16	0	0	0	16	379	0	23	402	418
9	0	13	0	0	13	0	0	0	0	13
10	0	0	0	0	0	15	0	25	40	40
11	0	0	0	0	0	(4)	0	9	5	5
12	9	0	(1)	0	8	43	0	34	77	85
13	0	0	10	0	10	0	16	118	134	144
14	(1)	4	10	1	14	0	40	10	50	64
15	2	2	8	0	12	0	0	129	129	141
16	5	6	13	13	37	81	0	51	132	169
17	5	8	9	0	22	0	58	30	88	110
SUBTOTALS	68±	54±	70±	29±	221±	633±	114±	653±	1,400±	1,621±

OCCUPANCY PERCENTAGE
6 PM Nov 08, 2018 (Thursday)

BLOCK NUMBER	ON-STREET					OFF-STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	75%	83%	14%	120%	68%	--	--	51%	51%	53%
2	67%	0%	--	0%	26%	--	--	2%	2%	8%
3	25%	38%	100%	67%	62%	41%	--	11%	25%	36%
4	100%	80%	0%	54%	67%	82%	--	46%	77%	73%
5	8%	50%	22%	0%	21%	56%	--	3%	40%	34%
6	27%	--	--	--	27%	--	--	17%	17%	24%
7	0%	--	--	--	0%	31%	--	9%	29%	27%
8	0%	--	--	--	0%	18%	--	25%	18%	18%
9	--	6%	--	--	6%	--	--	--	--	6%
10	--	--	--	--	--	37%	--	28%	31%	31%
11	--	--	--	--	--	92%	--	61%	81%	81%
12	8%	80%	91%	--	54%	46%	--	25%	39%	41%
13	--	--	0%	--	0%	--	0%	5%	4%	4%
14	91%	45%	8%	75%	51%	--	9%	33%	15%	29%
15	71%	63%	9%	--	48%	--	--	15%	15%	20%
16	0%	22%	0%	0%	4%	0%	--	5%	2%	3%
17	0%	0%	0%	--	0%	--	7%	0%	5%	4%
SUBTOTALS	37%	41%	26%	43%	36%	32%	7%	22%	26%	28%

PARKING ANALYSIS - APPENDIX

WALKER CONSULTANTS

OCCUPANCY
10 AM Nov 10, 2018 (Saturday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	7	12	11	10	40	0	0	77	77	117
2	9	7	0	2	18	0	0	35	35	53
3	0	9	10	3	22	25	0	13	38	60
4	14	12	0	8	34	32	0	12	44	78
5	3	7	0	0	10	39	0	3	42	52
6	11	0	0	0	11	0	0	2	2	13
7	1	0	0	0	1	108	0	3	111	112
8	3	0	0	0	3	76	0	2	78	81
9	0	18	0	0	18	0	0	0	0	18
10	0	0	0	0	0	3	0	21	24	24
11	0	0	0	0	0	18	0	4	22	22
12	5	3	8	0	16	70	0	19	89	105
13	0	0	3	0	3	0	0	10	10	13
14	14	12	0	8	34	0	19	14	33	67
15	3	7	2	0	12	0	0	24	24	36
16	0	3	0	0	3	0	0	9	9	12
17	1	0	1	0	2	0	25	0	25	27
SUBTOTALS	71	90	35	31	227	371	44	248	663	890

ADEQUACY
10 AM Nov 10, 2018 (Saturday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	(4)	(2)	1	(1)	(6)	0	0	94	94	88
2	(1)	2	0	1	2	0	0	22	22	24
3	7	2	3	2	14	18	0	38	56	70
4	(1)	1	7	3	10	34	0	(1)	33	43
5	7	5	8	10	30	26	0	27	53	83
6	2	0	0	0	2	0	0	4	4	6
7	8	0	0	0	8	6	0	7	13	21
8	13	0	0	0	13	405	0	30	435	448
9	0	(4)	0	0	(4)	0	0	0	0	(4)
10	0	0	0	0	0	23	0	15	38	38
11	0	0	0	0	0	32	0	24	56	56
12	5	1	1	0	7	24	0	28	52	59
13	0	0	7	0	7	0	16	115	131	138
14	(5)	(3)	11	(1)	2	0	26	2	28	30
15	9	0	7	0	16	0	0	130	130	146
16	5	5	13	13	36	81	0	45	126	162
17	4	8	8	0	20	0	38	30	68	88
SUBTOTALS	49±	15±	66±	27±	157±	649±	80±	610±	1,339±	1,496±

OCCUPANCY PERCENTAGE
10 AM Nov 10, 2018 (Saturday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	175%	100%	79%	100%	100%	--	--	41%	41%	51%
2	100%	64%	--	67%	78%	--	--	56%	56%	62%
3	0%	69%	67%	50%	52%	49%	--	23%	36%	40%
4	93%	80%	0%	62%	67%	41%	--	92%	48%	55%
5	25%	50%	0%	0%	21%	51%	--	9%	38%	33%
6	73%	--	--	--	73%	--	--	33%	33%	62%
7	9%	--	--	--	9%	81%	--	27%	77%	72%
8	16%	--	--	--	16%	13%	--	6%	13%	13%
9	--	106%	--	--	106%	--	--	--	--	106%
10	--	--	--	--	--	10%	--	53%	34%	34%
11	--	--	--	--	--	31%	--	13%	24%	24%
12	42%	60%	73%	--	57%	63%	--	37%	55%	55%
13	--	--	25%	--	25%	--	0%	7%	6%	8%
14	127%	109%	0%	100%	79%	--	36%	78%	46%	59%
15	21%	88%	18%	--	36%	--	--	14%	14%	18%
16	0%	33%	0%	0%	7%	0%	--	15%	6%	6%
17	17%	0%	10%	--	8%	--	34%	0%	23%	20%
SUBTOTALS	50%	73%	30%	46%	50%	31%	30%	26%	29%	32%

WALKER CONSULTANTS

OCCUPANCY

1 PM Nov 10, 2018 (Saturday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	3	9	6	5	23	0	0	88	88	111
2	7	0	0	0	7	0	0	26	26	33
3	3	9	13	2	27	30	0	19	49	76
4	14	13	1	12	40	74	0	7	81	121
5	2	9	3	4	18	31	0	3	34	52
6	2	0	0	0	2	0	0	1	1	3
7	0	0	0	0	0	52	0	1	53	53
8	3	0	0	0	3	116	0	3	119	122
9	0	18	0	0	18	0	0	0	0	18
10	0	0	0	0	0	12	0	31	43	43
11	0	0	0	0	0	59	0	9	68	68
12	2	2	4	7	15	81	0	22	103	118
13	0	0	1	0	1	0	0	16	16	17
14	11	9	1	8	29	0	26	14	40	69
15	11	6	1	0	18	0	0	26	26	44
16	0	9	0	1	10	6	0	13	19	29
17	0	0	2	0	2	0	18	0	18	20
SUBTOTALS	58	84	32	39	213	461	44	279	784	997

ADEQUACY

1 PM Nov 10, 2018 (Saturday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	0	1	6	4	11	0	0	83	83	94
2	1	9	0	3	13	0	0	31	31	44
3	4	2	0	3	9	13	0	32	45	54
4	(1)	0	6	(1)	4	(8)	0	4	(4)	0
5	8	3	5	6	22	34	0	27	61	83
6	11	0	0	0	11	0	0	5	5	16
7	9	0	0	0	9	62	0	9	71	80
8	13	0	0	0	13	365	0	29	394	407
9	0	(4)	0	0	(4)	0	0	0	0	(4)
10	0	0	0	0	0	14	0	5	19	19
11	0	0	0	0	0	(9)	0	19	10	10
12	8	2	5	(7)	8	13	0	25	38	46
13	0	0	9	0	9	0	16	109	125	134
14	(2)	0	10	(1)	7	0	19	2	21	28
15	1	1	8	0	10	0	0	128	128	138
16	5	(1)	13	12	29	75	0	41	116	145
17	5	8	7	0	20	0	45	30	75	95
SUBTOTALS	62±	21±	69±	19±	171±	559±	80±	579±	1,218±	1,389±

OCCUPANCY PERCENTAGE

1 PM Nov 10, 2018 (Saturday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	75%	75%	43%	50%	58%	--	--	46%	46%	48%
2	78%	0%	--	0%	30%	--	--	41%	41%	38%
3	38%	69%	87%	33%	64%	59%	--	34%	46%	51%
4	93%	87%	13%	92%	78%	95%	--	54%	89%	85%
5	17%	64%	33%	33%	38%	40%	--	9%	31%	33%
6	13%	--	--	--	13%	--	--	17%	17%	14%
7	0%	--	--	--	0%	39%	--	9%	37%	34%
8	16%	--	--	--	16%	20%	--	8%	20%	20%
9	--	106%	--	--	106%	--	--	--	--	106%
10	--	--	--	--	--	40%	--	78%	61%	61%
11	--	--	--	--	--	100%	--	29%	76%	76%
12	17%	40%	36%	--	54%	73%	--	42%	63%	62%
13	--	--	8%	--	8%	--	0%	12%	10%	10%
14	100%	82%	8%	100%	67%	--	49%	78%	56%	61%
15	79%	75%	9%	--	55%	--	--	15%	15%	21%
16	0%	100%	0%	7%	22%	6%	--	22%	12%	15%
17	0%	0%	20%	--	8%	--	24%	0%	17%	15%
SUBTOTALS	41%	68%	27%	58%	47%	38%	30%	29%	34%	36%

PARKING ANALYSIS - APPENDIX

WALKER CONSULTANTS

OCCUPANCY
6 PM Nov 10, 2018 (Saturday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	2	7	6	0	15	0	0	46	46	61
2	4	0	0	0	4	0	0	7	7	11
3	0	6	14	3	23	5	0	12	17	40
4	15	16	0	9	40	65	0	7	72	112
5	3	6	2	0	11	15	0	1	16	27
6	0	0	0	0	0	0	0	1	1	1
7	0	0	0	0	0	12	0	0	12	12
8	1	0	0	0	1	70	0	1	71	72
9	0	7	0	0	7	0	0	0	0	7
10	0	0	0	0	0	2	0	10	12	12
11	0	0	0	0	0	53	0	3	56	56
12	0	3	10	0	13	59	0	23	82	95
13	0	0	3	0	3	0	0	3	3	6
14	11	9	0	4	24	0	3	12	15	39
15	4	4	0	0	8	0	0	5	5	13
16	0	0	0	0	0	1	0	4	5	5
17	0	0	1	0	1	0	0	0	0	1
SUBTOTALS	40	58	36	16	150	282	3	135	420	570

ADEQUACY
6 PM Nov 10, 2018 (Saturday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	1	3	6	9	19	0	0	125	125	144
2	4	9	0	3	16	0	0	50	50	66
3	7	5	(1)	2	13	38	0	39	77	90
4	(2)	(3)	7	2	4	1	0	4	5	9
5	7	6	6	10	29	50	0	29	79	108
6	13	0	0	0	13	0	0	5	5	18
7	9	0	0	0	9	102	0	10	112	121
8	15	0	0	0	15	411	0	31	442	457
9	0	7	0	0	7	0	0	0	0	7
10	0	0	0	0	0	24	0	26	50	50
11	0	0	0	0	0	(3)	0	25	22	22
12	10	1	(1)	0	10	35	0	24	59	69
13	0	0	7	0	7	0	16	122	138	145
14	(2)	0	11	3	12	0	42	4	46	58
15	8	3	9	0	20	0	0	149	149	169
16	5	8	13	13	39	80	0	50	130	169
17	5	8	8	0	21	0	63	30	93	114
SUBTOTALS	80±	47±	65±	42±	234±	738±	121±	723±	1,582±	1,816±

OCCUPANCY PERCENTAGE
6 PM Nov 10, 2018 (Saturday)

BLOCK NUMBER	ON-STREET					OFF STREET				BLOCK TOTALS
						AVAILABLE		UNAVAILABLE/OTHER		
	NORTH	EAST	SOUTH	WEST	TOTAL	PUBLIC	PRIVATE	PUBLIC AND PRIVATE	TOTALS	
1	50%	58%	43%	0%	38%	--	--	24%	24%	27%
2	44%	0%	--	0%	17%	--	--	11%	11%	13%
3	0%	46%	93%	50%	55%	10%	--	21%	16%	27%
4	100%	107%	0%	69%	78%	83%	--	54%	79%	79%
5	25%	43%	22%	0%	23%	19%	--	3%	15%	17%
6	0%	--	--	--	0%	--	--	17%	17%	5%
7	0%	--	--	--	0%	9%	--	0%	8%	8%
8	5%	--	--	--	5%	12%	--	3%	12%	12%
9	--	41%	--	--	41%	--	--	--	--	41%
10	--	--	--	--	--	7%	--	25%	17%	17%
11	--	--	--	--	--	90%	--	10%	62%	62%
12	0%	60%	91%	--	46%	53%	--	44%	50%	50%
13	--	--	25%	--	25%	--	0%	2%	2%	4%
14	100%	82%	0%	50%	56%	--	6%	67%	21%	34%
15	29%	50%	0%	--	24%	--	--	3%	3%	6%
16	0%	0%	0%	0%	0%	1%	--	7%	3%	3%
17	0%	0%	10%	--	4%	--	0%	0%	0%	1%
SUBTOTALS	28%	47%	31%	24%	33%	23%	2%	14%	18%	21%

Joanne Tasher

From: Peggy Chapin
Sent: Monday, August 26, 2019 3:09 PM
To: Bill Martin; Mike Strong
Cc: Joanne Tasher
Subject: Fw: [EXT] The Aspire Project, parking lot site

Hi,

Please see the following email regarding the Aspire Project. It doesn't appear to warrant a response. We should have copies made for Commissioners.

Thanks Peggy

From: Hope <hope1944@sbcglobal.net>
Sent: Monday, August 26, 2019 2:25 PM
To: Peggy Chapin
Subject: [EXT] The Aspire Project, parking lot site

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

To all it may concern:
Three points re the Aspire Project and the parking lot involved.
1. WHERE, WHEN, and HOW will the forfeited parking be replaced?
Not ONE person in planning at the ONE community (at large specific) input meeting related to the Aspire Project COULD or..?..WOULD give a satisfactory answer.
??? Not a good way to inspire trust and confidence between community and City Planning.???

2. Many, MANY residents DON'T want a six story modern (not attractively modern) building of any kind taking over one of the town's two most heavily used parking lots, OR towering above the charm of our old 1-2 historical buildings two stories higher than 'former'? city ordinance allows...?
Hmmmmm...? Does the city have plans to build MORE six story buildings right in the Grand Ave area so Aspire won't look so out of place taller even than City Hall!! ???
And re it's architectural
'design'...? Where's the architect who designed our beautiful City Hall buildings???

3. Finally and sadly,
my experience with the city is limited, but recent.
So far it's very discouraging. My experience has shown me CONSISTENTLY that words re "valuing community input" are really quite empty. They've been an insult to all who hoped in them. Why?
IF input from the community at large (not just the DBA community) REALLY mattered, the VERY substantial stack of Grand Ave patrons signatures AGAINST the Aspire Project would have had weight as community input.
I saw in person, the dismissal of their value in one of the meetings I attended.
IF community input REALLY mattered, there would have been more effort to reach the WHOLE community. The DBA was included specifically in numerous meetings. Meetings that reached out specifically to the general resident were offered only ONE time to address Aspire, another to address the use of the other three current building projects. AND...
The resulting community input from those meetings was CONSISTENTLY MIS represented to City Council by Planning and

Engineering representatives in CC Meetings I attended.

Sadly and sincerely,
Discouraged

Cc: odiaz@escondido.org,
pmcnamara@escondido.org
Sent from my iPhone

Joanne Tasher

From: Peggy Chapin
Sent: Monday, August 26, 2019 5:54 PM
To: Bill Martin; Mike Strong
Cc: Joanne Tasher
Subject: Fw: [EXT] Arguments against the Aspire Project

Here's another email for the Aspire PC public comments.

See you tomorrow.

Peggy

From: Carol C Rea <carolrea@aol.com>
Sent: Monday, August 26, 2019 5:48 PM
To: Peggy Chapin
Cc: Olga Diaz; Paul McNamara
Subject: [EXT] Arguments against the Aspire Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Please accept this email in opposition to the Aspire project. Briefly, the following issues mean that City Parking Lot #1 is the wrong place and the proposed design is wrong for the downtown:

1. The Aspire project would be significantly out of proportion, standing more than twice as tall as our design award-winning City Hall and 3-6 times as tall as the buildings that have lined Grand for a century, creating the charm of our downtown.

2. The architectural design is not compatible with the rest of the historic Downtown.

3. The parking issues have not been significantly addressed --

a. There is inadequate parking for apartment management, retail space customers and employees, as well as for the tenants and their visitors.

b. While a clever system of announcing empty public parking spaces is proposed, there is still no way to keep the renters from occupying them.

c. Allowing overnight parking by renters in surrounding lots will also create issues for businesses that close later in the evening or open early in the morning and, again, there is no way to monitor them.

d. Changing to diagonal parking on Grand will add only 40 more spaces, so it's barely a break even proposition, particularly when additional apartments are built in the downtown area.

4. Allowing a business to encroach upon the community's Maple Street Plaza and to use public funds designated for public art to replace existing features at the whim of the developer is unethical.

5. The developer should financially compensate the city for the residents' use of Grape Day Park, History Center facilities, and the library, resulting from inadequate open space within the development, necessitated by the developer's choice to build an excessive number of units on that lot.

Thank you for taking these key issues into consideration.

Carol Rea

Escondido Resident

Joanne Tasher

From: Bill Martin
Sent: Tuesday, August 27, 2019 10:15 AM
To: Joanne Tasher
Cc: Mike Strong; addison@touchstonecommunities.com
Subject: FW: [EXT] Aspire Development Plan

-----Original Message-----
From: Nanci Elder Reeder <nancireeder5@gmail.com>
Sent: Tuesday, August 27, 2019 9:45 AM
To: Bill Martin <bmartin@escondido.org>
Subject: [EXT] Aspire Development Plan

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Mr. Martin,

I am out of town during the time period for the Planning Commission public input meeting. It is important to me to give my input.

I am strongly opposed to this project at the particular location. In fact I'm becoming greatly concerned regarding many high impact developments throughout San Diego County.

I would rather see the parking lot changed into a multilevel parking lot. Parking is a premium in the downtown area. As the city and Grand Ave becomes a mini Gas Lamp quarter a greater demand for parking will be called for.

In the past special events downtown, people were encouraged to use the Art Center parking lot. Now that The Center has more sold out programs, parking becomes more of a premium.

"If" and when a new beautiful library is built near CCAE again another high demand for close parking. Californian's are spoiled, they don't like to walk multiple blocks. You aren't going to get people out of their cars to commute to work. The Infrastructure isn't there and won't be.

My vote is against this project. Please deny this project.

Sincerely,
Nanci H Reeder
2677 Canyon Crest Dr.
Escondido, CA 92027

Joanne Tasher

From: Mike Strong
Sent: Tuesday, August 27, 2019 10:41 AM
To: Joanne Tasher
Subject: FW: [EXT] Comments on Planning Commission case #19-0014, Aspire project, Categorical Exemption Class 32

From: Patricia <pborchmann9@gmail.com>
Sent: Monday, August 26, 2019 6:08 PM
To: Peggy Chapin <pchapin@escondido.org>; Mike Strong <mstrong@escondido.org>; Bill Martin <bmartin@escondido.org>
Cc: christinenava858@gmail.com <christinenava858@gmail.com>; patricia borchmann <pborchmann9@gmail.com>
Subject: [EXT] Comments on Planning Commission case #19-0014, Aspire project, Categorical Exemption Class 32

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Hello Peggy -

I am unable to attend Planning Commission meeting in person to provide comment during public hearing.

Earlier today I looked at information contained in multiple binders with reports prepared by Harris & Associates for the Class 32 Exemption, traffic report by Linscott Law & Greenspan, and various other analyses for this mixed use project called Aspire.

I noticed the Staff Report for Planning Commission contains some of the relevant material pertaining to traffic and intersection analysis, but omitted important portion in Section 10 – General Plan (Year 2035) Cumulative Analysis, and data (pages 40-46) and Tables 10-1 and 10-2. The Year 2035 Intersection Analysis (Table 10-1) and Year 2035 Street Segment Operations (Table 10-2) are considered of vital importance to ensure Planning Commissioners are fully informed.

The 2035 Intersection Analysis (Table 10-1) indicates 4 intersections near the Aspire project operate at LOS service levels D or E, which indicates worse mobility than levels identified in the Traffic analysis prepared by Linscott Law & Greenspan (describes LOS C or better), or reflected in Staff Report. The same observation applies to the Year 2035 Street Segment Operations (Table 10-2), which indicates LOS service levels at 4 segments will operate at levels D or E. Therefore, it appears staff and contract planner chose to omit, or filter out relevant data that stakeholders consider important for Planning Commissioners to have, and understand. I hope you plan to address this gap during Staff presentation before public hearing is opened at Planning Commission tomorrow evening.

Based on architectural renderings and design elevations depicted in Staff Report, I consider comments on appearance, design details, mass, size/scale, height and materials for proposed 6 story buildings here should be more carefully considered. Many stakeholders in Escondido consider the landmark location like this should feature buildings with architectural features that are more consistent with quality design City Hall and California Centre for the Arts CCAE Escondido, or at least as modeled by recently completed high density project known as Alcove (Latitude II) at northeast corner of Mission Avenue and Centre City Parkway.

Instead, the proposal being considered by Planning Commission introduces an inferior project design, with inferior architectural design elements which creates stark contrast with surroundings, and doesn't try to blend with historic district of downtown Escondido. The street elevation displays series of rectangular shaped block buildings that are redundant, and unimaginative, placed so wall planes dominate urban form and streetscape. It was described as modern, but looks a lot like what was maybe modern in 1980's, and many stakeholders don't think it improves appearance of Escondido.

It appears this design was probably cut/pasted from some other project built elsewhere, with little thought applied to how it would fit in Escondido, especially at this high visibility location at Gateway to Downtown Escondido Specific Plan, and transition to Escondido's historic district.

While cost considerations matter, it is noteworthy to notice that affordable housing projects elsewhere don't have to totally sacrifice appearance and aesthetic concerns. For instance, I will try to find digital file from other affordable housing projects that are attractive in other locations, including San Marcos, and send examples in a separate email. When considering high density affordable housing projects in Escondido, stakeholders in Escondido expect more, and deserve more than a cookie cutter project that was cut/pasted from an inferior project elsewhere.

Thank you for consideration.

Sent from Mail for Windows 10

ESCONDIDO HISTORY CENTER

P.O. Box 263, Escondido CA 92033 • (760)743-8207 • www.escondidohistory.org

RECEIVED
OCT 01 2019
City of Escondido Planning Division

Mayor Paul McNamara
Deputy Mayor Consuelo Martinez, District One
Council Member John Masson, District Two
Council Member Olga Diaz, District Three
Council Member Michael Morasco, District Four
City of Escondido
201 Broadway
Escondido, CA 92025

September 30, 2019

Honorable Mayor and Council Members,

The Board of Directors of the Escondido History, at its meeting held September 12, 2019, voted unanimously to oppose the Aspire Apartment building project as is currently being proposed for construction on City Parking Lot 1, by Touchstone Properties. The Board is concerned about preserving the historic integrity of downtown and this project represents the antithesis of that objective. Please carefully consider the likely consequences of locating this project on Lot 1. Specifically:

Scale and Mass
This building will be 75 feet in height. It will completely overshadow the buildings on Grand Avenue and will stand more than six times as tall as most of the other buildings along Grand. The Downtown Specific Plan laid out building heights and density purposely and those standards should not be compromised to financially benefit developers. In addition, the architectural style of this building is incompatible with the City Hall complex and the historic structures adjacent to it.

Parking Issues:
The proposed development will take away the 118 current parking spaces and allow the developer to replace these spaces with only 76 public and visitor use parking spaces. To make matters worse, the developer plans to put the 76 spaces in a parking structure under the apartment project at street level. Residents will immediately assume these parking spaces are for tenant-use. The developer has not properly explained how enforcement will be handled. The developer also plans to add 17 public use parking spaces along the alley. Again, resident versus public use of these 17 spaces will need to be enforced. Does enforcement become an expense of the Escondido taxpayer?

Of the total 153 parking spaces the developer plans for its residents, 19 spaces will be tandem spaces. Tandem spaces do not work for residents that have two cars per household. If the City allows the developer to include tandem parking, all businesses along Grand Avenue will be impacted because apartment residents and their guests will instead park their cars along Grand Avenue. All businesses on Grand may well struggle to sustain economic viability.

June Rady *President*, Carol Rea *Vice-President*, Rod McLeod *Secretary*, Robert Johnson *Treasurer*,
Kent Baker, Edith Hillebrecht, Tom Humphrey, Jeff Johnson, Chris Miller, Fred Miller, Victor Pestone
Robin Fox *Executive Director*, Sharon Heck *Administrative Assistant*, Marie Tuck *Registrar*

In summary, parking issues have not been adequately addressed nor resolved. Parking for the Aspire Apartment project, as proposed, is completely inadequate for tenants, visitors, employees, and customers. Parking issues need to be resolved prior to the project being approved.

In addition, we have been informed that project construction will take a minimum of two years to complete. If construction worker vehicles, as well as contractor's seeking to temporarily store heavy equipment, etc., are instructed and allowed to park in the Woodward parking lot, this will significantly impact the availability of visitor parking for Grape Day Park, the History Center and the Center for the Arts (and their respective indoor/outdoor activities), the municipal swimming pool, the Boys & Girls Club, city employees, and the schools along Woodward Avenue. It is a well-known fact that current parking availability in the Woodward lot is already often a challenge.

Maple Street Plaza and Grape Day Park

As proposed, a portion of Maple Street Plaza will be turned over to the developer and Public Art funds (i.e., public taxpayer funds) will be used to modify the plaza to the financial benefit of the developer and his/her commercial businesses. Suggesting that Grape Day Park also be used by tenants as open space rather than requiring mitigation/compensation from the developer to the City for the resulting impacts on its already very strained budget is equally wrong. Both provisions constitute a blatant misuse of public funds.

California Environmental Quality Act (CEQA)

The Aspire apartment project should **NOT** be exempt from CEQA review. The Class 32 Exemption is not available for any project that requires mitigation measures to reduce potential environmental impacts to less than significant. Pursuant to CEQA Section 15300.2, for a proposed project to qualify for an exemption, none of the following exceptions can apply to the project:

a. The project and successive projects of the same type in the same place will result in cumulative impacts.
b. There are unusual circumstances creating the reasonable possibility of significant effects.
c. The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.
d. The project may cause a substantial adverse change in the significance of an historical resource.

All of the above apply to the Aspire apartment project, thus, it **DOES NOT QUALIFY** for a CEQA Class 32 Exemption as has been requested by the developer.

June Rady *President*, Carol Rea *Vice-President*, Rod McLeod *Secretary*, Robert Johnson *Treasurer*,
Kent Baker, Edith Hillebrecht, Tom Humphrey, Jeff Johnson, Chris Miller, Fred Miller, Victor Pestone
Robin Fox *Executive Director*, Sharon Heck *Administrative Assistant*, Marie Tuck *Registrar*

The Board urges the Council to reject the proposed Aspire Apartment project as currently designed and rather, consider relocating said project to a different more compatible property.

Respectfully submitted,

June Rady, President
Board of Directors
Escondido History Center

cc: Jeffrey R. Epp, City Manager
Bill Martin, Director of Community Development

June Rady *President*, Carol Rea *Vice-President*, Rod McLeod *Secretary,* Robert Johnson *Treasurer,*
Kent Baker, Edith Hillebrecht, Tom Humphrey, Jeff Johnson, Chris Miller, Fred Miller, Victor Pestone
Robin Fox *Executive Director,* Sharon Heck *Administrative Assistant,* Marie Tuck *Registrar*

RECEIVED
OCT 0 1
City of Escondido Planning Division

Mayor and City Councilmembers
City of Escondido

October 1, 2019

I am opposed to the Aspire project for the following reasons:

1. Aspire is too large and out of scale with the surrounding Historic Downtown. It would stand more than twice as tall as City Hall and six times as tall as most of the other buildings along Grand. The Downtown Specific Plan established specific building heights and density standards to ensure an attractive and pleasant-looking downtown and those standards should not be compromised to satisfy developers. If Aspire is so large that it cannot provide the open space normally required and it needs to appropriate community land from Maple Plaza, it is simply too big and, if all other issues were resolved, the better option would have been to scale the size back.
2. Aspire's architectural style is incompatible with City Hall and the historic structures adjacent to it. As proposed, due to its size and architecture, it will negatively affect the historic integrity of the Downtown Historic District. CEQA review is improperly being exempted even though, according to CEQA 15300.2, "...categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource."
3. I understand that the State and SANDAG are mandating that our city build thousands of dwelling units, but I am absolutely certain that they are not requiring this project, an oversized, incompatibly designed apartment building, to be erected in the most popular parking lot in Escondido's downtown. There are other places where housing can be built, including the larger lot at 5th and Escondido Boulevard, in areas closer to the transit station and surrounding the downtown, and even next to the struggling shopping mall, which truly lacks residential properties within walking distance.
4. There is inadequate open space within the Aspire apartment complex for tenants to enjoy. Other than a relatively small patch of artificial turf and some palm trees, where is the outdoor space for landscaping? Where are the children supposed to play? Pets will be allowed; where will they be allowed to relieve themselves? Suggesting that Grape Day Park can be utilized in lieu of open space within the project will impact our community's public park when there are already insufficient funds to maintain and service all of our public parks.
5. Parking at the Aspire site is inadequate for tenants, visitors, employees, and customers and will impact not only local businesses, but also visitors to the library, Grape Day Park, City Hall, the Center for the Arts, and other area attractions. The 76 "public AND VISITOR spaces" will quickly be taken up by Aspire residents and their visitors, delivery trucks, and service vehicles, as well as employees and customers accessing the first floor commercial spaces. Plans to increase parking along Grand will not make up for the spaces lost in Parking Lot #1, especially when more developments are built within the downtown area, as they are likely to have inadequate parking, as well. Having electronic signs to alert drivers to open spaces will make it easier for Aspire residents to find alternate parking in the downtown area, beyond what they're allotted, not just customers from out of the area. During the 20 months of construction, those construction workers who follow instructions to park their vehicles in the Woodward lot, where they will not have access to tools and equipment on their trucks, will impact visitors to Grape Day Park, the Escondido History Center, and the Center for the Arts, as well as those using the municipal swimming pool, the Boys & Girls Club, city employees, and the schools along Woodward Avenue when parking is already often a challenge.
6. Excavation for the underground parking and building foundation, which will need to be engineered to compensate for the high water table, is likely to require blasting that will probably endanger numerous century-old buildings in the immediate vicinity.
7. The project is being promoted as a way to help downtown business but that's debatable. In reality, the businesses will face challenges over the 20 months or more of construction that will be extremely difficult if not impossible to overcome. It is said that there are not enough people in the area to support the downtown businesses, but obviously, thousands of people come to Cruisin' Grand every Friday because there is something going on to attract them. There are 900 properties just south of the downtown, in Old Escondido, where families live and would come downtown more often if there were additional pleasant

places to eat and shop. The handful of inviting, well maintained restaurants and shops are doing well; those merchants complaining about lack of customers should be asking the owners how they're doing it – and make the effort to improve rather than expecting downtown tenants to fall into their shops. Before long, new restaurants due to open in long empty store fronts will also help add needed vibrancy to the downtown.

8. There are also too many questionable concessions to this project. The desirable parking lot was quickly sold to a specific developer without much community input and negotiations behind closed doors mean that the developer will be taking more from the community than he will be giving. At a time when the city cannot afford to provide basic services or support community projects due to budget shortfalls, the permit fees were set at 2017 rates, depriving the community of many thousands, if not millions, of dollars that could be used in numerous ways. As mentioned before, a portion of Maple Plaza would be handed over to the developer, who will also be given money from the community's Public Art Funds to rearrange the plaza as needed to accommodate the his needs. Any developer proposing a project on a highly visible and precious property like City Lot #1, should be bending over backward for the city, not the other way around.
9. I'm not alone in opposing this project. The general community is opposed to it, many if not most downtown merchants oppose it, and I'm aware that petitions with more than 6,000 signatures have been circulated. More specifically, the Old Escondido Neighborhood residents and homeowners made their opposition very clear at a meeting in February. At the Planning Commission meeting of August 27, thirteen people spoke against it, including a member of the DBA Board of Directors, and only 3 in favor. Additionally, the Historic Preservation Commission members spoke unanimously against it at the September 19 meeting.

Aspire is the wrong building in the wrong location. I respectfully request that the City Council vote against the project as it now stands.

Sincerely,

Carol Rea
Escondido Resident

ORDINANCE NO. 2019-13

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, APPROVING A MASTER AND PRECISE DEVELOPMENT PLAN FOR A 131-UNIT, SIX-STORY MIXED-USE DEVELOPMENT, A DENSITY BONUS FOR AFFORDABLE HOUSING, A DEVELOPMENT AGREEMENT TO TRANSFER DENSITY, AND AUTHORIZING THE FILING OF A NOTICE OF EXEMPTION

APPLICANT: Addison Garza, Touchstone Communities
CASE NO.: PHG 19-0014

The City Council of the City of Escondido ("City"), California, DOES HEREBY ORDAIN as follows:

SECTION 1. The City Council makes the following findings:

a) Addison Garza of Touchstone Communities ("Applicant") submitted a verified land use development application on a property located on a 1.044-acre property bounded on two sides by public streets including East Valley Parkway to the north and Maple Street Plaza on the western boundary. The site is addressed as 137 West Valley Parkway, Escondido, California 92025, legally described in Exhibit "A", attached to this Ordinance and incorporated herein by this reference as though fully set forth. Said verified application was submitted to, and processed by, the Planning Division of the Community Development Department as Planning Case No. PHG 19-0014 and seeks approval of a Master and Precise Development Plan including a Density Bonus Application and Development Agreement to allocate density from the Downtown Density Transfer Program all relating to the Project site. A site plan for the

application is attached as Exhibit “D” and incorporated herein by this reference as though fully set forth.

b) The Planning Division of the Community Development Department completed its review and scheduled a public hearing regarding the application before the Planning Commission for August 27, 2019. Following the public hearing on August 27, 2019, the Planning Commission adopted Resolution No. 2019-18, which recommended that the City Council approve the project’s Master and Precise Development Plan and Development Agreement.

SECTION 2. An original copy of the proposed Master and Precise Development Plan, Development Agreement and all other related Project materials are on file in the Office of the City Clerk, with a copy of each document submitted to the City Council for its consideration. The City Clerk, whose office is located at 201 North Broadway, Escondido, California 92025, is hereby designated as the custodian of the documents and other materials which constitute the record of proceedings upon which the City Council's decision is based, which documents and materials shall be available for public inspection and copying in accordance with the provisions of the California Public Records Act.

SECTION 3. The City Council did on October 9, 2019, hold a duly noticed public hearing as prescribed by law. Evidence was submitted to and considered by the City Council, including, without limitation:

a) Written information including all application materials and other written and graphical information posted on the project website.

b) Oral testimony from City staff, interested parties, and the public.

c) The City Council staff report, dated October 9, 2019, which along with its attachments, is incorporated herein by this reference as though fully set forth herein, including the Planning Commission's recommendation on the request.

d) Additional information submitted during the public hearing.

SECTION 4. Pursuant to the California Environmental Quality Act, a Class 32 CEQA Exemption relative to the Project is attached as Exhibit “F” and incorporated herein by this reference as though fully set forth, and a Notice of Exemption will be filed with the County Clerk.

SECTION 5. That, upon consideration of the Findings of Fact, attached as Exhibit “B”, and the Conditions of Approval, attached as Exhibit “C”, the City Council desires at this time and deems it to be in the best public interest to approve the Master and Precise Development Plan, including a Density Bonus of 35% or 31 units (including 9 units for Very Low Income households), as specified and depicted in the October 9, 2019, City Council staff report, and incorporated herein by this reference as though fully set forth herein.

SECTION 6. That the Development Agreement inclusive of a 24-unit allocation from the Density Transfer Program for the Downtown Specific Plan area, and attached as Exhibit "E," is hereby approved as set forth substantially to the same form on file with the Office of the City Clerk, and incorporated herein by this reference as though fully set forth herein.

SECTION 7. All references within this Ordinance to "Applicant" or "Developer," shall be equally applicable to the current property owner and to any successors-in-interest or assigns, whether such successors of assigns own, control, or otherwise have

development authority for all, a portion, or portions of that property included within the Project site.

SECTION 8. SEPARABILITY. If any section, subsection sentence, clause, phrase or portion of this Ordinance is held invalid or unconstitutional for any reason by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions.

SECTION 9. That as of the effective date of this ordinance, all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 10. The City Council authorizes all subsequent action to be taken by City Officials consistent with this Ordinance.

SECTION 11. That the City Clerk is hereby directed to certify to the passage of this Ordinance and to cause the same or a summary to be prepared in accordance with Government Code Section 36933, to be published one time within 15 days of its passage in a newspaper of general circulation, printed and published in the County and circulated in the City of Escondido.

SECTION 12. The Ordinance shall become effective 30 days from the date of the passage.

EXHIBIT "A"
LEGAL DESCRIPTION
PHG 19-0014

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ESCONDIDO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOTS 21 THROUGH 24 INCLUSIVE IN BLOCK 68 OF ESCONDIDO, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 10, 1886.

PARCEL 2:

LOTS 25 AND 26 IN BLOCK 68 OF ESCONDIDO, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO, JULY 10, 1886.

PARCEL 3:

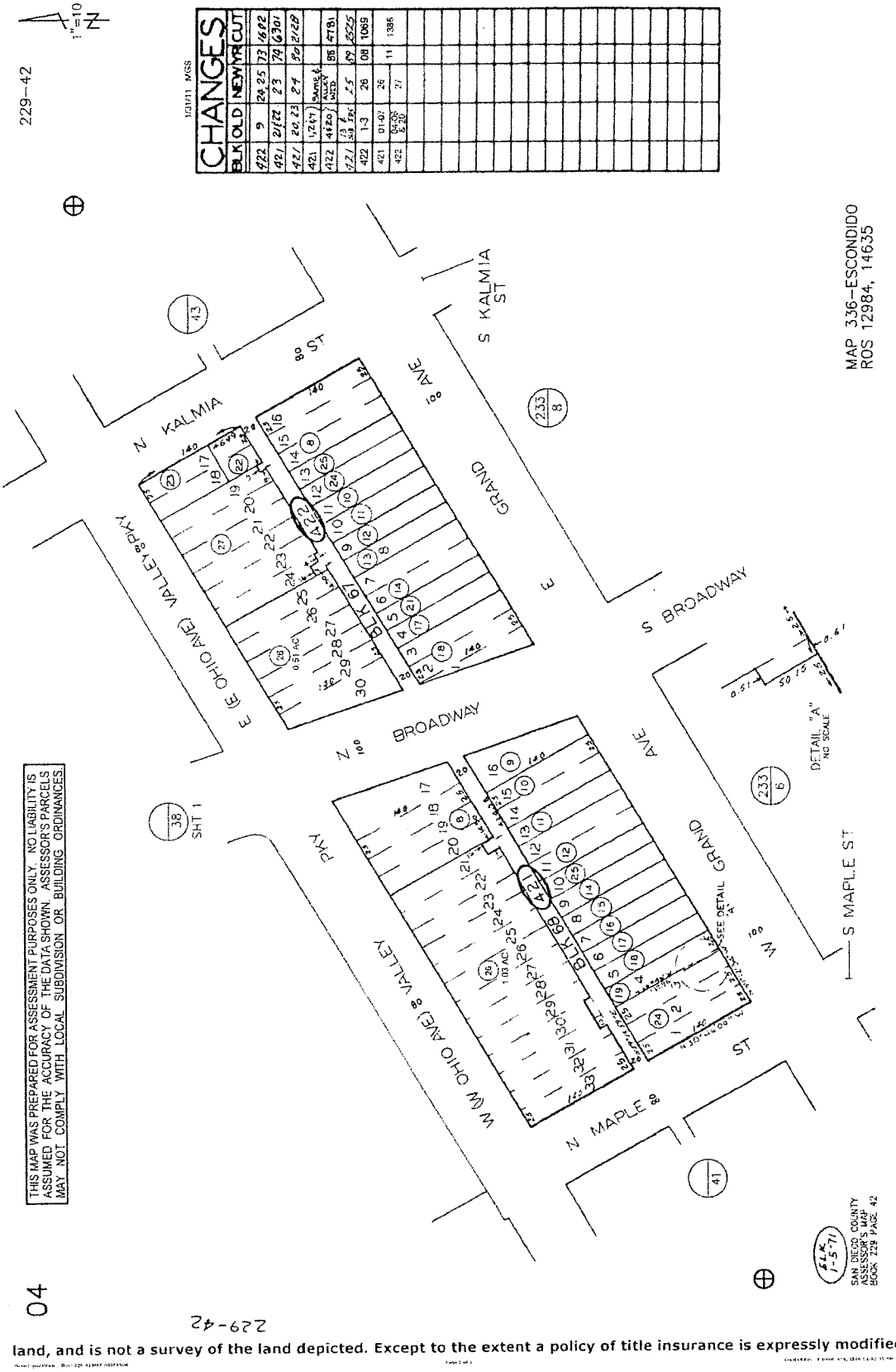
LOTS 27 AND 28 IN BLOCK 68 OF ESCONDIDO, IN THE CITY OF ESCONDIDO, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 10, 1886.

PARCEL 4:

LOTS 29 THROUGH 33, INCLUSIVE, BLOCK 68 OF ESCONDIDO IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO ~~MAP~~ THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 10, 1886.

APN: 229-421-26

EXHIBIT "A"
LEGAL DESCRIPTION
PHG 19-0014



land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified

Exhibit "B"

Findings of Fact

PHG 19-0014
The Aspire
137 West Valley Parkway

Master and Precise Development Plan

1. The proposed project is consistent with the maximum density of the downtown specific plan with the application for a Density Bonus and allocation of additional units from the Density Transfer Program to ensure the viability of the project with nine Very Low Income households.

2. The design and improvement of the proposed development is consistent with the General Plan and the Downtown Specific Plan since the development is permitted in the Historic District of the Downtown Specific Plan Area #9 and the development standards established with the Historic District except where noted for the exceptions in accordance with the Density Bonus Ordinance.

3. The site is suitable for a mixed-use multi-family development since the site is within the urbanized area of the downtown, which can offer the tenants availability to services, restaurants and retail and is within walking distance to the transit center.

4. The site is physically suitable for the proposed density of development since the property is within a high-density redevelopment area that was previously a blighted property in the central core of downtown. Development of the property will assist in the ongoing revitalization of the downtown retail core by establishing a permanent residential base in the downtown area.

5. The improvements are not likely to cause substantial environmental concerns since the property was previously the site of a paved parking lot, and since there are no stream courses or endangered wildlife on the property as determined during environmental review.

6. The design of the project and the type of improvements are not likely to cause serious public health problems since the project will not degrade the levels of service on the adjoining streets or drainage system as the project incorporates street and drainage improvements are part of the project and city sewer and water is available to the site.

7. All of the requirements of the California Environmental Quality Act have been met since it was found that the project will not have a significant effect on the environment

as demonstrated in the Class 32 CEQA Exemption prepared for the Ivy Project by Harris Associates, February 2019. Design mitigation measures were incorporated into the Conditions of Approval for noise impacts and cultural resources.

Development Agreement

1. The Development Agreement is consistent with the goals and objectives of the Historic District of the Downtown Specific Plan since it enables the property owner to construct a greater number of units in support a vibrant downtown economy through the Density Transfer Program while maintaining the overall limit of 5,275 dwelling units in the Downtown Specific Plan area.

2. The Development Agreement conforms to the need for public convenience, general welfare and good land use practices since the project will provide affordable and moderate income housing within ½ mile of mass transit and is located in close proximity to retail and services, parks, library, and cultural events.

Density Bonus Determinations:

1. A housing development consisting of five (5) or more residential units may propose a density bonus in accordance with the State Density Bonus Law (California Government Code Section 65915). The project proposes 76 base units, and therefore, qualifies for a density bonus under state law. The State Density Bonus Law allows a property owner to increase the density (number of new homes) allowed on their property above the maximum density set under the City's General Plan and Downtown Specific Plan, in exchange for affordable housing. According to the acreage calculations provided for the project by the applicant, and verified by staff, 79 units would be allowed based upon the maximum density provided in the City's General Plan and Specific Plan land use designations. The project proposes nine (9) affordable units at the "very low" income level, which is approximately eleven (11) percent of the total lots, prior to the applied density bonus. The nine (9) affordable units, being provided at the "very low" income level, entitles the applicant to a maximum 35 percent density bonus yielding 107 units {79 units allowed (maximum density) x 35 percent density bonus = 28 units (additional density) = 107 units. The applicant is proposing the maximum number of units allowed under the State Density Bonus Law, including nine (9) "very low income" affordable units. The affordable units are conditioned as part of a Conditions of Approval to be reserved for very-low income households in accordance with Section 65915. The condition also requires that an Affordable Housing Regulatory Agreement be prepared and recorded for the project.

2. State Density Bonus Law indicates that the City shall grant the waivers unless one or more of the following written findings can be made (Government Code Section 65915(e)):

    A. Without the waiver, the development standard will "have the effect of physically precluding the construction of a development."
    B. The waiver will have a specific adverse impact upon health, safety, or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.
    C. The waiver will have a specific adverse impact on any real property listed in California Register of Historical Resources.
    D. The waiver would be contrary to state and federal law.

    It has been determined that without the requested waivers the construction of the project allowed under the State Density Bonus Law would be physically precluded. Based upon the lot size and maximum height allowance, less density could be yielded. The physical constraints of the property with the application of the zoning standards have resulted in challenges related to the development of the site at the density allowed under the State Density Bonus Law, and warrant the need for the requested waivers. No evidence has been identified to demonstrate that the granting of the requested waivers for open space, side yard setbacks, and increase height would have an adverse impact to health, safety or physical environment that cannot be feasibly mitigated. Furthermore, the proposed waivers will not impact any historic property and would not be contrary to any state or federal law. The proposed project is consistent with all applicable sections of the Escondido Zoning Code, General Plan, Downtown Specific Plan and the State Density Bonus Law (Government Code Section 65915). The incentives/waiver requests for open space, side yard setbacks, and increased height, pursuant to the State Density Bonus Law, are warranted based upon the physical characteristics of the site in order to yield the density allotted for this project. Density Bonus standards allow for a certain percentage increase in density, which is based on the percentage of "total units" that are designated for very low income households.

Density Transfer Determinations:

1. The proposed density transfer of 24 units does not conflict with the spirit, purpose, and intent of the Downtown Specific Plan or the Downtown Density Transfer Program. The project and development site is suitable for the transfer in question and the project is in harmony with the existing or intended zoning and character of the general vicinity:
    A. To encourage an economically viable Downtown

B. Encouraging higher residential densities in key locations that support Downtown non-residential uses
C. Pedestrian environments that provides connections, convenient access and opportunities for alternative modes of transportation
D. A vibrant and exciting environment with land uses that foster an "18-hours" atmosphere in addition to areas that provide mixed use, office, employment and high-density residential opportunities.

The proposed transfer would not cause deterioration of bordering land uses or create special problems for the area because the property is zoned for and encourages multi-family development and a mix of housing in a dense urban environment.

2. Granting the density transfer would not change the existing zoning or land use as specified in the Downtown Specific Plan and would not interfere with State Density Bonus Law as discussed here in the determinations of the City Council. The proposed density transfer is in the best interest of the City Council as such transfer increases housing production and promotes the public welfare and goals of the Downtown Specific Plan.

3. The City Council, in its sole discretion, may determine the number of units that will be transferred and the number of transferable development rights that will be created. Such determination to transfer 24 units from the Density Transfer Credit Pool to the subject property was rendered at a duly noticed public hearing. The City Council finds that the density transfer request is in conformance with all applicable requirements of this Downtown Density Transfer Program, adopted by Resolution No. 2019-69. The development rights set forth in said conveyance have not been previously used, nor are the development rights restricted or encumbered in any way.

EXHIBIT "C"
CONDITIONS OF APPROVAL
PHG 19-0014
Aspire
The Aspire - 137 West Valley Parkway

PROJECT DESIGN MEASURES

NOISE

1. **PDF-NOI 1.** The construction contractor shall provide vibration notification to minimize the potential nuisance of vibration by allowing surrounding uses time to prepare for construction activities. The construction contractor shall provide written notification to all adjacent land uses and within 125 feet of the project boundary at least three weeks prior to the start of construction activities informing them of the estimated start date and duration of daytime vibration-generating construction activities. This notification shall include information warning about the potential for impacts related to vibration-sensitive equipment

2. **PDF-NOI-2.** Prior to the issuance of a building permit, the applicant shall prepare an additional exterior-to-interior noise report completed by a qualified acoustical consultant for the proposed on-site residential unit that would face West Valley Parkway. The information in this report would include wall heights and lengths, room volumes, and window and door tables typical for a building plan, as well as information on any other openings in the building shell. The report shall also assume a "windows-closed" condition and that vehicles on West Valley Parkway are traveling at 35 miles per hour. With this specific building plan information which is not currently available, the report would determine the predicted interior noise levels at the plan on-site buildings. If predicted noise levels are found to be in excess of 45 CNEL, the report would identify architectural materials or techniques that could be included in project design plans to reduce noise levels to 45 CNEL in habitable rooms Standard measures such as glazing with Sound Transmission Class STC) ratings from a STC 22 to STC 60, as well as walls with appropriate STC ratings (34 to 60) shall be considered. The report shall be submitted and approved by the City prior to issuance of a building permit.

3. **PDF-NOI-3.** The HVAC units on the project rooftop shall be installed within enclosures such that noise from HVAC operation does not exceed 55 dBA at the nearest off-site receptor. The enclosures shall be designed to provide at least 12 dBA noise reduction. Installation of HVAC unit inside enclosures providing at least a 12 dBA noise reduction would reduce noises levels at the nearest land use to 55 dBA or below.

4. **PDF-NOI-4.** Trash collection at the project site shall be limited to between 8:00 a.m. and 5:00 pm. Monday through Friday

CULTURAL RESOURCES

PDF-CR-1. The City recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the project location (TCA Tribe) prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the applicant/owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.

PDF-CR-2. Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe has been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist confirming that the selected Native American monitor is associated with a TCA Tribe. Prior to any pre-construction meeting, the City shall approve all persons involved in the monitoring program.

PDF-CR-3. The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program, in addition to reviewing the grading plan to assist in determining the necessity of the Luiseño Native American monitor and archaeological monitor’s presence.

PDF-CR-4. During the initial grubbing, site grading, excavation (including post-demolition activities to assess the condition of the subsurface stratigraphy), or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site where deemed appropriate and necessary by the archaeologist and Luiseño Native American monitor. If imported fill materials, or fill used from other areas of the project site, are to be incorporated at the project site, then those fill materials shall be absent of any tribal cultural resources. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in PRC Section 21074.

PDF-CR-5. In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance operations in the area of discovery to allow for evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits

shall be minimally documented in the field and collected so that the monitored grading can proceed.

PDF-CR-6. If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe, and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for treatment and disposition of the tribal cultural resource shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor, and shall be submitted to the City for review and approval.

PDF-CR-7. The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated under CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The qualified archaeologist, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

PDF-CR-8. In accordance with CEQA, all tribal cultural resources shall be treated with culturally appropriate dignity. If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during the collection and cataloging of those resources. Moreover, if the qualified archaeologist does not collect the tribal cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the tribe’s cultural and spiritual traditions. It is the preference of the City that all tribal cultural resources be repatriated to the TCA Tribe, as such preference would be the most culturally sensitive, appropriate and dignified. Therefore, any tribal cultural resources collected by the qualified archaeologist shall be provided to the TCA Tribe. Evidence that all cultural materials collected have been repatriated shall be in the form of a letter from the TCA Tribe to whom the tribal cultural resources have been repatriated identifying that the archaeological materials have been received.

Or,

Any tribal cultural resources collected by the qualified archaeologist shall be curated with its associated records at a San Diego curation facility or a culturally affiliated Tribal curation facility that meets federal standards per 36 CFR Part 79, and, therefore, would be professionally curated and made available to other archaeologists/researchers for further study. The collections and

associated records, including title, shall be transferred to the San Diego curation facility or culturally affiliated Tribal curation facility and shall be accompanied by payment of the fees necessary for permanent curation. Evidence that all cultural materials collected have been curated shall be in the form of a letter from the curation facility stating that the prehistoric archaeological materials have been received and that all fees have been paid.

PDF-CR-9. Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, that describes the results, analysis, and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner, to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.

DENSITY BONUS CONDITIONS

1. The project shall provide a minimum of nine dwelling units for Very Low Income Households. Prior to issuance of a building permit, the developer shall sign a binding affordable housing agreement with the City, which sets forth the conditions and guidelines to be met in the implementation of Density Bonus Law requirements and/or any other applicable requirements. The agreement will also establish specific compliance standards and remedies available to the city upon failure by the developer to restrict units to target households for the prescribed time period.

2. All agreements shall be binding on the developers, their heirs, transferees, assigns, successors, administrators, executors and other representatives and recorded on the deed for the requisite period of time.

3. The developer agrees not to sell, transfer or otherwise dispose of the project or any portion thereof, without obtaining the prior written consent of the Director of Community Development. Such consent shall be given upon receipt from the developer of reasonable evidence satisfactory to the Director of Community Development that the purchaser, or other transferee, has or will assume, in writing and in full, the requirements and obligations specified in the agreement. The consent of the Director of Community Development shall not be unreasonably withheld or delayed.

4. All residential units proposed to be occupied by very low income households shall be provided with the same fixtures, appliances, cabinets/countertops, flooring and amenities provided in the corresponding market-rate units.

PLANNING DIVISIONS CONDITIONS

1. The developer shall be required to pay all development fees of the City in effect at the time of building permit issuance unless otherwise specified in the Development Agreement.

2. All construction and grading shall comply with all applicable requirements of the Escondido Zoning Code and requirements of the Planning Division, Engineering Division, Building Division, and Fire Department as well as those contained in the Development Agreement approved for the project.

3. If blasting is required, verification of a San Diego County Explosives Permit and a copy of the blaster's public liability insurance policy shall be filed with the Fire Chief and City Engineer prior to any blasting within the City of Escondido.

4. The legal description attached to the application has been provided by the applicant and neither the City of Escondido nor any of its employees assume responsibility for the accuracy of said legal description.

5. All requirements of the Public Art Partnership Program, Ordinance No. 86-70, shall be satisfied prior to building permit issuance, subject to any specific Development Agreement terms still in effect when the fee is due.

6. A minimum of 229 parking spaces shall be provided as part of the development including 153 garage spaces for residents (including 19 tandem spaces). Resident parking will include 144 parking spaces within a subterranean garage and 9 parking spaces at the ground floor of the garage. Public and guest parking will be provided by 59 public parking spaces within the ground floor of the garage, and 17 uncovered public parking spaces adjacent to the alley as reflected in the Master and Precise Development Plan. All parking spaces shall be striped in accordance with the Zoning Code. Driveways and fire lanes do not allow for parking and curb markings and fire lanes signs are required to the satisfaction of the Fire Marshal. As indicated on the architectural plans, electric vehicle (EV) charging parking spaces will be installed and maintained for the life of the project.

7. Appropriate vehicle backup areas shall be provided at the terminus of drive isles within the parking garages as depicted on the Master and Precise Development Plan.

8. Parking for disabled persons shall be provided (including "Van Accessible" spaces) in full compliance with Section 1129B (Accessible Parking Required) of the California Building Code, including signage. All parking stalls shall be provided with six-inch curbing or concrete

wheel stops in areas where a vehicle could reduce minimum required planter, driveway or sidewalk widths.

9. An inspection by the Planning Division will be required prior to operation of the project. Items subject to inspection include, but are not limited to parking layout and striping (double-stripe), identification of handicap parking stalls and required tow-away signs, lighting, landscaping, as well as any outstanding condition(s) of approval. Everything should be installed prior to calling for an inspection, although preliminary inspections may be requested. Contact the project planner at (760) 839-4671 to arrange a final inspection.

10. All rooftop equipment must be fully screened from all public view utilizing materials and colors which match the building, to the satisfaction of the Director of Community Development. The final building plans shall clearly indicate that any proposed rooftop equipment is properly screened. Ground mounted equipment should be located to avoid conflict with pedestrian circulation and access, as well as to screen the equipment from view as much as possible.

11. All habitable buildings shall be noise-insulated to maintain interior noise levels not to exceed 45 dBA of less. An Acoustical Analysis shall be submitted with the building plans for the project. Any measures recommended in the study shall be incorporated into the building plans with appropriate notes/specifications.

12. Any walls (retaining and screen) shall be constructed with split-face decorative block or shall be finished with stucco or brick veneer to match the building on site.

13. All exterior lighting shall conform to the requirements of Chapter 33 Article 35 (Outdoor Lighting) of the Escondido Zoning Code which provides regulations to minimize glare, light trespass, and artificial sky glow. A copy of the lighting plan shall be included as part of the building plans and prepared to the satisfaction of the Planning Division. The plan shall include exterior building lighting, walkway lighting and security lighting. Outdoor lighting would be utilized as needed for parking areas, sidewalks and security within the project site.

14. Animals/pets shall be permitted within the residential units and on site in a manner that is consistent with the R-4 zone standards.

15. As proposed, the buildings, architecture, colors, and materials and the conceptual landscaping of the proposed development shall be in accordance with the Master and Precise Development Plan, staff report, exhibits and the project's Details of Request, to the satisfaction of the Planning Division. In return for concessions on development standards and City fees, the project proposes a high quality, attractive downtown living experience. Any future design modifications that, in the opinion of the Community Development Director,

lessen the quality of the exterior appearance or amenity level shall require approval of the City Council.

16. All trash enclosures must be designed and installed per the Master and Precise Development Plan, in coordination with the Engineering Department, storm water control requirements, and shall be architectural compatible with the building. Trash collection at the project site would be limited to between 8:00 a.m. and 5:00 p.m., Monday through Friday. The project proposes a central trash collection enclosure located within the parking garage. The enclosure would be accessed through a door along the alley on the southern boundary of the project site.

17. Balconies and patios shall be kept in a neat and orderly manner. Items stored on balconies should be kept out of view and/or properly screened. Items shall not be hung over railings or across balconies or patios (such as towels, clothing, etc.). This information shall be included in the lease agreement with all tenants.

18. No signage is approved as part of this permit. A separate sign permit shall be required prior to the installation of any signs. Proposed signs are limited to those depicted on the Master and Precise Development Plan, or otherwise permitted and consistent with the sign standards of the Downtown Specific Plan.

19. Commercial uses for the 4,289 square foot commercial space on the ground floor shall be limited to the uses permitted or conditionally permitted in the Historic District of the Downtown Specific Plan.

20. Private secure bicycle parking facility for residents shall be installed on the main level of the parking garage. Public bicycle parking shall also be provided in the garage or on the exterior of the building along one of the project frontages.

21. A construction noise management plan that describes the measures included on the construction plans to ensure compliance with project design features and noise limits must be prepared and submitted to the City’s Planning Division for review and approval prior to issuance of the grading permit.

22. No amplified equipment will be permitted on the within the public recreation deck without first obtaining a temporary use permit from the City of Escondido.

23. This Planned Development shall become null and void unless utilized within 24 months (two years) of the effective date of approval unless the Development Agreement provides additional terms. Utilization shall be defined as the start of grading in accordance with an approved grading permit.

24. No exemptions from the Grading Ordinance are approved as part of this project. All proposed grading shall conform with the conceptual grading as shown on the Planned Development.

25. Prior to the issuance of a Grading Permit, the applicant shall provide the City with a temporary parking plan for construction worker parking. The temporary parking plan shall remain in effect until construction has been completed or the Building Official determines that the parking garage can be used for construction worker parking. The temporary parking plan shall be approved by the Director of Community Development prior to issuance of the Grading Permit.

26. Prior to issuance of a grading permit, the applicant shall provide a Residential Parking Management Plan for any proposed use of the parking spaces other than public parking spaces (which use shall be regulated by the City to include the possibility of time restrictions). The Resident Parking Management Plan shall, at a minimum include provisions for a sticker program, restriction on the number of resident vehicles per unit and assignment of parking spaces. No unbundling or additional fees shall be permitted in lease agreements for the use of resident parking spaces without prior authorization from the Director of Community Development.

27. The Project shall be permitted to use a portion of Maple Street Plaza for outdoor café seating subject to the terms of the associated Development Agreement and conditions of an encroachment permit. This space shall extend approximately sixteen (16) feet from the exterior of the building as depicted in the Master and Precise Development Plan.

28. Prior to issuance of a grading permit, the applicant shall secure an encroachment permit from the Engineering Division for all construction staging areas proposed in the public right-of-way.

LANDSCAPING CONDITIONS

1. Seven copies of a detailed landscape and irrigation plan(s) shall be submitted prior to issuance of grading and/or building permits, and shall be equivalent or superior to the concept plan approved by the Master and Precise Development Plans to the satisfaction of the Planning Division. The landscape plans shall include screening for all utilities. A plan check fee based on the current fee schedule will be collected at the time of the submittal. The required landscape and irrigation plans(s) shall comply with the provisions, requirements, and standards outlines in Article 62 (Landscape Standards) of the Escondido Zoning Code, except where stricter requirements are imposed by the State of California. The plans shall be prepared by, or under the supervision of a licensed landscape architect.

2 The installation of the landscaping and irrigation shall be inspected by the project landscape architect upon completion. He/she shall complete a Certificate of Landscape Compliance certifying that the installation is in substantial compliance with the approved landscape and irrigation plans and City and State (if applicable) standards. The applicant shall submit the Certificate of Compliance to the Planning Division prior to final landscape inspection.

3. Street trees shall be provided along West Valley Parkway in conformance with the Landscape Plan and the City’s Street Tree List. All street trees and trees installed at Maple Street Plaza shall be double staked and if planted within five feet of the pavement, provided with root barriers.

4. The on-site landscaping for the project would consist of trees, shrubs, and groundcovers with moderate to low water requirements. The biofiltration basins described would be planted with various sedges (flowering plants) and grasses with consideration for varying soil conditions. An automatic irrigation system shall be installed to provide coverage for all planting areas. Low precipitation equipment shall provide sufficient water for plant growth with minimum water loss due to water run-off.

5. Prior to occupancy, all perimeter, open space landscaping and below ground irrigation shall be installed. All vegetation shall be maintained for the life of the project in a. flourishing manner, and kept free of all foreign matter, trash, weeds and plant materials not approved as part of the approved landscape plan. All irrigation shall be maintained in a fully operational condition.

6. The property owner or management company assumes all responsibility for maintaining landscaping and irrigation along street frontage of West Valley Parkway, the alley bordering the south side of the project, and the project frontage along Maple Street Plaza.

7. Removal of the parking lot will necessitate the removal of mature trees. Removal of the trees will occur outside of the bird-breeding season from February 1 through September 15. If the trees cannot be removed outside the bird-breeding season, qualified biologist would conduct a nest survey within 3 days of the tree removal.

ON-SITE MANAGEMENT PLAN

1. Prior to occupancy, the applicant shall submit a Management Plan that provides for ongoing maintenance of lighting, signing and striping, parkway landscaping and irrigation, storm water treatment basins, and facilities, sewer laterals, common open spaces, public utilities easements areas, public walkways, and alley. These provisions shall be approved by the Engineering Department prior to occupancy.

2. The Management Plan shall reference the recorded Storm Water Control Facility Maintenance Agreement and approved Storm Water Quality Management Plan for the project.

3. The Management Plan shall identify responsibility for liability for damage and repair to City utilities in the event that damage is caused by tenants, vehicles or personnel servicing the property or delivery personnel, and/or operation of maintenance personnel of the project.

4. The Management Plan shall state that if stamped concrete or decorative pavers or used within walkways within the City right-of-ways, any damage and repair/replacement shall be the responsibility of the management company and/or project owner.

FIRE DEPARTMENT CONDITIONS

1. All Fire underground line, Fire sprinkler, fire alarm, and standpipe systems shall comply with the current additions of NFPA and the California Fire Code.

2. A smoke evacuation system is required.

3. The building shall comply with/ provide First responder radio coverage. A deferred plans and system may be required.

4. All Fire protection system plans shall be deferred submittals to the Escondido Fire Department.

5. An approved paved access and approved adequate water supply shall be provided prior to any combustibles being brought to the site.

6. The building may require multiple FDC/ PIV 's. These devices shall not be on the building and shall be placed in an approved location.

7. Fire access shall be paved all-weather surface able to support the weight of the Fire apparatus (75,000 lbs.). The Fire access along Maple street leading into the alley and down Maple toward Valley Parkway shall be a paved with an approved surface able to hold the weight of the fire apparatus (75,000 lbs.). A Compaction Report may be required to verify access weight capabilities.

8. A minimum turning radius of 28ft inside shall be provided on all fire department access roadways.

9. An adequate water supply with minimum fire flow shall be as determined by the Fire Marshal

10. Fire lanes shall be designated and approved by the Fire Marshal and painted red with white letter, marked "no parking fire lane." Fire lane shall be maintained by the project management company for the duration of the project.

ENGINEERING DIVISION CONDITIONS

GENERAL

1. The Developer shall provide the City Engineer with a current Preliminary Title Report covering subject property.

2. The location of all existing on-site and adjacent utilities and storm drain facilities shall be determined by the Developer's engineer. If a conflict occurs with proposed project or improvements, these facilities shall be relocated subject to approval of the owner of the utility/facility prior to approval of Grading plans and issuance of Building Permits.

3. Improvement plans prepared by a Civil Engineer are required for all public street and utility improvements and a Grading/Private Improvement plan prepared by Civil Engineer is required for all grading, drainage and private onsite improvement design. Landscaping Plans shall be prepared by a Landscape Architect.

4. The Developer shall post securities in accordance with the City prepared Bond and Fee Letter based on a final Engineer's Estimate of Grading and Improvements Cost prepared by the project engineer. The Developer is required to provide a Cash Clean Up deposit for all grading, landscaping, private Improvements and onsite drainage improvements prior to approval of Grading Plans and issuance of Grading Permit. This Cash Clean Up Deposit amount shall be 10% of the total cost of the project private improvements, drainage and landscaping. The Developer is required to provide Performance (100% of total public improvement cost estimate), Labor and Material (50% of total public improvement cost estimate) and Guarantee and Warrantee (10 % of total public improvement cost estimate) bonds for all public improvements prior to approval of the Improvement Plans and issuance of Building Permits. All improvements shall be completed prior to issuance of a Certificate of Occupancy.

5. As surety for the construction of required off-site and/or on-site improvements, bonds and agreements in a form acceptable to the City Attorney shall be posted by the Developer with the City of Escondido prior to the approval of any building permit.

6. If site conditions change adjacent to the proposed development prior to completion of the project, the Developer will be responsible to modify his/her improvements to accommodate these changes. The determination and extent of the modification shall be to the satisfaction of the City Engineer.

7. All public improvements shall be constructed in a manner that does not damage existing public improvements. Any damage shall be corrected by the Developer to the satisfaction of the City Engineer.

8. The Developer's engineer shall submit to the Planning Department 3 copies of the Master and Precise Development Plan as presented to the Planning Commission and approved by the City Council together with any changes contained in the adopted final conditions of approval. These copies shall be signed by the Planning Department verifying that they are an accurate reproduction of the approved Master and Precise Development Plan and one of these copies must be included with the first Final Engineering submittal for plan check to the Engineering Department.

9. A Continuing Encroachment Permit for this project's use of the Maple Street Plaza right-of-way for outdoor restaurant seating and for the Property Owner's required maintenance of storm water facilities, entrance improvements, and landscaping in the surrounding public right-of-ways must be applied for, and in conjunction, a perpetual liability insurance policy with the City as an additionally insured must be put in place.

STREET IMPROVEMENTS AND TRAFFIC

1. Public street improvements shall be constructed to City Standards in effect at the time of Final Engineering approval and shall be submitted on public improvement plans prepared by a Civil Engineer. Specific details, including final concrete driveway apron design for the project entrances, concrete curb & gutter and sidewalk replacement, drainage, street lighting, etc. shall be resolved to the satisfaction of the City Engineer.

2. The public (level 1) parking entrance from Valley Parkway shall be constructed as a modified alley-type driveway apron with a minimum throat width of 24 feet and 14-foot radius side transitions and a 4' minimum ADA path of travel near the R/W line to the satisfaction of the City Engineer.

3. The resident (basement level) parking entrance shall be constructed as a modified alley-type driveway apron with a minimum throat width of 24 feet. The westerly side shall be a 14-foot radius side transition and the easterly side will require half of the neighboring bank driveway apron be replaced as joint driveway apron with a 4' minimum ADA path of travel maintained near the R/W line to the satisfaction of the City Engineer.

4. The existing alley type driveway apron off of Valley Parkway shall be completely removed and shall be replaced with full height PCC curb and gutter and the new driveway apron described above in item 3.

5. The existing traffic signal pole currently being used as a modified street light just to the west of the existing driveway apron off of Valley Parkway shall be removed and salvaged to the City Public Works yard and shall be replaced with an LED street light in accordance with Escondido Standard Drawing No. E-1-E.

6. The access openings to the project's parking structure shall have a minimum throat width of 24 feet and shall be adequately illuminated from the building structure to the satisfaction of the City Engineer and Building Official.

7. The existing curb & gutter and sidewalk along the project's (northerly) side of the alley and the existing driveway apron off of the alley into the project site shall be completely removed and shall be replaced with either full height PCC curb and gutter or new 4-foot-wide PCC ribbon gutter across the proposed alley parking spaces.

8. The existing street light in the alley shall be relocated 10 feet to the east and shall be retrofitted with an LED light head in accordance with Escondido Standard Drawing No. E-1-E.

9. The public alley along the parking areas shall be adequately illuminated from the project building structure to the satisfaction of the City Engineer and Building Official. This lighting shall be maintained by the property owner.

10. The Developer will be responsible for a minimum 1 ½" grind and 2" asphalt concrete overlay of Valley Parkway in full lane widths as necessary due to the required utility and storm drain installation. The determination of the extent of the grind and overlay shall be to the satisfaction of the City Engineer.

11. The Developer will be responsible for a minimum 1 ½" grind and 2" asphalt concrete overlay of the alley due to the many utility trenches necessary to serve this project, and shall be completed prior to issuance of a Certificate of Occupancy.

12. The Developer shall remove and replace all damaged sidewalk, curb and gutter, along all project frontages to the satisfaction of the City Engineer prior to issuance of a Certificate of Occupancy.

13. Adequate horizontal sight distance shall be provided at all entrances. Restrictions on landscaping and placement of planter walls may be required at the discretion of the City Engineer.

14. The Developer’s engineer shall prepare and submit for approval by the City Engineer a complete final Signing and Striping plan for all improved and modified roadways. The developer will be responsible for removal of all existing and the construction of all new signing and striping in compliance with the current CA MUTCD standards and to the satisfaction of the City Engineer.

15. The Developer shall repaint all pavement striping and markings adjacent to the project that have been damaged and prematurely faded due to project construction traffic to the satisfaction of the City Engineer.

16. Pedestrian access routes meeting current ADA requirements shall be provided into the project to the satisfaction of the City Engineer and City Building Official.

17. All gated entrances shall be approved by the City Engineer, Building Official, and the Fire Marshal.

18. The public parking lot (Level 1) will be equipped with a modern parking detection and management system with display showing parking availability both on the street and at the public parking entrance gate.

19. The project shall contribute a fair share amount toward a Citywide parking management system with real time parking availability signage for public parking lots.

20. The Developer will be required to provide a detailed detour and traffic control plan, for all construction and staging activities, and any requested materials placement within existing rights-of-way to the satisfaction of the City Engineer. This plan shall include any proposed sidewalk closures and provide for alternate pedestrian access around the project site. This plan shall be approved prior to the issuance of an Encroachment Permit for construction or other project activities within the public right-of-way.

21. The Developer will be required to make arrangements for offsite parking including shuttle service if necessary for all construction and employee vehicles. A Construction Period Parking Management Plan shall be submitted to and approved by the City Engineer prior to work in this Lot 1 Parking Lot. The City Engineer shall have the ability to monitor and request changes to this plan as needed to minimize impact to the public and surrounding businesses.

22. Due to the amount of grading export from the project site and expected construction material deliveries, the Developer’s traffic engineer will be required to provide a detailed haul route and truck trip scheduling plan for review and approval by the City Engineer. Material deliveries and export operations shall be limited to outside of the peak traffic hours. This scheduling plan shall be approved prior the issuance of an Encroachment Permit.

GRADING and SITE IMPROVEMENTS

1. A site grading and erosion control plan shall be approved by the Engineering Department prior to issuance of Building Permits. The first submittal of the grading plan shall be accompanied by three copies of the preliminary soils and geotechnical report. The Soils Engineer will be required to indicate in the soils report that he/she has reviewed the grading and basement/foundation shoring design and found it to be in conformance with his/her recommendations.

2. The Developer shall in conjunction with the Grading plans submit structural shoring plans for the basement and foundation construction to the Building Department for approval by the Building and Engineering Departments. The Developer will be required to pay for the required third party structural engineering review of these shoring plans.

3. Any proposed retaining walls not a part of the building foundations or stem walls shall be shown on and permitted as part of the site grading plan. Profiles and structural details shall be shown on the site grading plan and the Soils Engineer shall state on the plans that the proposed retaining wall design is in conformance with the recommendations and specifications as outlined in the Geotechnical report. Structural calculations shall be submitted for review by a Consulting Engineer for all walls not covered by Regional or City Standard Drawings. Stem walls, foundation structures, or deepened footings that are to be constructed as part of a building structure will be permitted as part of the Building Dept. plan review and permit process.

4. The developer shall be required to obtain permission from adjoining property owners for any off-site grading or work necessary to construct the project and/or the required improvements.

5. Future work on the Maple Street Plaza fountain is planned by the City. Once operational, the City will only be responsible for repairs to the fountain caused by willful destruction or acts of nature. The Project Owner shall be responsible for all cleaning and maintenance of the fountain in perpetuity, at Owner’s sole cost, including the care and servicing by personnel for the purpose of maintaining the fountain and all ancillary equipment in satisfactory operating condition by providing for systematic inspection, detection, and correction of equipment and emerging failures either before they occur, or before they develop into major defects.

6. Only those street furniture items and architectural features specifically identified for removal or relocation shall be disturbed. All other items shall be protected in place and any damage to these items shall be corrected or compensated for to the satisfaction of the City Engineer and Director of Community Development. Before work in this area commences a final review and tabulation of the items in the Maple Street Plaza Right-of-way to be disturbed shall be approved by the City Engineer.

7. Street pavers in the Maple Street Plaza shall be replaced and reinstalled in all areas disturbed and their installation shall extend into areas where street furniture and architectural features have been removed or relocated. Pavers in areas designated as Fire access shall be installed to meet Fire Department vehicle loading requirements to the satisfaction of the Fire Marshall and City Engineer.

8. The existing parking lot light standards and fixtures shall be removed and salvaged to the City Public Works yard.

9. Erosion control, including riprap, interim slope planting, sandbags, or other erosion control measures shall be provided to control sediment and silt from the project. The developer shall be responsible for maintaining all erosion control facilities throughout the project.

10. The Developer shall be responsible for the recycling of all excavated materials designated as Industrial Recyclables (soil, asphalt, sand, concrete, land clearing brush and rock) at a recycling center or other location(s) approved by the City Engineer.

11. A Construction General Permit is required from the State Water Resources Control Board for all storm water discharges associated with a construction activity where clearing, grading, and excavation results in a land disturbance of one or more acres.

12. All blasting operations performed in connection with the improvement of the project shall conform to the City of Escondido Blasting Operations Ordinance.

13. All existing foundations, structures, trees not otherwise noted to remain or be relocated shall be removed or demolished from the site.

14. The parking entrance grades shall conform to current Escondido Design Standards and Escondido Standard Drawings for driveways.

DRAINAGE

1. Final on-site and off-site storm drain improvements shall be designed to the satisfaction of the City Engineer and shall be based on a Drainage Study to be prepared by the Engineer of Work. The drainage study shall be in conformance with the City of Escondido Design Standards.

2. A minimum 18" RCP storm drain lateral will be required to serve the new proposed type B curb inlet along Valley Parkway curb line. This lateral and inlet shall be included with profiles on the public Improvement plans.

3. A Storm Water Quality Management Plan (SWQMP) in compliance with the City’s latest adopted Storm Water Design Manual shall be prepared for all newly created or replaced onsite impervious areas, impervious frontage, and required offsite improvements. The SWQMP shall be submitted for approval with the final improvement and grading plans. The SWQMP shall include treatment calculations, post-construction storm water treatment measures, and maintenance requirements and responsibilities both for onsite treatment and also any “Green Street” facilities located in the public right-of-way. The SWQMP shall demonstrate how proposed proprietary best management practices meet bio-filtration treatment requirements in accordance with the City’s Storm Water Design Manual.

4. All site drainage including the parking along the alley shall be treated to remove expected contaminants using a high efficiency non-mechanical method of treatment. The City highly encourages the use of bio-retention areas as the primary method of storm water retention and treatment. The grading and landscape plans will need to reflect these areas of storm water treatment.

5. All drainage associated with the project’s public street improvements other than overlay shall be treated to remove expected contaminants using “Green Street” standard facilities. The maintenance in perpetuity of these “Green Street” or other storm water treatment facilities in the public right-of-way shall be the responsibility of the Property Owner and shall be detailed in the Storm Water Quality Management Plan (SWQMP).

6. The Developer is required to have the current owner of the property sign and notarize for recording a Storm Water Control Facility Maintenance Agreement.

7. All on-site storm drains are private. The responsibility for maintenance of these storm drains shall be that of the Property Owner.

8. All storm water treatment and retention facilities and their drains including the bio-retention basins and planters, any permeable paver areas shall be considered private. The responsibility for maintenance of these post construction storm water treatment facilities shall be that of the Property Owner.

WATER SUPPLY

1. All water services, detector check assemblies, and other water appurtenances shall be designed and installed at locations required and approved by the Director of Utilities.

2. Fire hydrants together with an adequate water supply shall be installed at locations approved by the Fire Marshal.

3. Where fire hydrants are being relocated, the abandoned fire hydrant laterals shall be abandoned at the water main. All existing gate valves and tees shall be removed and a straight run of pipe shall be replaced within the water main to the nearest joints.

4. No trees or deep rooted plants shall be planted within 10 feet of any water service.

5. All on-site water lines not in public easements will be considered a private water system. The Property Owner will be solely responsible for all maintenance of these water lines and facilities.

SEWER

1. A minimum 6" polyvinyl chloride (PVC) sewer lateral shall be installed with a standard clean-out at the property line. All sewer laterals shall be installed at a right angle to the main in conformance with the Design Standards. 8" sewer laterals shall be connected to the public sewer at a manhole.

2. All abandoned sewer laterals shall be removed or capped at the property line and so noted on the improvement plans to the satisfaction of the Utilities Engineer.

3. No trees or deep rooted bushes shall be planted within 10' of any sewer lateral, or within 15' of any sewer main.

4. All sewer laterals and grease traps will be considered a private sewer system. The Property Owner will be responsible for all maintenance of sewer lateral(s) and system to the sewer main.

5. Any new development whose wastewater discharge may contain pollutants not normally found or in concentrations in excess of those normally found in domestic wastewater shall require a wastewater discharge permit according to the Escondido Municipal Code, Chapter 22, Article 8. New users shall apply at least ninety (90) days prior to connecting to or contributing to the City's wastewater system and a permit must be obtained prior to commencement of any discharge to the system.

6. A Grease trap if required for the restaurant component of the project shall be installed at an approved location to the satisfaction of the Director of Utilities.

LANDSCAPE

1. A site landscaping and irrigation plan shall be submitted to the Engineering Department with the second submittal of the grading plan for review and approval by Engineering and Planning

Departments. The Landscape plans shall be approved prior to issuance of Building Permits. The initial submittal of the landscape plans shall include the required plan check fees.

EASEMENTS AND DEDICATIONS

1. All easements, both private and public, affecting subject property shall be shown and delineated on the Grading and Improvement Plans.

2. Public utility easements for sewer, water, storm drain, etc. which are deemed necessary by the City Engineer shall be granted to the City.

3. The Developer is responsible for making the arrangements to quitclaim all easements of record which conflict with the proposed development prior to approval of the Grading plans and Building Permits. If an easement of record contains an existing utility that must remain in service, proof of arrangements to quitclaim the easement once new utilities are constructed must be submitted to the City Engineer prior to approval of the Grading plans and Building Permits. Building permits will not be issued for construction which will conflict with existing easements or utilities, nor will any securities be released until the existing easements are quitclaimed.

   Material necessary for processing a dedication or easement shall include: a current grant deed or title report, a legal description and plat of the dedication or easement signed and sealed by a person authorized to practice land surveying (document size) and traverse closure tapes. The City will prepare all final public documents.

SURVEYING AND MONUMENTATION

1. All property corners shall be monumented by a person authorized to practice land surveying and a Record of Survey (or Corner Record if appropriate) shall be recorded.

REPAYMENTS AND FEES

1. A cash security shall be posted to pay any costs incurred by the City to clean-up eroded soils and debris, repair damage to public or private property and improvements, install new BMPs, and stabilize and/or close-up a non-responsive or abandoned project. Any moneys used by the City for cleanup or damage will be drawn from this security and the grading permit will be revoked by written notice to the developer until the required cash security is replaced. The cleanup cash security shall be released upon final acceptance of the grading and improvements for this project. The amount of the cash security shall be 10% of the total estimated cost of the grading, drainage, landscaping, and best management practices items of work with a minimum of $5,000 up to a maximum of $60,000, unless a higher amount is deemed necessary by the City Engineer.

2. Unless otherwise specified in the Development Agreement, the Developer shall be required to pay all development fees of the City then in effect at the time, and in such amounts as may prevail when building permits are issued.

UTILITY UNDERGROUNDING AND RELOCATION

1. The Developer shall sign a written agreement stating that he has made all such arrangements as may be necessary to coordinate and provide utility construction, relocation and undergrounding. All new utilities shall be constructed underground.

PROPOSED MIXED-USE PROJECT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

LEGAL DESCRIPTION: APN: 229-421-26-00

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ESCONDIDO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: LOTS 21 THROUGH 24 INCLUSIVE IN BLOCK 68 OF ESCONDIDO, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 10, 1886.
PARCEL 2: LOTS 25 AND 26 IN BLOCK 68 OF ESCONDIDO, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO, JULY 10, 1886.
PARCEL 3: LOTS 27 AND 28 IN BLOCK 68 OF ESCONDIDO, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 10, 1886.
PARCEL 4: LOTS 29 THROUGH 33, INCLUSIVE, BLOCK 68 OF ESCONDIDO IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 10, 1886.

PROJECT TITLE

1. CONSTRUCTION OF NEW 6-STORY MIXED USE STRUCTURE WITH BASEMENT LEVEL PARKING.
   - 1.1. 131 RESIDENTIAL DWELLING UNITS CONSISTING OF (30) STUDIO UNITS, (46) 1-BEDROOM UNITS, AND (55) 2-BEDROOM UNITS.
   - 1.2. 4,289 sq.ft. OF NEW GROUND FLOOR RETAIL FRONTING WEST VALLEY PARKWAY AND THE MAPLE STREET PLAZA.
2. (229) PARKING SPACES (19 OF WHICH ARE TANDEM PARKING SPACES) ON-SITE.

SCOPE OF WORK

ALL ASPECTS OF THIS PROJECT REGARDLESS OF INCLUSIVE OR NOT WITHIN BUILDING PERMIT SUBMITTAL DRAWINGS SHALL BE BUILT TO COMPLY WITH CBC 2013 & ALL OTHER GOVERNING BUILDING & ADA CODES.

OVERLAPPING AND CONFLICTING REQUIREMENTS:

Where compliance with 2 or more industry standards or sets of requirements is specified, and overlapping of those different standards or requirements establishes different or conflicting minimums or levels of quality, most stringent requirement (which is generally recognized to be also most costly) is intended and will be enforced, unless specifically detailed language written into contract documents (not by way of reference to an industry standard) clearly indicates that a less stringent requirement is to be fulfilled. Refer apparently-equal-but-different requirements, and uncertainties as to which level of quality is more stringent, to architect/contractor for a decision before proceeding.

MINIMUM QUALITY/QUANTITY:

In every instance, quality level or quantity shown or specified is intended as minimum for the work to be performed or provided, except as otherwise specifically indicated; actual work may either comply exactly with that minimum (within specified tolerances), or may exceed that minimum within reasonable limits. In complying with requirements, numeric values are either minimums or maximums as noted or as appropriate for context of requirements. Refer instances of uncertainty to architect for decision before proceeding.

NOTE TO CONTRACTOR:

Where contract documents (drawings and specifications) are incomplete, ambiguous or contain conflicting instructions, do not proceed until receiving clarification from the architect and designer in writing. Contractor to verify all dimensions in field.

GENERAL NOTES

SHEET LIST	DESIGN - DE BARTOLO RIMANIC DESIGN STUDIO
A0.00	Title Sheet
A0.10	FAR/Open Space Diagram
A1.01	Proposed Site Plan
A1.02	Fire Plan
A1.03	Rescue Windows Diagram
A2.10	Floor Plan - Basement Level
A2.11	Floor Plan - Level 1
A2.12	Floor Plan - Level 2
A2.13	Floor Plan - Level 3-6
A2.14	Roof Plan
A2.15	Enlarged Floor Plan - Typical Units
A2.16	Enlarged Floor Plan - Interior-Facing & Studio Units
A3.00	Elevations
A3.01	Elevations
A4.00	Sections
A5.00	Material's Board
A6.00	Perspectives

SHEET LIST

Notes:
All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO • RIMANIC DESIGN STUDIO

PROJECT TEAM

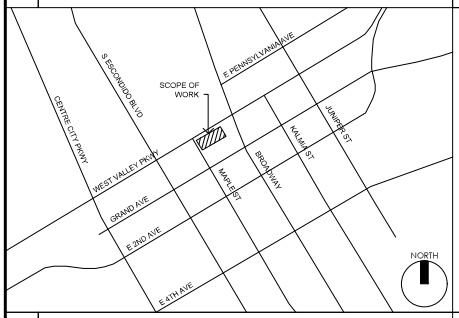
OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 245 4950
CONTACT: ADDISON GARZA

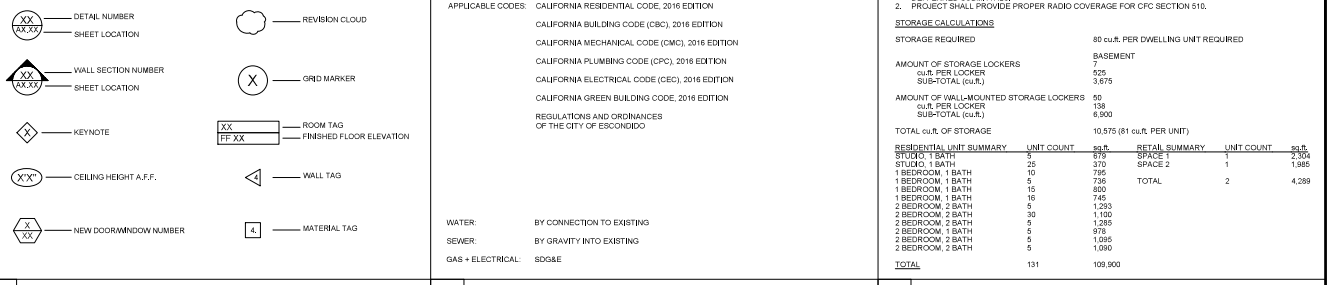
DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com



LOCALITY MAP



ARCHITECTURAL LEGEND

APPLICABLE CODES:
- CALIFORNIA RESIDENTIAL CODE, 2016 EDITION
- CALIFORNIA BUILDING CODE (CBC), 2016 EDITION
- CALIFORNIA MECHANICAL CODE (CMC), 2016 EDITION
- CALIFORNIA PLUMBING CODE (CPC), 2016 EDITION
- CALIFORNIA ELECTRICAL CODE (CEC), 2016 EDITION
- CALIFORNIA GREEN BUILDING CODE, 2016 EDITION
- REGULATIONS AND ORDINANCES OF THE CITY OF ESCONDIDO

WATER:	BY CONNECTION TO EXISTING
SEWER:	BY GRAVITY INTO EXISTING
GAS + ELECTRICAL:	SDG&E

CODE SUMMARY

1. SPRINKLERS (NFPA), STANDPIPES, FIRE ALARMS, AND UNDERGROUND FIRE LINE PLANS SHALL ALL BE DEFFERED SUBMITTALS.
2. PROJECT SHALL PROVIDE PROPER RADIO COVERAGE FOR CFC SECTION 510.

STORAGE CALCULATIONS

STORAGE REQUIRED		80 cu.ft. PER DWELLING UNIT REQUIRED
AMOUNT OF STORAGE LOCKERS		BASEMENT
cu.ft. PER LOCKER		7
SUB-TOTAL (cu.ft.)		525
		3,675
AMOUNT OF WALL-MOUNTED STORAGE LOCKERS		50
cu.ft. PER LOCKER		138
SUB-TOTAL (cu.ft.)		6,900
TOTAL cu.ft. OF STORAGE		10,575 (81 cu.ft. PER UNIT)

RESIDENTIAL UNIT SUMMARY	UNIT COUNT	sq.ft.	RETAIL SUMMARY	UNIT COUNT	sq.ft.
STUDIO, 1 BATH	5	579	SPACE 1	1	2,304
STUDIO, 1 BATH	25	370	SPACE 2	1	1,985
1 BEDROOM, 1 BATH	10	795			
1 BEDROOM, 1 BATH	5	736	TOTAL	2	4,289
1 BEDROOM, 1 BATH	15	800			
1 BEDROOM, 1 BATH	16	745			
2 BEDROOM, 2 BATH	5	1,293			
2 BEDROOM, 2 BATH	30	1,100			
2 BEDROOM, 2 BATH	5	1,285			
2 BEDROOM, 1 BATH	5	978			
2 BEDROOM, 2 BATH	5	1,095			
2 BEDROOM, 2 BATH	5	1,090			
TOTAL	131	109,900			

PROJECT NOTES

SITE AREA:	45,489 SQ.FT. 1.04 ACRES
LAND USE:	DOWNTOWN SPECIFIC PLAN HISTORIC DOWNTOWN DISTRICT - RETAIL CORE AREA
CURRENT USE:	PARKING LOT
DENSITY:	DOWNTOWN SPECIFIC PLAN ALLOWS UP TO 75 DU/ACRE = 79 BASE DU ALLOWED (18 ADD'L UNITS ARE BEING TRANSFERRED PER DENSITY TRANSFER PROGRAM) 97 TOTAL BASE UNITS 11 UNITS (OR 11%) WILL BE DEDICATED FOR VERY LOW INCOME HOUSEHOLDS (ALLOWING A 35% DENSITY BONUS (34 ADDITIONAL UNITS) UP TO TWO (2) CONCESSIONS AND WAIVER REQUESTS) 97 +34 = 131 TOTAL DU PROPOSED
CONSTRUCTION TYPE:	TYPE IIIB
PROPOSED FAR:	3.95:1 (179,530 sq.ft.)
LOT COVERAGE:	84%
MIN. FRONT SETBACK:	14' FROM CURB REQUIRED 14' FROM CURB PROPOSED
MIN. SIDE SETBACK:	0' REQUIRED 0' PROPOSED
MIN. REAR SETBACK:	0' REQUIRED 0' PROPOSED
OPEN SPACE:	300 sq.ft. PER DWELLING UNIT REQUIRED = 39,300 sq.ft. REQUIRED 27,688 sq.ft. PROVIDED *(SEE TABLE ON SHEET A0.10)* (SEE WAIVER 2)
RESIDENTIAL STORAGE:	80 cu.ft. PER DWELLING UNIT REQUIRED 10,480 cu.ft. REQUIRED 6,900 cu.ft. WALL-MOUNTED STORAGE IN BASEMENT LEVEL 3,675 cu.ft. STORAGE LOCKERS IN BASEMENT LEVEL (REFER TO SHEET A2.10) 10,575 cu.ft. PROVIDED (81cu.ft. PER DWELLING UNIT)
MAX. STRUCTURE HT:	60' MAXIMUM 66'-11" PROPOSED (TO ROOF LEVEL, EXCLUSIVE OF TOWER ELEMENT) (SEE WAIVER 1)
PARKING:	LESS THAN A 1/4 MILE FROM THE ESCONDIDO TRANSIT CENTER CA 65915(p)(2) ALLOWS FOR 0.5 SPACE PER BEDROOM 229 TOTAL SPACES PROVIDED ON SITE STUDIO DWELLING UNIT 0.5 SPACE PER BEDROOM REQUIRED 15 PARKING SPACES REQUIRED 1-BEDROOM DWELLING UNIT 0.5 SPACE PER BEDROOM REQUIRED 23 PARKING SPACES REQUIRED 2-BEDROOM DWELLING UNIT 0.5 SPACE PER BEDROOM REQUIRED 55 PARKING SPACES REQUIRED 93 RESIDENTIAL PARKING SPACES REQUIRED 153 TOTAL RESIDENTIAL PARKING SPACES PROVIDED (9 ON FIRST LEVEL + 144 IN BASEMENT LEVEL) 76 PUBLIC SPACES PROVIDED ON FIRST LEVEL (GARAGE + ALLEY ACCESS)
WAIVER REQUESTS:	1. A HEIGHT INCREASE FROM 60'-0" TO 66'-11" (EXCLUSIVE OF TOWER ELEMENT), ALLOWING FOR AN INCREASE FROM 4 STORIES TO 6 STORIES. 2. A REDUCTION IN THE OPEN SPACE REQUIREMENTS FROM 300 SQFT PER UNIT TO 211 SQFT PER UNIT.

DEVELOPMENT SUMMARY

RENDERING (CORNER OF W VALLEY PKWY AND MAPLE ST PLAZA)

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,489 sq.ft.
1.04 acres

ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC DOWNTOWN DISTRICT - RETAIL CORE AREA

APN: 229-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNELL ESTUDIO
No. C-10122
RENEWAL DATE
STATE OF CALIFORNIA

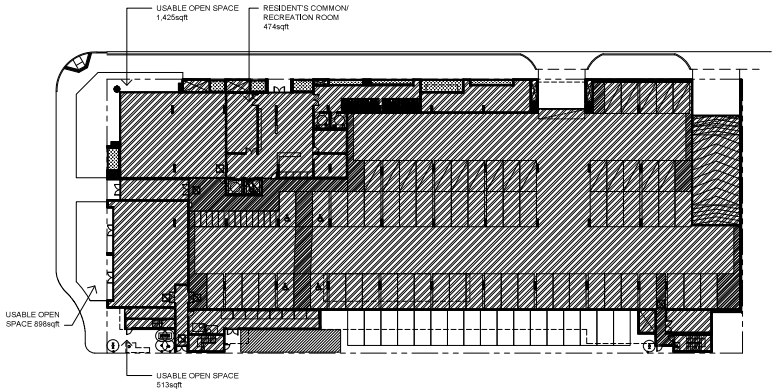
DRAWING TITLE:
TITLE SHEET

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

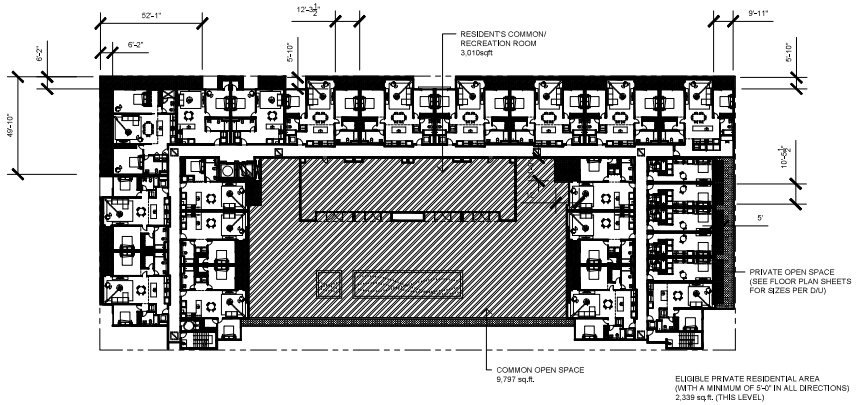
137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	N/A
SHEET NO:	A0.00

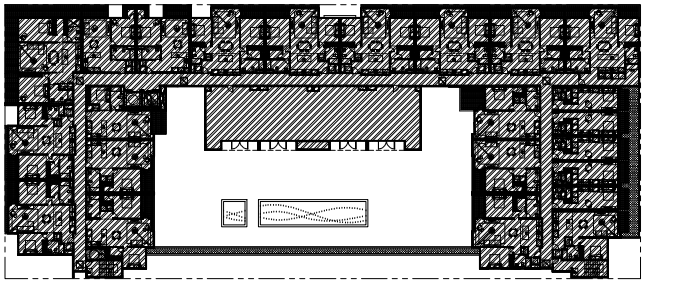
PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



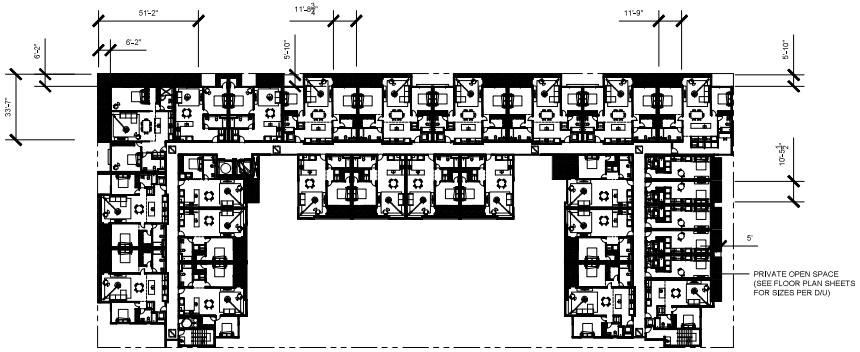
FAR / USABLE OPEN SPACE - LEVEL 1 (FAR = 38,245 sq.ft. / USABLE OPEN SPACE = 3,310 sq.ft.)



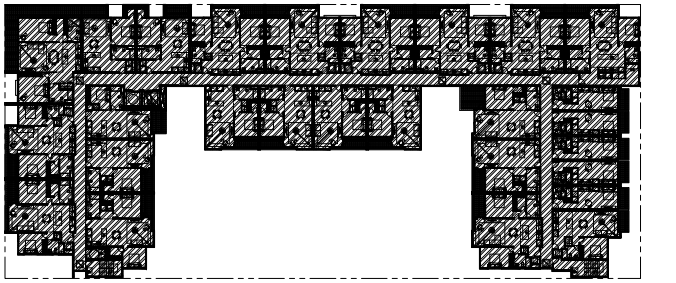
RESIDENTIAL OPEN SPACE - LEVEL 2 (15,146 sq.ft. - INCLUDES COMMON OPEN SPACE AND PRIVATE OPEN SPACE)



FAR - LEVEL 2 (28,201 sq.ft.)



RESIDENTIAL OPEN SPACE - LEVEL 3-6 (2,308 sq.ft. per level)



FAR - LEVEL 3-6 (28,271 sq.ft. per level)

FAR SUMMARY	
LEVEL 1	38,245 sq.ft.
LEVEL 2	28,201 sq.ft.
LEVEL 3	28,271 sq.ft.
LEVEL 4	28,271 sq.ft.
LEVEL 5	28,271 sq.ft.
LEVEL 6	28,271 sq.ft.
TOTAL	179,530 sq.ft.

LOT COVERAGE: 84%

OPEN SPACE SUMMARY		
	COMMON	PRIVATE
LEVEL 1	3,310 sq.ft.	-
LEVEL 2	12,807 sq.ft.	2,339 sq.ft.
LEVEL 3	-	2,308 sq.ft.
LEVEL 4	-	2,308 sq.ft.
LEVEL 5	-	2,308 sq.ft.
LEVEL 6	-	2,308 sq.ft.
TOTAL	16,117 sq.ft.	11,571 sq.ft.
TOTAL		27,688 sq.ft.

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 245 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE
DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

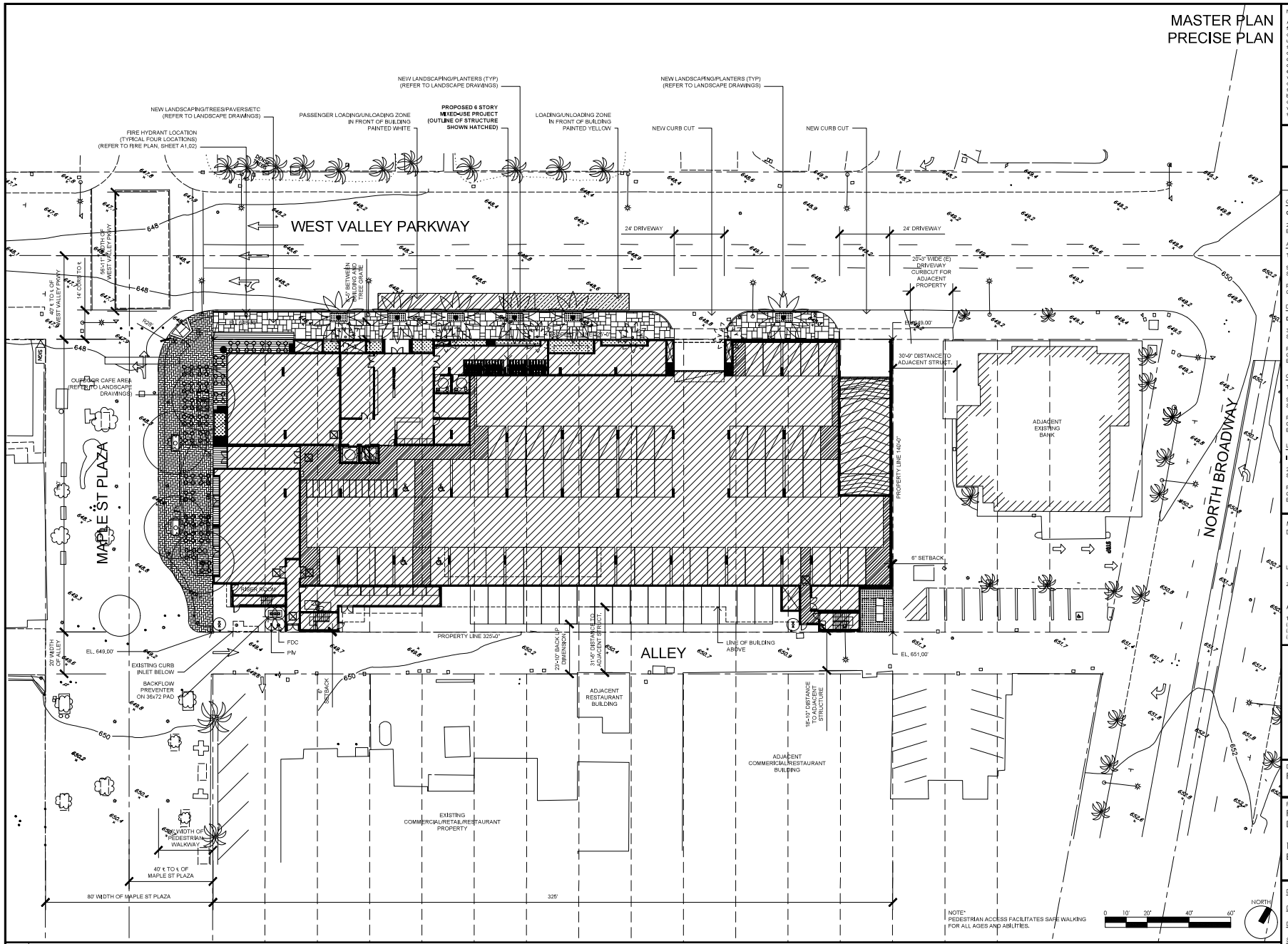
DRAWING TITLE:
FAR/OPEN SPACE
DIAGRAMS

PROJECT:
PROPOSED MIXED USE
DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1" = 30'-0"
SHEET NO:	A0.10

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



PROPOSED SITE PLAN

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE
DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC DOWNTOWN DISTRICT -
RETAIL CORE AREA
APN: 228-421-26-00
131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORRADO ESTUDIO
No. C-19122
RENEWAL MM
STATE OF CALIFORNIA

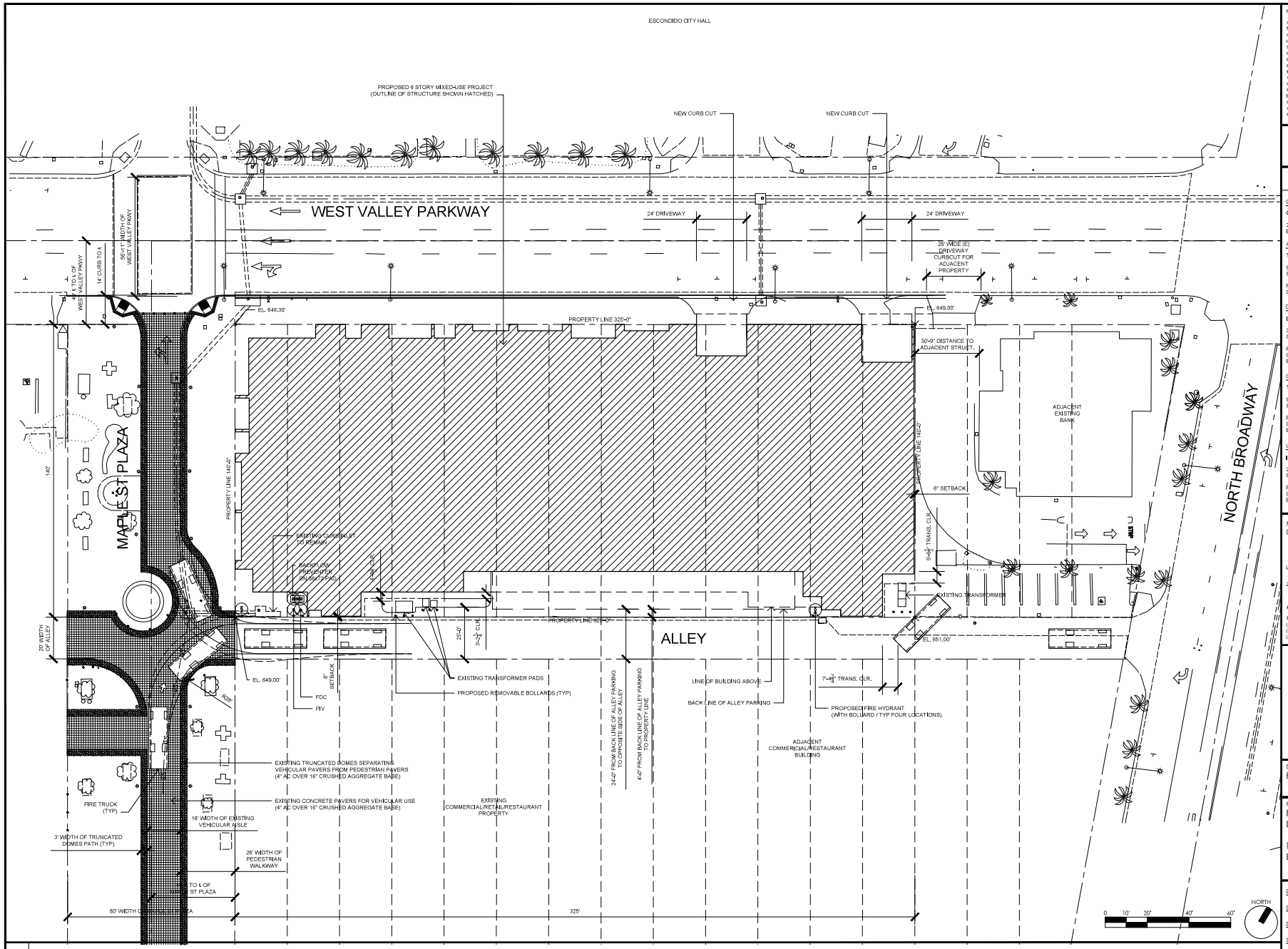
DRAWING TITLE:
PROPOSED SITE PLAN

PROJECT:
PROPOSED MIXED USE
DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1" = 20'-0"
SHEET NO:	A1.01

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



FIRE PLAN

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 245 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO, CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNELIO ESTUDIO
No. C-10122
RENEWAL DATE
STATE OF CALIFORNIA

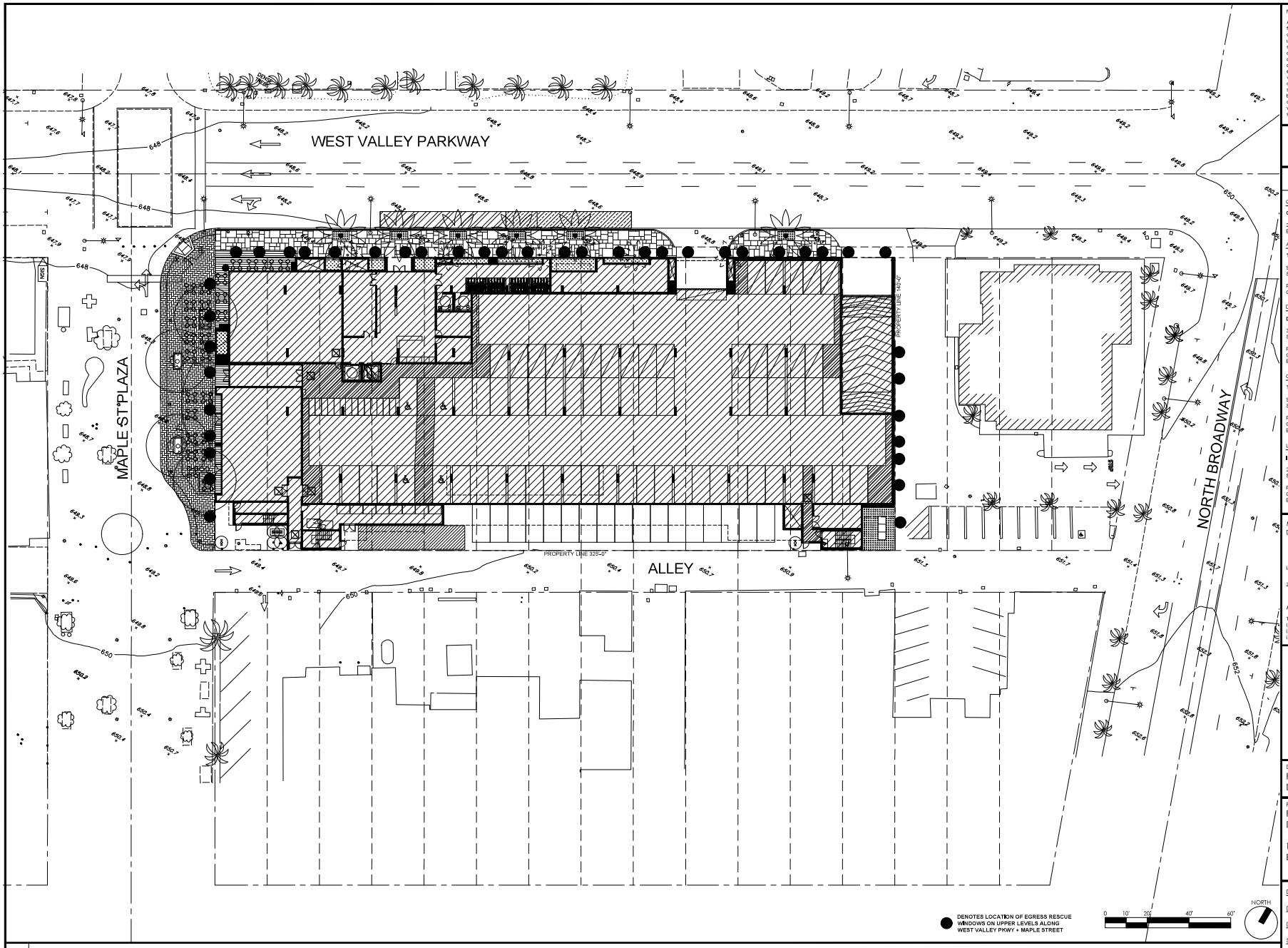
DRAWING TITLE:
FIRE PLAN

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1" = 20'-0"
SHEET NO:	A1.02

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



RESCUE WINDOWS DIAGRAM

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 245 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
EDWIN J. ESTUDO
No. C-10122
RENEWAL MM
STATE OF CALIFORNIA

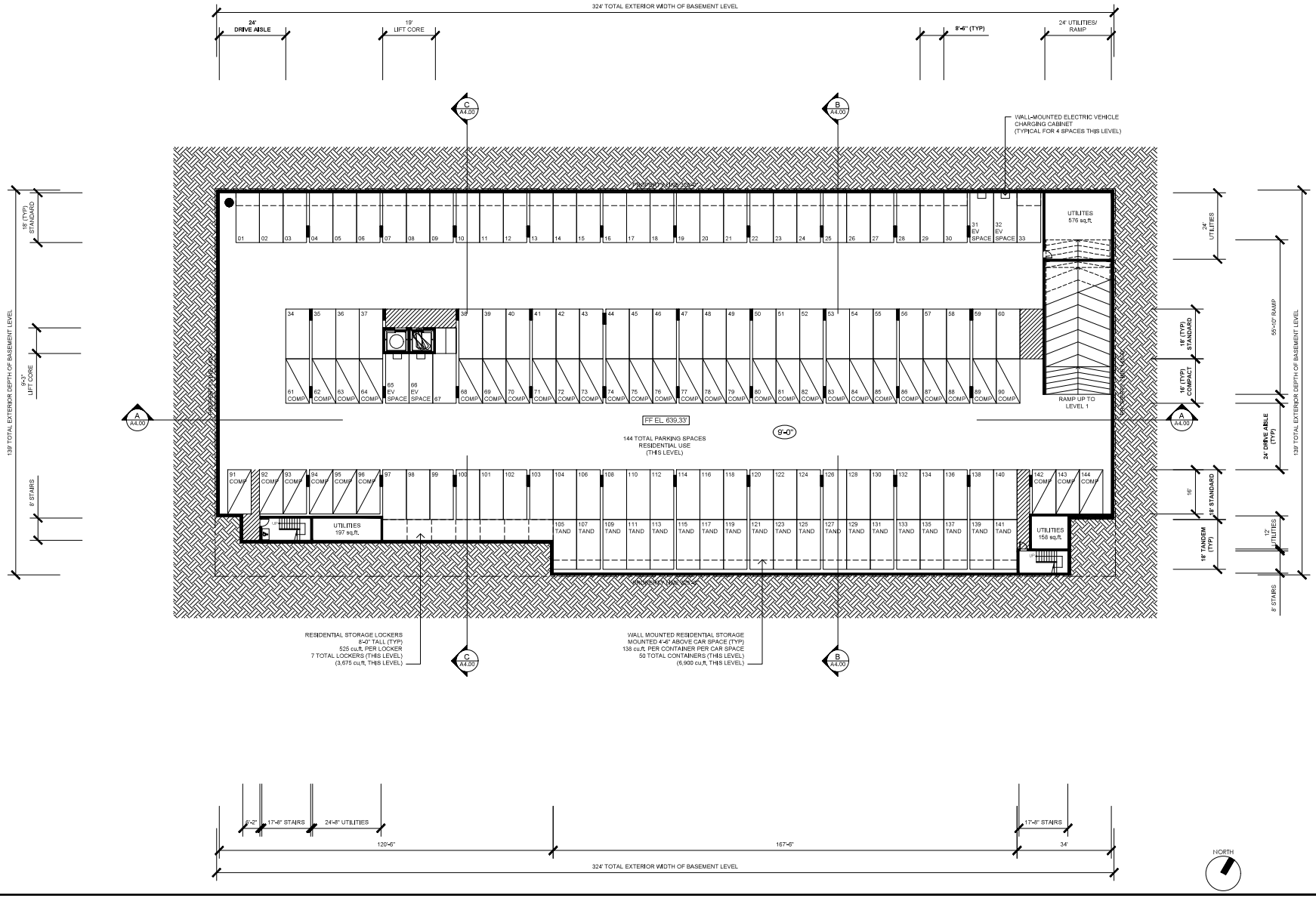
DRAWING TITLE:
RESCUE WINDOWS DIAGRAM

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1" = 20'-0"
SHEET NO:	A1.03

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



FLOOR PLAN (BASEMENT LEVEL)

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMAMIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMAMIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO, CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,489 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNELL ESTUDIO
No. C-10122
RENEWAL MAY
STATE OF CALIFORNIA

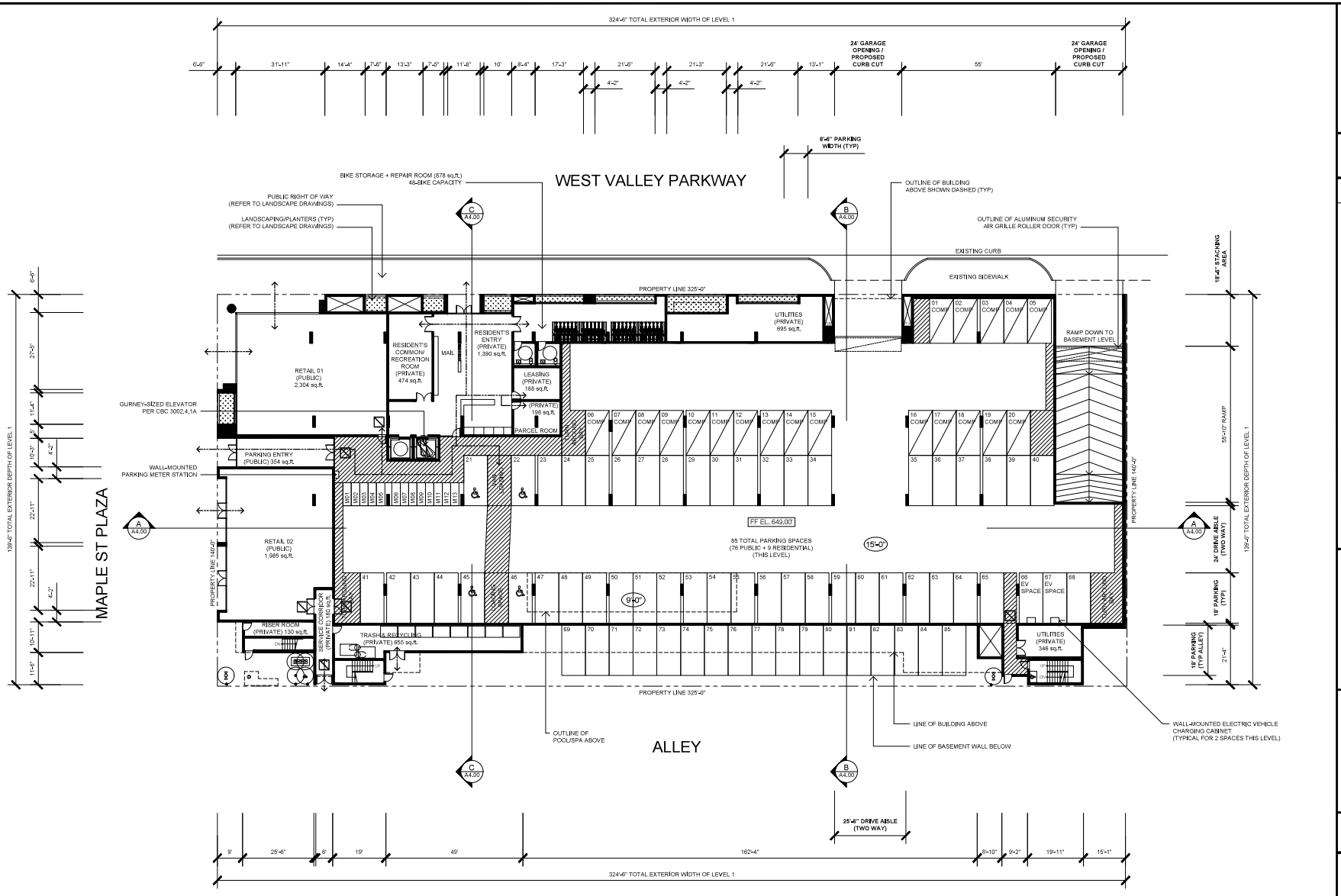
DRAWING TITLE:
FLOOR PLAN
BASEMENT LEVEL

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1/16" = 1'-0"
SHEET NO:	A2.10

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



FLOOR PLAN (LEVEL 1)

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 245 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,489 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNELIO ESTUDIO
No. C-10122
RENEWAL DATE
STATE OF CALIFORNIA

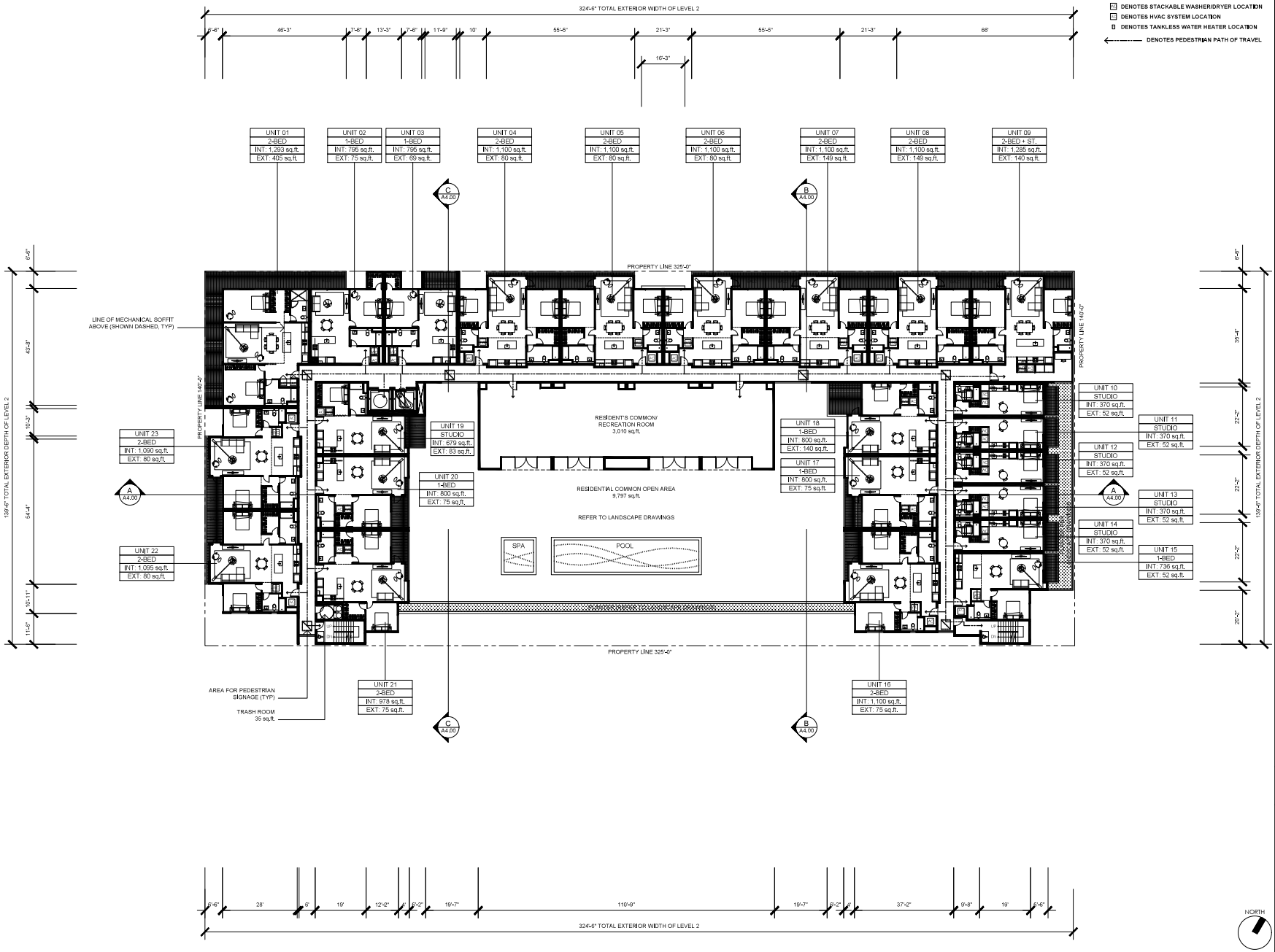
DRAWING TITLE:
FLOOR PLAN
LEVEL 1

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1/16" = 1'-0"
SHEET NO:	A2.11

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



FLOOR PLAN (LEVEL 2)

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO, CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00
131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNEJO ESTUDIO
No. C-10122
RENEWAL DATE
STATE OF CALIFORNIA

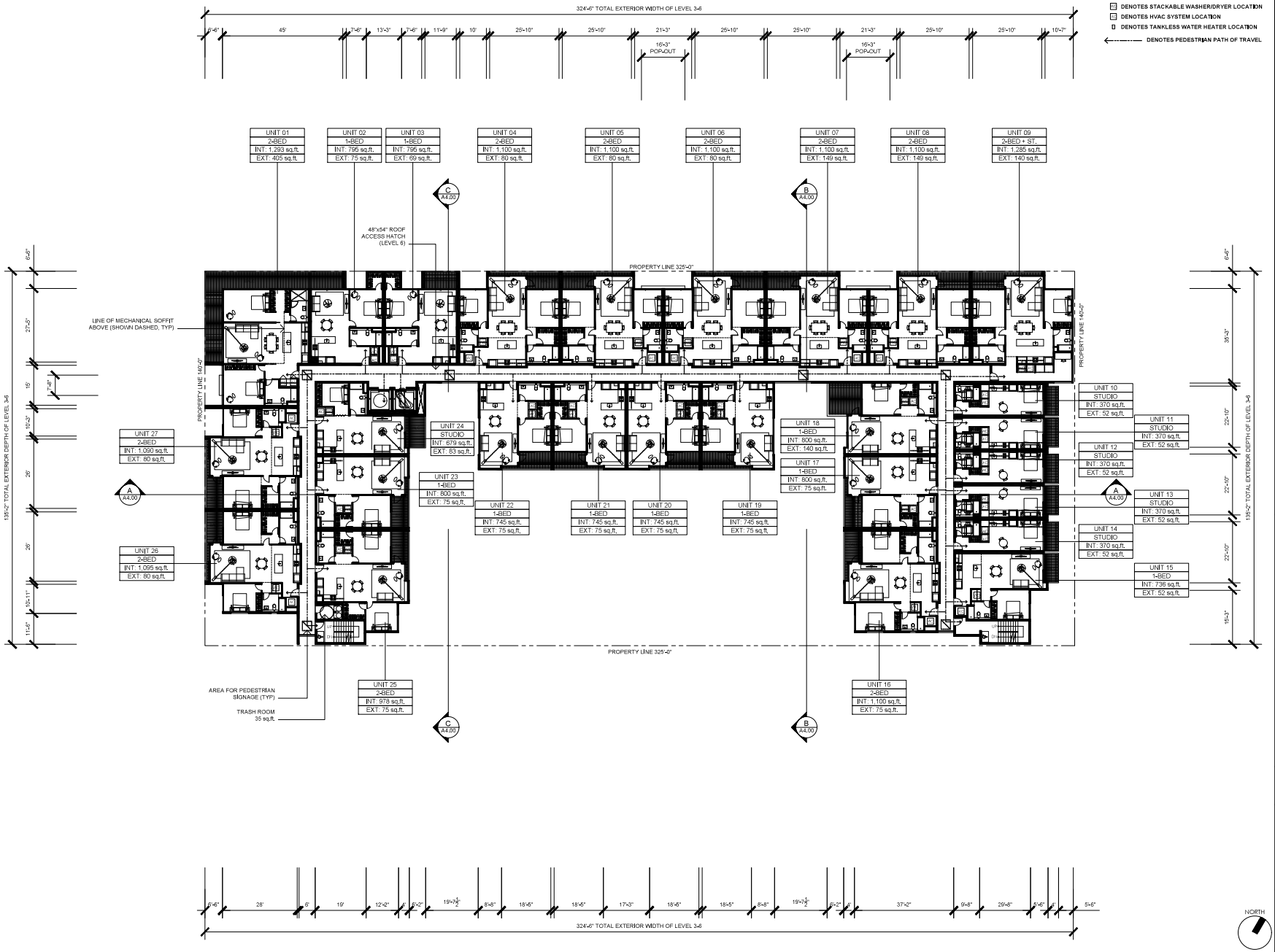
DRAWING TITLE:
FLOOR PLAN
LEVEL 2

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1/16" = 1'-0"
SHEET NO:	A2.12

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



FLOOR PLAN (LEVEL 3-6)

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO, CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNEJO ESTUDIO
No. C-10122
RENEWAL DATE
STATE OF CALIFORNIA

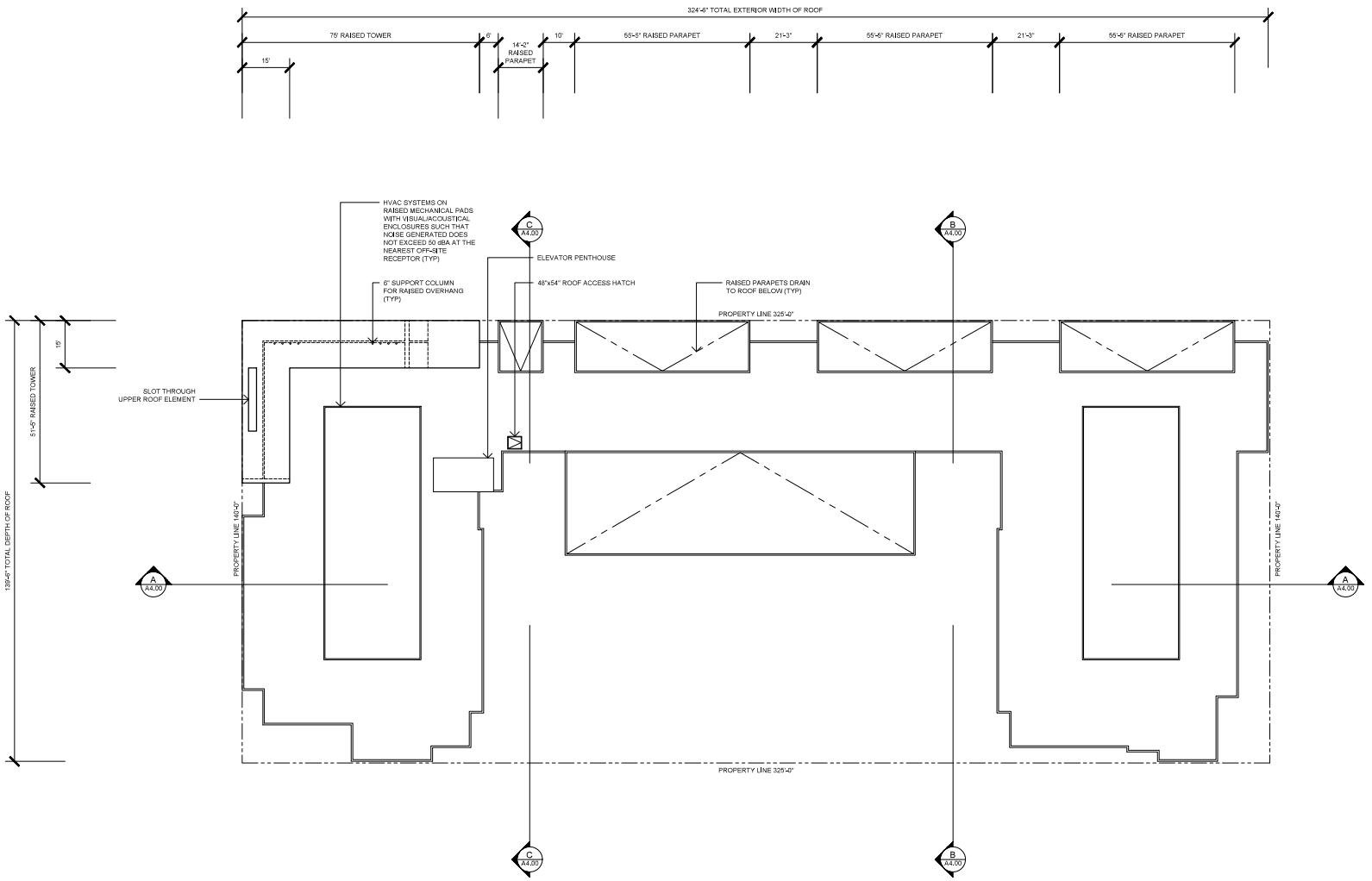
DRAWING TITLE:
FLOOR PLAN
LEVEL 3-6

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1/16" = 1'-0"
SHEET NO:	A2.13

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



NOTE:
MODIFIED BITUMEN MEMBRANE ROOFS (CBC SECTION 1507.11) SHALL HAVE A DESIGN SLOPE OF A MINIMUM OF ONE-FOURTH UNIT VERTICAL IN 12 UNITS HORIZONTAL FOR DRAINAGE (2% SLOPE).

NORTH

ROOF PLAN

Notes:
All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNELIO ESTUDIO
No. C-10122
RENEWAL DATE
03.31.19
STATE OF CALIFORNIA

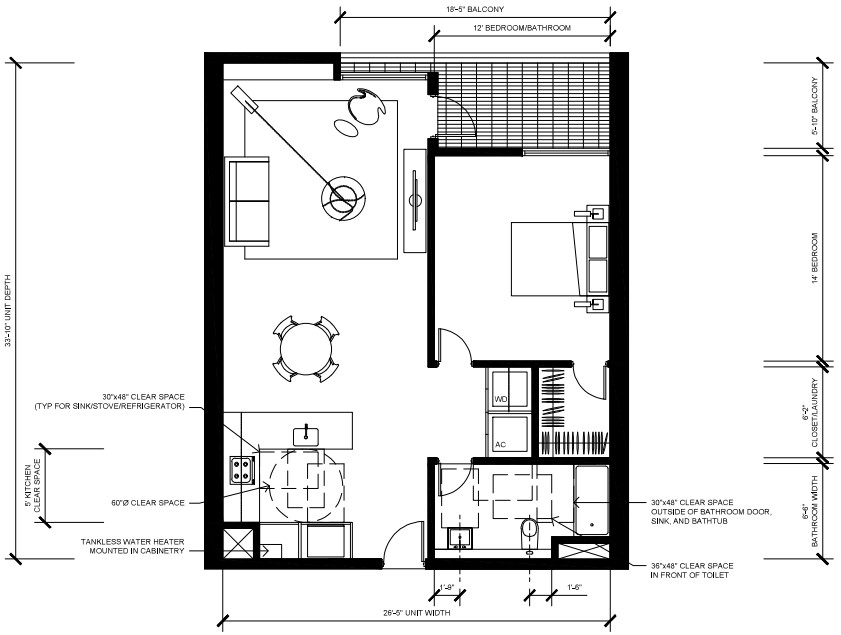
DRAWING TITLE:
ROOF PLAN

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

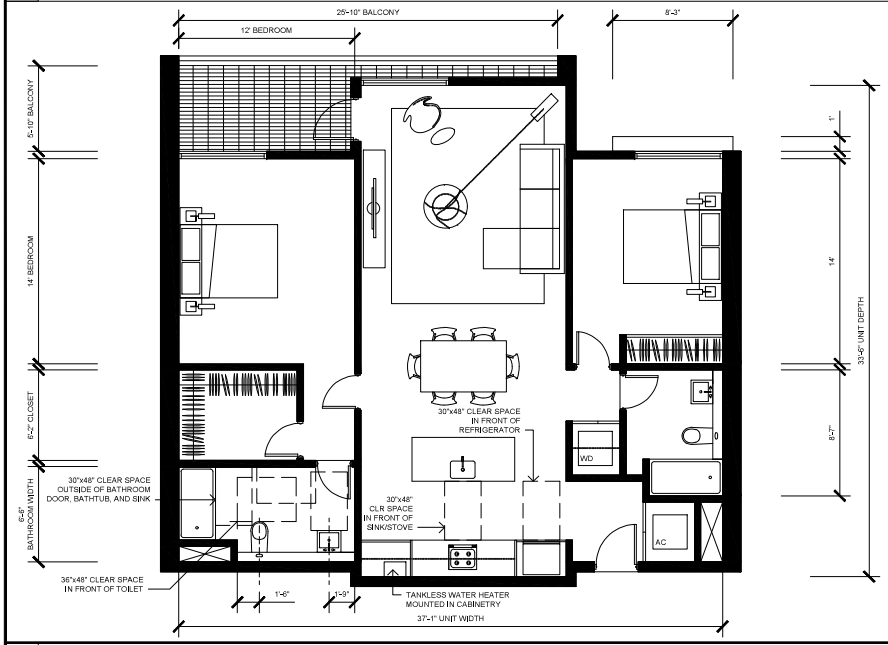
137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1/16" = 1'-0"
SHEET NO:	A2.14

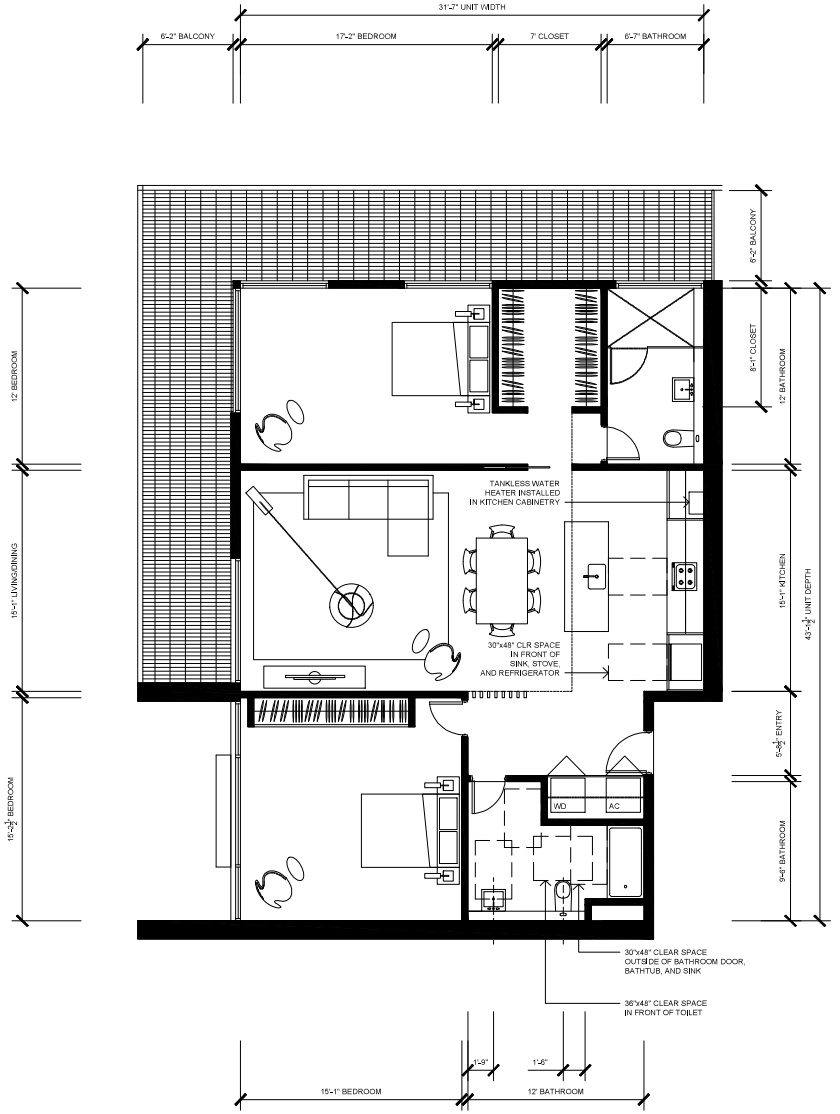
PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



ENLARGED PLANS - TYPICAL 1-BEDROOM UNIT



ENLARGED PLANS - TYPICAL 2-BEDROOM UNIT



ENLARGED PLANS - CORNER 2-BED UNIT

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO, CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE
DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNELL ESTUDO
No. C-10122
RENEWAL MM
STATE OF CALIFORNIA

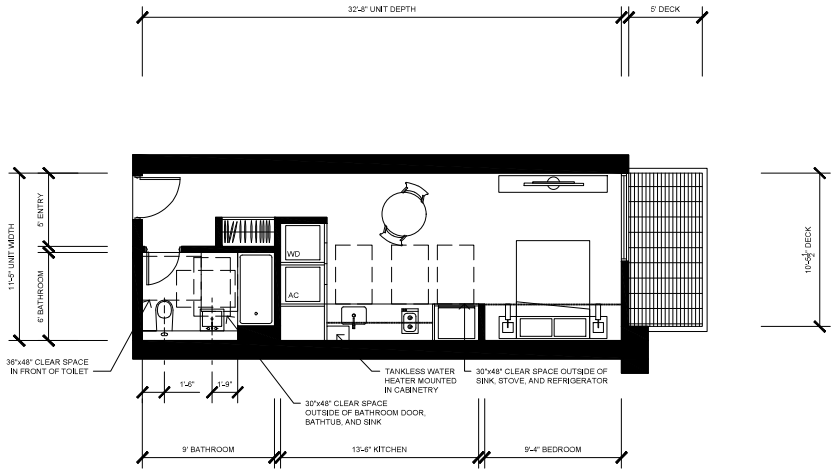
DRAWING TITLE:
ENLARGED PLANS
TYPICAL UNITS

PROJECT:
PROPOSED MIXED USE
DEVELOPMENT

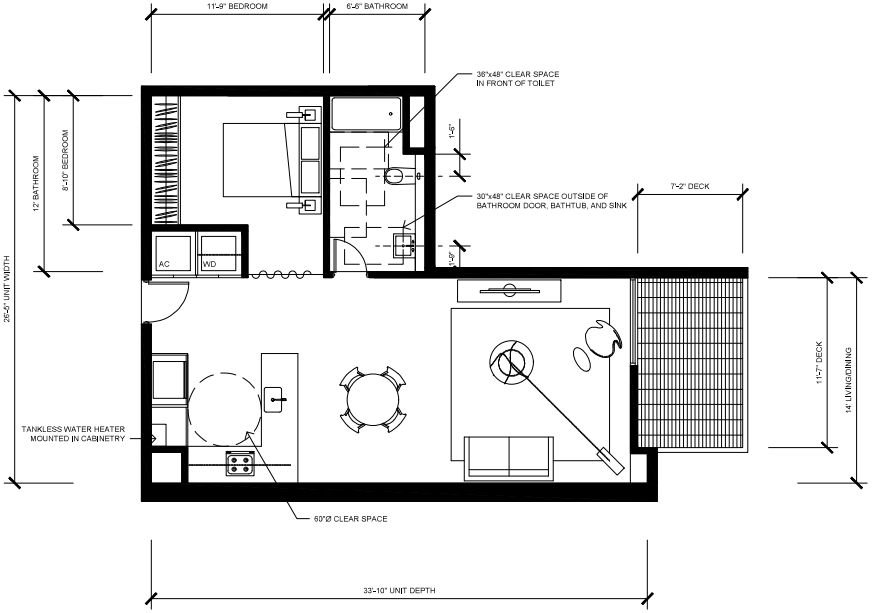
137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1/4" = 1'-0"
SHEET NO:	A2.15

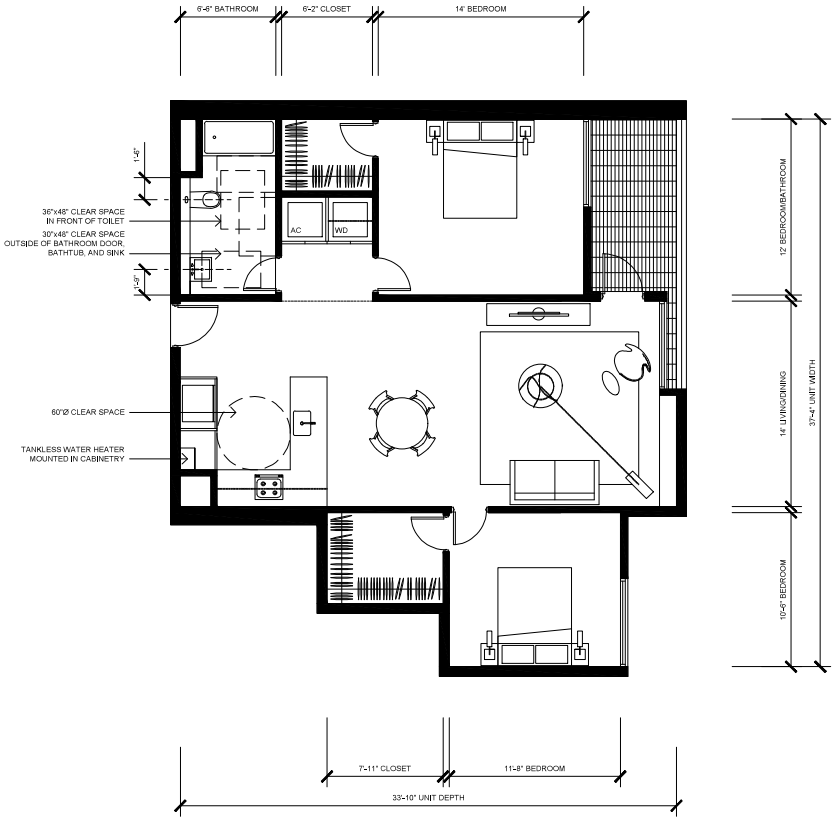
PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



ENLARGED PLANS - TYPICAL STUDIO UNIT



ENLARGED PLANS - INTERIOR STUDIO UNIT



ENLARGED PLANS - INTERIOR 2-BED CORNER UNIT

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO, CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNELL ESTUDO
No. C-10122
RENEWAL MM
STATE OF CALIFORNIA

DRAWING TITLE:
ENLARGED PLANS
INTERIOR + STUDIO UNITS

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1/4" = 1'-0"
SHEET NO:	A2.16

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019

NORTH ELEVATION (VALLEY PARKWAY)

WEST ELEVATION (MAPLE ST PLAZA)

1.	MATERIAL:	STUCCO
	COLOR:	WHITE
	PROFILE:	SAND FINISH
2.	MATERIAL:	STUCCO
	COLOR:	CHARCOAL
	PROFILE:	SAND FINISH
3.	MATERIAL:	STUCCO
	COLOR:	DARK BLUE
	PROFILE:	SAND FINISH
4.	MATERIAL:	STUCCO
	COLOR:	LIGHT GRAY
	PROFILE:	SAND FINISH
5.	MATERIAL:	STUCCO
	COLOR:	BURNT ORANGE
	PROFILE:	SAND FINISH
6.	MATERIAL:	OPERABLE GLAZING
7.	MATERIAL:	ALUMINUM GARAGE DOOR
	PROFILE:	ROLLING OVERHEAD DOOR
8.	MATERIAL:	THINSET BRICK VENEER
	COLOR:	DARK GRAY TONES
9.	MATERIAL:	HARDIEPLANK WOOD SLATS
	COLOR:	KHAKI BROWN
	PROFILE:	HORIZONTAL LAP SIDING
	MANUFACTURER:	JAMES HARDIE
10.	MATERIAL:	FEATURE TILE
	COLOR:	LIGHT GRAY TONES
11.	MATERIAL:	PUBLIC ART FEATURE
12.	MATERIAL:	NOT USED
13.	MATERIAL:	HORIZONTAL METAL RAILING
	COLOR:	CHARCOAL
14.	MATERIAL:	WOOD TRELLIS
	COLOR:	LIGHT GRAY/BROWN
15.	MATERIAL:	ALUMINUM OVERHANG
	COLOR:	LIGHT GRAY/DARK BLUE

NOTES

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 245 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00
131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNELIO ESTUDIO
No. C-10122
RENEWAL MAY 31, 19
STATE OF CALIFORNIA

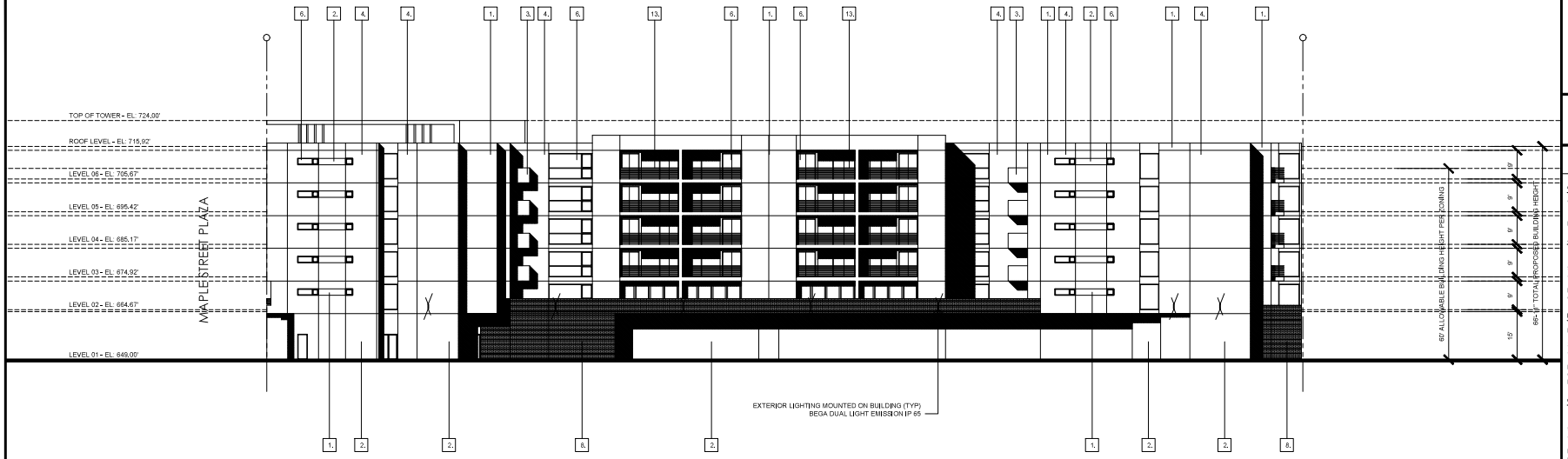
DRAWING TITLE:
ELEVATIONS

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	N/A
SHEET NO:	A3.00

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



SOUTH ELEVATION (ALLEY

EAST ELEVATION

1.	MATERIAL: COLOR: PROFILE:	STUCCO WHITE SAND FINISH
2.	MATERIAL: COLOR: PROFILE:	STUCCO CHARCOAL SAND FINISH
3.	MATERIAL: COLOR: PROFILE:	STUCCO DARK BLUE SAND FINISH
4.	MATERIAL: COLOR: PROFILE:	STUCCO LIGHT GRAY SAND FINISH
5.	MATERIAL: COLOR: PROFILE:	STUCCO BURNT ORANGE SAND FINISH
6.	MATERIAL:	OPERABLE GLAZING
7.	MATERIAL: PROFILE:	ALUMINUM GARAGE DOOR ROLLING OVERHEAD DOOR
8.	MATERIAL: COLOR:	THINSET BRICK VENEER DARK GRAY TONES
9.	MATERIAL: COLOR: PROFILE: MANUFACTURER:	HARDIEPLANK WOOD SLATS KHAKI BROWN HORIZONTAL LAP SIDING JAMES HARDIE
10.	MATERIAL: COLOR:	FEATURE TILE LIGHT GRAY TONES
11.	MATERIAL:	PUBLIC ART FEATURE
12.	MATERIAL:	NOT USED
13.	MATERIAL: COLOR:	HORIZONTAL METAL RAILING CHARCOAL
14.	MATERIAL: COLOR:	WOOD TRELLIS LIGHT GRAY/BROWN
15.	MATERIAL: COLOR:	ALUMINUM OVERHANG LIGHT GRAY/DARK BLUE

NOTES

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE
DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

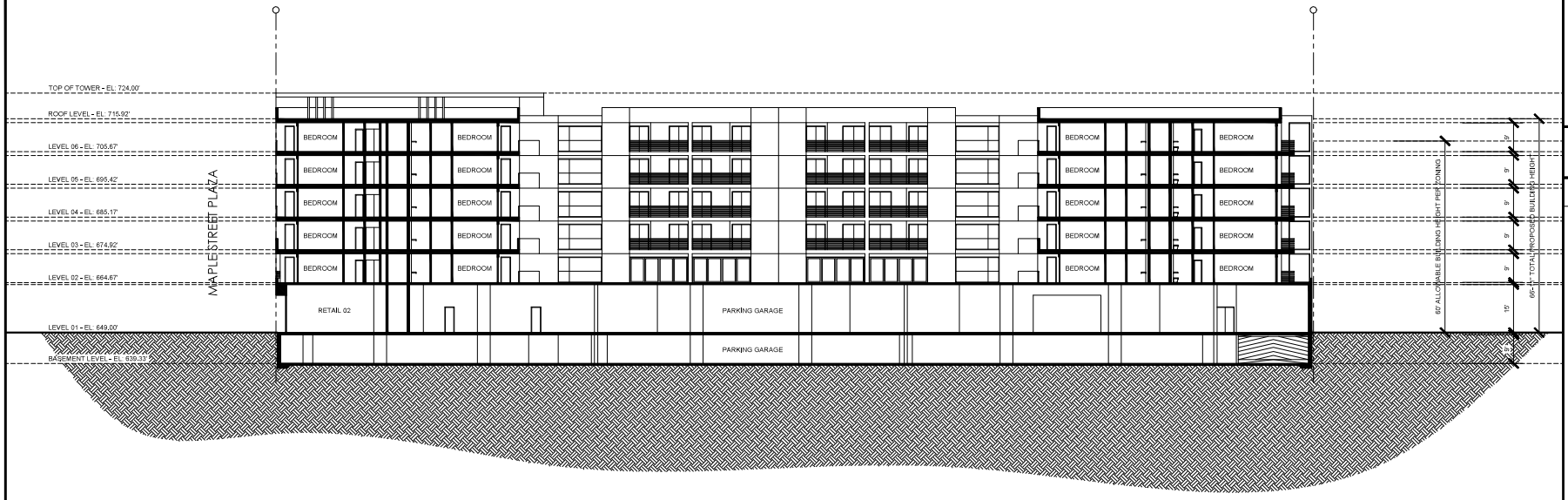
DRAWING TITLE:
ELEVATIONS

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

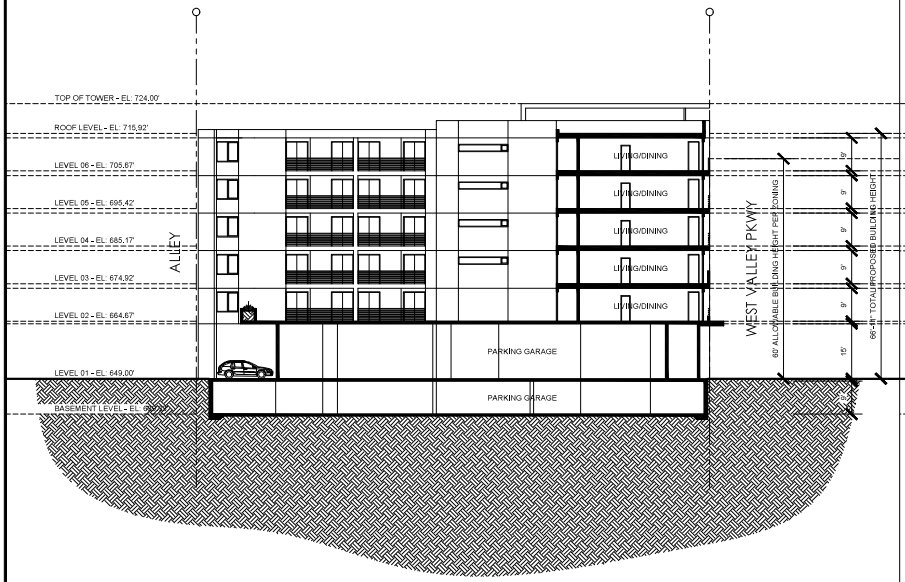
137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1/16" = 1'-0"
SHEET NO:	A3.01

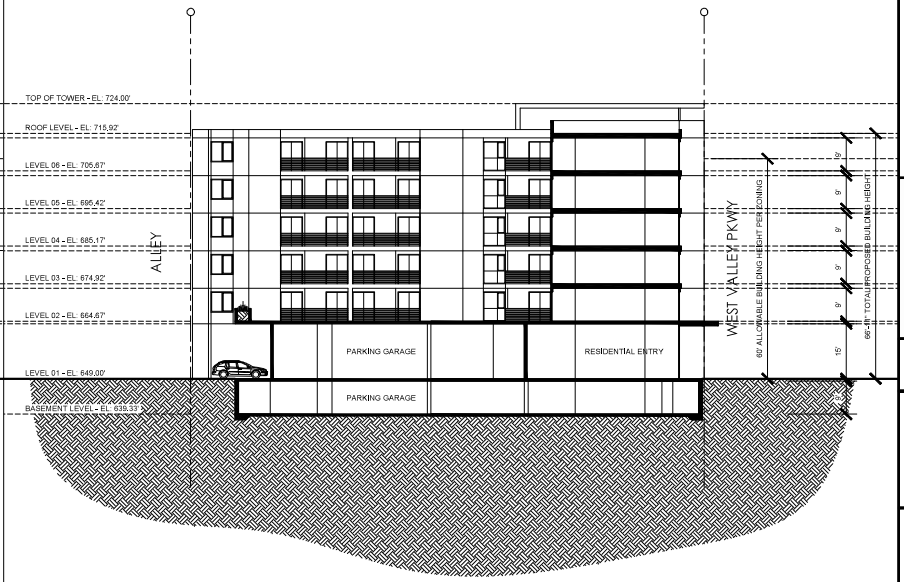
PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019



SECTION A-A



SECTION B-B



SECTION C-C

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 245 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO, CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE
DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00
131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

DRAWING TITLE:
SECTIONS

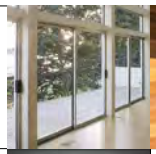
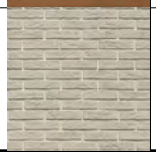
PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	1/16" = 1'-0"
SHEET NO:	A4.00

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019

NORTH ELEVATION (VALLEY PARKWAY)

1. SAND FINISH STUCCO - WHITE		6. OPERABLE GLAZING		11. PUBLIC ART FEATURE TBD
2. SAND FINISH STUCCO - CHARCOAL		7. ALUMINUM FRAMED ROLL UP GARAGE DOOR		12. NOT USED
3. SAND FINISH STUCCO - BLUE		8. THINSET BRICK VENEER - DARK GRAY TONES		13. HORIZONTAL METAL RAILING
4. SAND FINISH STUCCO - LIGHT GRAY		9. HARDIEPLANK WOOD SLATS - KHAKI BROWN		14. WOOD CORNER TRELLIS
5. SAND FINISH STUCCO - BURNT ORANGE		10. FEATURE TILE - LIGHT GRAY TONES		15. ALUMINUM OVERHANG LIGHT GRAY/BLUE TONES

MATERIAL'S BOARD

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO, CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres
ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA
APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNEJO ESTUDIO
No. C-10122
RENEWAL MATE
STATE OF CALIFORNIA

DRAWING TITLE:
MATERIAL'S BOARD

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	NTS
SHEET NO:	A5.00

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019

VIEW FROM THE CORNER OF W VALLEY AND MAPLE STREET LOOKING SOUTHEAST

VIEW FROM MAPLE STREET PLAZA LOOKING EAST

VIEW FROM W VALLEY LOOKING SOUTHWEST

POOL DECK LOOKING EAST

Notes:

All ideas, arrangements, drawings and plans set forth on this sheet are the original work product of, owned by and are the property of dbrds and use of this said work product is limited to a specified project of the purchaser, and for the construction of one building, any use, reuse or disclosure of said plans, reproductions, ideas, designs and/or arrangements, other than by dbrds, is strictly prohibited by law without the written permission of dbrds. Written dimensions on these drawings shall have precedence over scaled dimensions; contractors shall verify, and be responsible for all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown these drawings.

DBRDS
DE BARTOLO + RIMANIC DESIGN STUDIO

PROJECT TEAM

OWNER:
CITY OF ESCONDIDO
201 NORTH BROADWAY
ESCONDIDO, CA 92025

APPLICANT:
TOUCHSTONE COMMUNITIES, LLC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 248 4950
CONTACT: ADDISON GARZA

DESIGN:
DE BARTOLO + RIMANIC DESIGN STUDIO
363 5TH AVE, SUITE 203
SAN DIEGO, CA 92101
PHONE: (858) 220 5262
CONTACT: PAULY DE BARTOLO
EMAIL: pauly@dbrds.com

CIVIL ENGINEER
TOUCHSTONE DEVELOPMENT, INC
9909 MIRA MESA BLVD, SUITE 150
SAN DIEGO, CA 92131
PHONE: (858) 746 7419
CONTACT: ALBERTO SANDOVAL
EMAIL: alberto@touchstonecommunities.com

LANDSCAPE ARCHITECT
IN-SITE LANDSCAPE ARCHITECTURE, INC.
2850 WOMBLE RD., SUITE 100-403
SAN DIEGO, CA 92106
PHONE: (619) 795 7603
CONTACT: TIM JACHLEWSKI
EMAIL: tim@insitelandarch.com

MASTER & PRECISE
DEVELOPMENT PLAN

LOT SIZE: 45,469 sq.ft.
1.04 acres

ZONE: DOWNTOWN SPECIFIC PLAN
HISTORIC: DOWNTOWN DISTRICT - RETAIL CORE AREA

APN: 228-421-26-00

131 RESIDENTIAL UNITS
(30) STUDIO
(46) 1-BEDROOM
(55) 2-BEDROOM

LICENSED ARCHITECT
CORNEJO ESTUDIO
No. C-10122
RENEWAL MATE
STATE OF CALIFORNIA

DRAWING TITLE:
PERSPECTIVES

PROJECT:
PROPOSED MIXED USE DEVELOPMENT

137 W VALLEY PARKWAY
ESCONDIDO, CA 92025

DBRDS PROJECT NO:	17009
DATE:	MAR 2019
DRAWN BY:	CH
SCALE:	NTS
SHEET NO:	A6.00

PLANNED DEVELOPMENT PERMIT SUBMITTAL - 03.14.2019

RECORDING REQUESTED BY:

CITY CLERK, CITY OF ESCONDIDO

WHEN RECORDED MAIL TO:

CITY CLERK
CITY OF ESCONDIDO
201 N. BROADWAY
ESCONDIDO, CA 92025

THIS SPACE FOR RECORDER'S USE ONLY

APN: 229-421-26

Recording Fees Exempt Per Government Code Section 27383

DEVELOPMENT AGREEMENT
for Aspire

between

CITY OF ESCONDIDO

and

TOUCHSTONE MF FUND I, LLC

_____, 2019

DEVELOPMENT AGREEMENT

This Development Agreement ("Agreement") is entered into by and between the City and Owner.

RECITALS

WHEREAS, Government Code Sections 65864 through 65869.5 and Articles 58 and 68 of the City's Zoning Code authorize the City to enter into binding development agreements with persons or entities having legal or equitable interests in real property for the purpose of establishing certainty in the development process for both the City and the property owner, and to enable specific terms regarding property development, to be negotiated and agreed upon; and

WHEREAS, the purposes of the Agreement are to eliminate uncertainty in the planning and development of the Project by assuring Owner that it may develop the Property, in accordance with existing laws, subject to the terms and conditions contained in the Agreement; assure the orderly installation of necessary improvements and the provision for public services appropriate for the development of the Project; and enable the City to obtain substantial public benefits by virtue of the Agreement.

NOW THEREFORE, in consideration of the mutual covenants and conditions set forth herein, the Parties agree as follows:

ARTICLE I

Definitions

1. **"Amendment"** refers to any written amendment to this Agreement approved by the City Council as provided in Article II, Section 3.

2. **"Annual Review"** refers to the Owner's demonstration of compliance with the terms of this Agreement every 12 months.

3. **"Assignee"** refers to an assignee of this Agreement in accordance with Article II, Section 2 and approved by the City in writing.

4. **"CEQA"** refers to the California Environmental Quality Act, California Public Resources Code §§ 21000 et seq.

5. **"City"** refers to the City of Escondido, its City Council, its mayors and council members, past and present, and employees and agents.

6. **"Cure Period"** refers to the period of time in which a default may be cured, which will be 30 days.

7. **"Development Fees"** refers to the development related fees as provided in the City's Fee Guide for Development Projects Revised February 6, 2017, attached as Exhibit C.

8. **"Director"** refers to the Director of Community Development.

9. **Effective Date.** The effective date of the Agreement shall be the day that is 30 days after the City Council's adoption of an ordinance approving this Agreement.

10. **"Entitlements"** refers to all approvals and permits necessary or incidental to the development of the Project or any portion thereof, whether discretionary or ministerial, including but not limited to, specific plans, tentative or final tract map approvals, whether standard or vesting, conditional use permits, variances, project plans, grading permits, building permits, and this Agreement and includes all conditions of approval regarding any particular Entitlement.

11. **"Exaction"** refers to any fee, tax, requirement, condition, dedication, restriction, or limitation imposed by the City upon the development of the Property at any time in accordance with the Existing Laws.

12. **"Existing Laws"** refers to the ordinances, resolutions, codes, rules, regulations, general plan, stormwater regulations and official policies of the City and the State of California governing the development of the Property, including, but not limited to, the permitted uses of the Property, the density or intensity of use, the design, improvement and construction standards and specifications for the Project, including the maximum height and size of proposed buildings, and the provisions for reservation and dedication of land for public purposes, in effect on the Effective Date of this Agreement.

13. **"Future Exaction"** refers to Exactions imposed after the Effective Date, whether by ordinance, initiative, resolution, rule, regulation, policy, order or otherwise.

14. **"Future Laws"** refers to all ordinances, resolutions, codes, rules, regulations, and official policies implemented by the City after the Effective Date, whether by ordinance, initiative, resolution, rule, regulation, policy, order or otherwise. Future Laws includes changes to the Existing Laws.

15. **"General Fees"** refers to all general development fees which the City may levy pursuant to Government Code Sections 66000 et seq. ("the Mitigation Fee Act"), including, but not limited to, application fees, processing fees, utility connection fees, inspection fees, capital facilities fees, development impact fees, traffic impact fees, park fees and such other similar fees as may be enacted from time to time and generally applied throughout the City, excluding Development Fees.

16. **"General Plan"** refers to the City's General Plan in effect on the Effective Date.

17. "**Minor Modifications**" refers to minor modifications regarding the performance of this Agreement that are consistent with the Entitlements and have minimal impacts to the City's operations in terms of timing, performance, value.

18. "**Modification**" refers to a modification approved by the City Council as provided in Article VI, Section 5.

19. **"Operating Memorandum"** refers to addenda to this Agreement to document changes or adjustments in the performance of this Agreement as specified in Article III, Section 7.

20. "**Owner**" refers to Touchstone MF Fund I, LLC, a Delaware limited liability company, who has legal or equitable interest in the real property which is the subject of this Agreement.

21. **"Party"** may refer to City or Owner individually or collectively as Parties.

22. **"Project"** shall mean and refer to all improvements described in the Entitlements and this Agreement.

23. **"Property"** shall mean the certain real property located in the County of San Diego, State of California as described in the Exhibit A.

24. **"Public Benefits"** shall refer to the consideration given by Owner to the City, as described in Exhibit B attached hereto, in return for the City's good faith performance of all applicable terms and conditions in this Agreement.

25. **"Public Improvements"** refers to any public improvements required to be constructed as conditions of approval to the Entitlements or as additionally provided in this Agreement.

26. **"Review Letter"** refers to a letter from the City regarding a statement of Owner's compliance with this Agreement, following a positive Annual Review by the City.

27. **"Term"** shall refer to the term of this Agreement as provided in Article II, Section 1.

ARTICLE II

General Provisions

1. **Term of Agreement.** The term of this Agreement shall commence on the Effective Date and shall continue for five (5) years unless terminated, modified, amended or extended as permitted by this Agreement. After the expiration of the Term, this Agreement shall be deemed terminated and of no further force or effect. This Agreement shall terminate with respect to any lot and such lot shall be released and no longer subject to the Agreement, without the execution or recordation of any further document, when a certificate of occupancy has been issued for the building(s) on the lot.

2. **Assignment**. The rights and obligations of Owner under the Agreement may be assigned by Owner as part of an assignment of the Property, only after receiving written approval from the

City. Owner shall provide thirty (30) days advance written notice to the City of any requested assignment, which may not be unreasonably conditioned, delayed, or withheld. The City shall have the right to ensure that the proposed assignee has the financial capability to complete and fulfill any uncompleted requirements relating to the Public Benefits and Public Improvements. Notwithstanding the foregoing, Owner may assign this Agreement in conjunction with a transfer of the Property, without any additional consent, to any entity in which Touchstone Communities, LLC or Kerry Garza has the majority ownership of, or directly controls its day to day operations. Any assignment agreement must be in writing and expressly provide that (a) the assignment shall be subject to this Agreement; and (b) the Assignee assumes all of Owner's rights and obligations with respect to the Property, or portion thereof, assigned.

3. **Amendment of Agreement.** The Agreement may be amended in writing by the mutual consent of the Parties in accordance with Article 58, Chapter 33 of the Escondido Zoning Code as well as any applicable state or federal law. The Agreement shall include any amendment properly approved and executed. Minor Modifications in the manner of performance shall not constitute an Amendment to the Agreement and may be accomplished through an Operating Memorandum.

4. **Enforcement.** Unless amended or terminated as provided herein, this Agreement is enforceable by either Party or its successors and assigns, notwithstanding any Future Laws, which alter or amend the Existing Laws.

5. **Defense and Indemnification.**

a. Owner agrees to defend, indemnify, and hold harmless, City, and provide and pay all costs for a defense of and judgment against the City, including any award for attorney's fees and litigation costs, in any legal action filed in a court of competent jurisdiction by a third party challenging the Project, or any component thereof, or this Agreement. Upon the Effective Date, or

another date as mutually agreed to by the Parties, the Owner shall deposit security, such as cash, a bond, irrevocable letter of credit, or other security to cover the costs of any such defense in a reasonable amount as determined by the City of Escondido City Attorney. Initially, the deposit shall be $25,000 which may be reasonably adjusted should any lawsuit be filed. Said security may be released after all applicable statutes of limitation have expired.

b. Owner shall further indemnify, defend and hold harmless the City and its officers, employees and agents from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, administrative proceedings, damages, fines, penalties, judgments, orders, liens, levies, costs and expenses of whatever nature, including reasonable attorneys' fees and disbursements, arising out of any violation, or claim of violation of the San Diego Municipal Storm Water Permit (Order No. R9-2015-0001) of the California Regional Water Quality Control Board Region 9, San Diego, as amended or extended, which the City might suffer, incur, or become subject by reason of or occurring as a result of or allegedly caused by the construction of the Project.

c. The City shall have no liability to the Owner or any other person for, and Owner shall indemnify, defend, protect and hold harmless the City from and against, any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorneys' fees and disbursements, which the City may suffer or incur or to which the City may become subject as a result of or allegedly caused by the payment of prevailing wages for construction of the Project or any of the Public Benefits or Public Improvements.

d. If any action or proceeding is brought against the City by reason of any of the matters against which Owner has agreed to indemnify the City as provided above, Owner, upon

notice from the City, shall defend the City at Owner's expense by counsel chosen by the City. The City need not have first paid for any of the matters to which the City is entitled to indemnification in order to be so indemnified. The provisions of this section shall survive the expiration or earlier termination of this Agreement.

6. **Third Party Challenges.** In the event the validity, applicability, or implementation of the Agreement is challenged by means of legal proceedings by any party other than the City and Owner, it shall be the City's option, at its sole and absolute discretion, whether to undertake the defense of such challenge. If the City determines not to defend such challenge, it shall be the option of Owner, to defend the validity, applicability, or implementation of this Agreement in the proceeding at Owner's sole expense. The City and Owner agree to cooperate in the defense of any such challenges.

7. **Notices.** All notices or communication between the City and Owner pursuant to the Agreement shall be in writing and shall be given by personal delivery, overnight delivery service, certified or registered mail, facsimile or telecopy to the addresses set forth below. The addresses may be changed by giving (ten) 10 days written notice.

A. City

City of Escondido
Attention: Director of Community Development
201 N. Broadway
Escondido, CA 92025

with a copy to:

City Attorney
201 N. Broadway
Escondido, CA 92025

B. Owner

Touchstone MF Fund I, LLC
C/O Touchstone Communities, LLC
Attention: Kerry Garza and Addison Garza

9909 Mira Mesa Blvd., Suite 150
San Diego, CA 92131
Phone: (858) 248-4951

with a copy to:

David W. Ferguson, Esq.
Lounsbery Ferguson Altona & Peak, LLP
960 Canterbury Place, Suite 300
Escondido, CA 92025-3836
Phone: (760) 743-1201

8. **Conflict of State or Federal Laws.** If state or federal laws or regulations enacted after the Effective Date prevent compliance with any provision of this Agreement or require changes in any Entitlements, those laws or regulations shall be controlling and the Parties shall make a good faith, reasonable attempt to modify this Agreement to comply both with the intent of the Agreement and with the new laws or regulations.

The City shall timely assist Owner in securing any permits, including permits from other public agencies, which may be required as a result of the modifications, suspensions, or alternate courses of action.

ARTICLE III

Development of the Property

1. **Applicable Rules, Regulations, and Policies.** Owner shall have the vested right, to the fullest extent allowed by law, to develop the Property in accordance with the Entitlements, Existing Laws and this Agreement. During the Term, the Entitlements, Existing Laws and this Agreement shall control the overall design, development and construction of the Project. Notwithstanding the foregoing, nothing in this Agreement shall preclude the City from applying changes occurring from time to time in the uniform codes published in Title 24 of the California Code of Regulations

and adopted by the City, including local amendments, in effect when the building permits are issued.

2. **Future Laws.** Future Laws shall not apply to the Project except as expressly provided in this Agreement. Future Laws may be applied to the Project if they are not in conflict with the Existing Laws. Owner may give the City written notice of its election to have any Future Law applied to the Property, in which case such Future Law will be considered an Existing Law for purposes of this Agreement.

3. **Future Discretionary Reviews.** Except as set forth in this Agreement, the City shall retain its discretionary rights in reviewing applications for Entitlements. Owner's applications for Entitlements and the City's review thereof, must comply with the Existing Laws and with the terms and conditions of this Agreement. The City shall not impose any conditions upon Entitlements that are more restrictive than or inconsistent with the terms of this Agreement or the Existing Laws, except as required by state or federal law. The City may conduct, in accordance with CEQA and the Existing Laws, an environmental review for Entitlements. The City may impose, if required by CEQA, additional mitigation measures to mitigate significant adverse environmental effects that were not previously considered, or were found to be infeasible to mitigate at the time of approval of this Agreement. Nothing herein is intended to require or authorize additional CEQA environmental review or mitigation measures beyond that otherwise required by CEQA.

4. **Permitted Uses and Density.** The Agreement shall vest the right to develop the Property to the fullest extent allowed by law with respect to the permitted uses of land, density and intensity of uses, and the rate or timing and phasing of development as described in the Entitlements which are hereby incorporated as if fully set forth in this Agreement. The permitted uses, density, and intensity of use of the Project, the maximum height and size of proposed buildings and provisions

for reservation or dedication of land for public purposes, shall substantially conform to those specified in the Entitlements, Existing Laws and this Agreement. All other aspects of the Project that are not specified in the Entitlements shall be determined by the Existing Laws, except as expressly provided herein.

5. **Time for Construction and Completion of the Project.** Owner cannot predict when or the rate or the order in which the Property or the parcels will be developed, if at all. Such decisions depend upon numerous factors that are not within the control of the Owner, such as market orientation and demand, interest rates, absorption, completion, and other similar factors. Therefore, Owner shall have the right to develop the Property in phases, in such order, at such rate, and at such times as Owner deems appropriate in Owner's business judgment, subject only to the provisions of this Agreement and the Entitlements. Owner shall be entitled to apply for and receive approval of permits, building permits, and other Entitlements for use at any time and for any or all portions or phases of the Project, provided that application is made in a manner consistent with this Agreement and the Entitlements.The City may require, and will process, all customary plans and agreements generally applicable to developers in the City for similar works of onsite or offsite improvements.

6. **Moratorium.** No City-imposed moratorium or other limitation (whether relating to the rate, timing or sequencing of the development or construction of all or any part of the Property, whether imposed by ordinance, initiative, resolution, policy, order or otherwise, and whether enacted by the City Council, an agency of the City, the electorate, or otherwise) affecting parcel or subdivision maps (whether tentative, vesting tentative, or final), building permits, occupancy certificates or other entitlements to use or service (including, without limitation, water and sewer) approved, issued or granted within the City, or portions of the City, shall apply to the Property to

the extent such moratorium or other limitation is in conflict with this Agreement; provided, however, the provisions of this Section shall not affect the City's compliance with moratoria or other limitations mandated by other governmental agencies or court-imposed moratoria, as established by the initiative process, or as otherwise established by law.

7. **Operating Memoranda.** The Parties acknowledge that the provisions of this Agreement require cooperation between the City and Owner, and that the refinements and further development of the Project hereunder may demonstrate that changes are appropriate with respect to the details of performance of the Parties hereunder. The Parties desire, therefore, to retain a certain degree of flexibility with respect to those items covered in general terms under this Agreement. If and when, from time to time during the Term, the Parties find that such Minor Modifications are necessary or appropriate, they may effectuate such Minor Modifications through Operating Memoranda approved by the Parties, which, after execution, shall be attached hereto as addenda and become a part hereof, and may be further changed and amended from time to time as necessary with further approval by the City and Owner. No such Operating Memorandum shall require prior notice or hearing, or constitute an amendment or modification to this Agreement; and in the case of the City, such Operating Memorandum may be acted upon by the City Manager or his designee. Failure of the Parties to enter into any such Operating Memorandum shall not affect or abrogate any of the rights, duties or obligations of the Parties hereunder or the provisions of this Agreement. An Operating Memorandum may be recorded as an addendum to this Agreement.

8. **Term of Project Approvals.** The term of each of the Entitlements shall be extended for a period of time through the Term of the Agreement. Should this Agreement be terminated, the Owner shall have thirty (30) days to submit an application for the extension of any of the approved Entitlements.

9. **Infrastructure Capacity.** Subject to Owner's proportionate contribution to infrastructure and the Public Benefits provided by Owner, in accordance with the requirements of the Entitlements, the City hereby acknowledges that it will have sufficient capacity in its infrastructure services and utility systems, including, without limitation, traffic circulation, flood control, sanitation service and, except for reasons beyond the City's control, sewer collection, sewer treatment, water supply, treatment, distribution and service, to accommodate the Project. To the extent that the City renders such services or provides such utilities, the City hereby agrees that it will serve the Project and that there shall be no restriction on connections or service for the Project except for reasons beyond the City's control.

10. **Easements.** Easements dedicated for pedestrian use shall be permitted to include public easements for underground improvements, including but not limited to, drainage, water, sewer, gas, electricity, telephone, cable and other utilities and facilities, so long as they do not unreasonably interfere with pedestrian use.

11. **Public Benefits and Improvements.** Owner agrees to design, construct and maintain the improvements as provided in the Entitlements and provide the Public Benefits as described in Exhibit B. These requirements shall survive the termination of this Agreement. However, should the Project be abandoned and an entirely new project applied for, the foregoing requirements shall terminate. This provision shall in no way effect the enforceability of the deed restriction requiring public parking spaces on the Property in perpetuity as provided in the City’s Purchase and Sale Agreement with the Owner.

12. **Fees.** The Owner shall pay the Development Fees and General Fees in the amounts in effect at the time Owner submits payment of the fees unless otherwise explicitly provided in this

Agreement. The payment of Development Fees and General Fees may be deferred in accordance with City requirements separately from this Agreement.

ARTICLE IV

Provision of Public Benefits

1. **Description of Public Benefits.** Owner shall provide the City with the Public Benefits, as further described in Exhibit B, as consideration for the City's good faith performance of all applicable terms and conditions in this Agreement.

2. **Occupancy Contingent on Construction of Public Improvements.** Owner acknowledges that the City shall not grant a certificate of occupancy for the first residential or commercial unit on the Property prior to the construction of all improvements described in Exhibit B. This contingency for occupancy shall survive the termination of this Agreement.

3. **Grading Permit Contingent on Security for Public Benefits.** Prior to issuance of a grading permit, Owner must enter into an improvement agreement or agreements which will detail Owner's construction obligations for Public Improvements and the Public Benefits, and will require Owner to provide financial security for completion of construction, in a form or forms as approved by the City Attorney.

4. **Processing During Third Party Litigation.** The filing of any third party lawsuit(s) against the City or Owner relating to this Agreement, any Entitlements, or to other development issues affecting the Property shall not delay or stop the development, processing or construction of the Project or approval of Entitlements, unless the third party obtains a court order preventing the activity, in which case the term of this Agreement shall be tolled for the duration of the legal action and the expiration date of the Agreement shall be extended by the time during which the term is tolled.

ARTICLE V

Annual Review

1. **Owner Responsibilities.** At least every twelve (12) months during the Term, Owner shall demonstrate good faith substantial compliance with the major provisions of the Agreement and provide, to the best extent possible, the status and timing of development of the Project and related public improvements to the City for an Annual Review. If requested by the City, Owner shall provide any additional detail or information necessary to demonstrate good faith compliance with any particular provision of this Agreement identified by the City.

2. **Opportunity to be Heard.** Owner shall be permitted an opportunity to be heard orally and in writing at any noticed public hearing regarding its performance under this Agreement. Owner shall be heard before each appropriate board agency or commission and the City Council at any required public hearing concerning a review of performance under this Agreement.

3. **Information to be Provided to Owner.** The City shall mail to Owner a copy of staff reports and related exhibits concerning Agreement performance, a minimum of ten (10) calendar days prior to consideration and review by the City Council.

4. **Annual Review Letter.** If Owner is found to be in substantial compliance with this Agreement after the Annual Review, the City shall issue, upon written request by Owner, a Review Letter to Owner stating that, based upon information known or made known to the City Council, the City Planning Commission, and/or the City Manager, this Agreement remains in effect and Owner is in compliance. Owner may record the Review Letter in the Official Records of the County of San Diego.

5. **Failure of Annual Review.** The City's failure to perform an Annual Review of Owner's substantial compliance with the terms and conditions of the Agreement shall not constitute or be asserted as a default by Owner.

ARTICLE VI

Delay, Default, Remedies, and Termination

1. **Notice and Cure of Default.** In the event of a material default, the Party alleging a default shall give the defaulting Party a notice of default in writing. The notice of default shall specify the nature of the alleged material default. During the Cure Period, the Party charged shall not be considered in breach. If the default is cured within the Cure Period, then no breach shall be deemed to exist. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which such alleged failure satisfactorily may be cured.

2. **Waiver.** Failure or delay in giving notice of default shall not constitute a waiver of any other material default. Except as otherwise expressly provided in this Agreement, a failure or delay in asserting any rights or remedies as to any default shall not operate as a waiver of any default or of any rights or remedies otherwise available to a Party or deprive a Party of the right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert, or enforce any rights or remedies it may have.

3. **Default by Owner.** The Director may recommend the review and termination of this Agreement to the City Council upon an occurrence of a material default that is not cured within the Cure Period. The foregoing does not limit any of the City's other remedies upon a material breach of this Agreement by the Owner.

4. **Default by the City.** Upon a material default by the City, that is not cured within the Cure Period, Owner, without limiting any of its other remedies, shall not be obligated to complete any of its obligations under this Agreement.

5. **Termination or Modification.** Any termination or modification of this Agreement shall be done in accordance with Article 58, Chapter 33 of the Escondido Zoning Code as well as any applicable state or federal law. Owner shall have sixty (60) days from the Effective Date to sign the Agreement or the Agreement shall automatically expire.

ARTICLE VII

Encumbrances and Releases on Property

1. **Discretion to Encumber.** This Agreement shall not prevent or limit Owner, in any manner, from encumbering the Property or any portion of the Property or any improvement on the Property by any mortgage. The City acknowledges that lenders providing financing may require modifications to this Agreement and the City agrees, upon request, from time to time, to meet with Owner and/or representatives of lenders to negotiate in good faith any lender request for modification provided any modification does not will not affect the timely completion or fulfillment of any requirements in the Entitlements or this Agreement relating to the Public Benefits.

ARTICLE VIII

Miscellaneous Provisions

1. **Rules of Construction.** The singular includes the plural; the masculine gender includes the feminine; "shall" is mandatory; "may" is permissive.

2. **Severability.** If any non-material provision of this Agreement shall be adjudged by a court of competent jurisdiction to be invalid, void, or illegal, it shall in no way affect, impair, or

invalidate any other provision of this Agreement. If any material part of the Agreement is adjudged by a court of competent jurisdiction to be invalid, void, or illegal, the Parties shall take all steps necessary to modify the Agreement to implement the original intent of the Parties in a valid and binding manner. These steps may include the waiver by either of the Parties of their right under the unenforceable provision. If, however, this Agreement objectively cannot be modified to implement the original intent of the Parties and the Party substantially benefited by the material provision does not waive its rights under the unenforceable provision, the executory portions of the Agreement shall become void.

3. **Entire Agreement.** Except as expressly referred to herein, this Agreement constitutes the entire understanding and agreement of the Parties with respect to the subject matter of this Agreement. This Agreement supersedes all other negotiations and previous agreements between the Parties with respect to that subject matter.

4. **Waivers.** All waivers of the provisions of this Agreement must be in writing and signed by the appropriate agents of the City or of Owner.

5. **Recording.** The City Clerk shall cause a copy of this Agreement to be recorded with the Office of the County Recorder of San Diego County, California within (ten) 10 days following the Effective Date. Upon the completion of performance of this Agreement or its revocation or termination, a statement evidencing completion, revocation, or termination signed by the appropriate agents of Owner and the City shall be recorded in the Official Records of San Diego County, California.

6. **Project as a Private Undertaking.** It is specifically understood by the Parties that the Project is a private development and that Owner shall have the full power and exclusive control of

the Property subject to the provisions of this Agreement. Any improvements completed remain the property of the Owner unless the City has explicitly accepted any improvement.

7. **Captions.** The captions of the Agreement are for convenience and reference only and shall not define, explain, modify, construe, limit, amplify or aid in the interpretation, construction or meaning of any of the provisions of the Agreement.

8. **Consent.** Where the consent or approval of a Party is required or necessary under this Agreement, the consent or approval shall not be withheld unreasonably.

9. **The City's Ongoing Statutory Authority.** Except as expressly stated, nothing in this Agreement shall limit the City's authority and responsibility under the California Constitution and applicable California statutes to act in the best interests of the public health, safety, and welfare, and nothing in this Agreement is intended to limit in any way the legislative discretion otherwise afforded the Escondido City Council under state or federal law.

10. **Covenant of Cooperation.** The Parties shall cooperate with and assist each other in the performance of the provisions of the Agreement including assistance in obtaining permits for the development of the Property which may be required from public agencies other than the City. The covenant of cooperation shall include, to the maximum extent permitted by law, that the City shall use its best efforts to prevent any ordinance, measure, moratorium or other limitation from invalidating, prevailing over or making impossible any provision of the Agreement, and the City shall cooperate with Owner to keep this Agreement in full force and effect. Owner reserves the right to challenge any such ordinance, measure, moratorium, or other limitation in a court of law if it becomes necessary to protect the development rights vested in the Property pursuant to this Agreement.

11. **Further Actions and Instruments.** Each of the Parties shall cooperate with and provide reasonable assistance to the other in the performance of all obligations under this Agreement and the satisfaction of the conditions. Upon the request of either Party, the other Party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of the Agreement or to evidence or consummate the transactions contemplated herein.

12. **Successors and Assigns.** Subject to Article II Section 2 above, the burdens of this Agreement shall be binding upon, and the benefits of this Agreement inure to, all successors-in-interest and assigns of the Parties.

13. **Time of the Essence.** Time is of the essence of this Agreement and of each and every term and condition hereof.

14. **Applicable Laws.** This Agreement shall be construed and enforced in accordance with the laws of the State of California. All statutory references are to California statutes.

15. **No Waiver of Existing Rights or Applicable Laws.** This Agreement shall not constitute a waiver of any of Owner's existing rights or applicable laws, nor shall it limit or expand Owner's right to challenge any General Fee as being contrary to applicable law or to challenge any existing or Future Exaction as being in excess of Exactions permitted by applicable law.

16. **Authorization.** Each person executing this Agreement hereby warrants and represents that he/she has the authority to enter into this Agreement and to bind his/her respective entity to the provisions hereof. This Agreement may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original.

17. **No Third Party Beneficiaries.** This Agreement and each and every provision hereof is for the exclusive benefit of the Parties hereto and not for the benefit of any third party.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, the Parties have executed this Agreement:

CITY OF ESCONDIDO

By: _____
Paul McNamara
Its: Mayor

CITY OF ESCONDIDO

By: _____
Zachary Beck
Its: Clerk

By: TOUCHSTONE MF FUND I, LLC, a Delaware limited liability company

By: TOUCHSTONE COMMUNITIES, LLC, a California limited liability company
Its: Manager

By: _____
Its: Manager

APPROVED AS TO FORM:

CITY OF ESCONDIDO
OFFICE OF THE CITY ATTORNEY
MICHAEL R. MCGUINNESS, City Attorney

By: _____

TOUCHSTONE MF FUND I, LLC

By: _____
David W. Ferguson
Attorney for Owner

EXHIBIT A

LEGAL DESCRIPTION

Real property in the City of Escondido, County of San Diego, State of California, described as follows:

EXHIBIT B

I. PUBLIC BENEFITS AND PUBLIC IMPROVEMENTS

A. MAPLE STREET PLAZA. Public Art fees for the Project will be combined with existing City Public Art funds to replace the existing non-functioning fountain in Maple Street Plaza at a later date. The construction of the fountain, including design, size, dimensions, materials, style, pumping requirements, and installation will be the responsibility of the City. Upon completion, the City will only be responsible for repairs to the fountain caused by willful destruction or acts of nature. The Owner shall be responsible for all cleaning and maintenance of the fountain in perpetuity, at Owner's sole cost, including the care and servicing by personnel for the purpose of maintaining the fountain and all ancillary equipment in satisfactory operating condition by providing for systematic inspection, detection, and correction of equipment and emerging failures either before they occur, or before they develop into major defects.

B. PUBLIC PARKING. Owner shall design and construct a new parking structure that provides public parking spaces, including the installation of an electronic signage system to display available public parking spaces in real time in accordance with the traffic impact analysis for the Project and appropriate infrastructure (wiring, conduits, physical space, etc.) to facilitate future improvements (i.e. access gate(s), signage, security/attendant station, etc.) to be performed by others for an independent contractor to manage the public parking spaces, as approved by the City in its sole discretion. The Project shall provide a total of 76 public parking spaces on the Property in accordance with the Owner's

Purchase and Sale Agreement with the City. Owner shall also maintain the public parking spaces at Owner's cost when completed and operational. Prior to issuance of a grading permit, Owner shall provide a Parking Management Plan for any proposed use of the 76 spaces other than public parking, which shall be subject to City's written approval. Owner may allow said public parking spaces to be used for overnight parking for Project residents and guests, provided an appropriate permit regulated program is implemented by the Owner and approved by the City in writing. Prior to construction, the City will maintain the parking lot in accordance with its normal operations. The City shall continue to enforce public parking regulations after completion of the parking structure.

C. TRAFFIC CONTRIBUTIONS. Owner shall pay the City $32,155 as contributions towards future public signage for public parking lots to facilitiate the efficient flow of traffic in the downtown area.

II. DENSITY TRANSFER FROM CITY DENSITY TRANSFER PROGRAM

A. DENSITY TRANSFER. The City will transfer 24 units of density from the City Density Credit Pool, established by the City's Density Transfer Program.

B. CALCULATION OF DENSITY BONUS. Any density bonus awarded pursuant to State law shall be calculated based on the 79 units as provided in the Downtown Specific Plan and will not include any transferred density in the calculation.

III. TIMING AND COOPERATION

A. GENERALLY. The City and Owner agree to cooperate towards the requirements in this Agreement including a permitting and construction schedule.

B. USE OF MAPLE STREET PLAZA. The Project shall be permitted to use a portion of Maple Street Plaza for outdoor café seating, subject to any terms and conditions of an encroachment permit. This space shall extend approximately sixteen (16) feet from the exterior of the building as depicted in the Entitlements. Owner shall be permitted to use this space during construction of the Project. Owner shall be responsible for maintenance of this space after construction starts. Such maintenance shall include routine care and cleaning, repair and replacement of existing improvements unless damaged by the City. Owner shall relocate the existing improvements being displaced to a new location within Maple Street Plaza and in a manner approved by the City at Owner's cost.

C. TEMPORARY PARKING MANAGEMENT PLAN. Prior to issuance of grading permit, the City will require a temporary parking management plan that secures temporary off-site parking accommodations for construction workers. Owner may allow onsite parking once the initial garage is constructed subject to City approval in accordance with the City's municipal code and state and federal law.

D. Owner may require the temporary exclusive use of the south side parking lane of Valley Parkway to facilitate the construction of the Project. If Owner determines that such use is necessary, then City and Owner agree to cooperate towards this requirement, subject to any terms and conditions of an encroachment permit.

EXHIBIT C

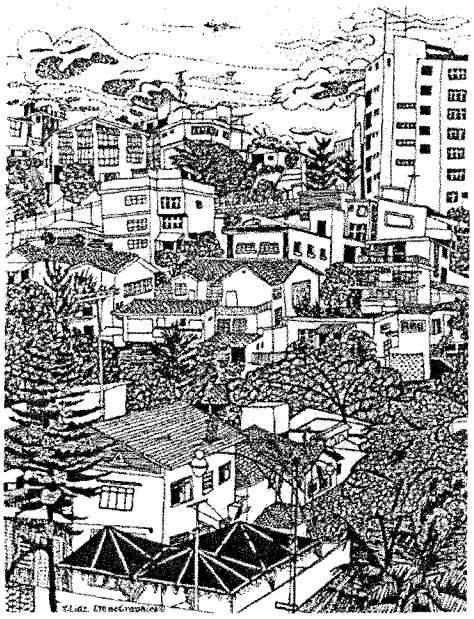
FEE GUIDE

Revised 2/6//2017

ESCONDIDO
City of Choice

FEE GUIDE for DEVELOPMENT PROJECTS

PLEASE NOTE: THIS DOCUMENT WAS UPDATED ON 2-06-2017 (LOCAL TRAFFIC, PUBLIC FACILITY, PARK, DRAINAGE FEE INCREASES)



Community Development Department / Building Division

201 North Broadway, Escondido, CA 92025 (760) 839-4647 FAX (760) 432-6819

Important Information

Fees in the Downtown Specific Plan Area

Development Fee Category	CURRENT[1] FEE
PUBLIC FACILITIES	Res. $1614/DU
PARK DEV.	Res.$1120/DU
DRAINAGE FACILITY	MF Res.$370/DU
PUBLIC ART	$0.15/SF first 2000sf exempt[2]

[1] For Multi-Family Development (2 units or more) located in the Downtown Specific Plan Area, the Current Fees identified by Resolution 2004-99(RRR) shall remain in effect until revised by City Council action per Res. No. 2006-160, 6-21-2006.

A1

FEE GUIDE FOR DEVELOPMENT PROJECTS INDEX

Subject	Page No.
IMPORTANT FEE INFORMATION	**A1**
Introduction	1
Other City Department Fees	2
Other Agency Fees	3
Fee Incentives	4
Fee Credits	6
Fees Applicable to Building Permit Issuance	7
Processing Fees	7
Permit/Inspection Fees	7
Connection Fees	8
Development Fees	8
Regional Fees	9
State Fees	10
Other City Fees	10-11
School Fees	11
Valuation Multipliers	12-13
Plumbing, Electrical & Mechanical Fee Worksheet	15
School Fees Information	16
Art In Public Places Fee (Public Art)	17
Traffic Fees	18
Connection and Regional Schedule	19
Examples:	
• Single-Family Dwelling	21
• Duplex	22
• Apartment Building	23
• Condominium Project	24
• Industrial Building	25
• Office Building	26
• Medical/Dental Office Building	27
• Industrial Building Addition	28
• Tenant Improvement	29
Fee Worksheet	30
Growth Management Tier Map	31
Region of Influence Map	32
Permit Processing Fee Waivers for Targeted Commercial Area	33
San Diego County Water Authority (SDCWA) Capacity Charge	34-35
Nonprofit Organization Fee Reduction Policy	36
Incentives for Increased Energy Efficiencies	37

OTHER CITY DEPARTMENT FEES

Fees are collected at various stages of development projects. This guide provides information on those fees applicable to Building Division plan check submittal and to Building Permit issuance. FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.

- ☐ Plan Check Fee
- ☐ Building Plan Review Fee (Planning)
- ☐ Building Plan Review Fee (Fire)
- ☐ Building Permit Fee
- ☐ State Seismic Fee (SMIP)
- ☐ State Green Building Fee
- ☐ Public Facility Fee
- ☐ Wastewater Connection Fee
- ☐ Water Connection Fee
- ☐ SDCWA Capacity Charge (Currently collected with water meter charges)
- ☐ Park Fee
- ☐ Traffic Fee
- ☐ Regional Traffic Fee (RTCIP)
- ☐ Drainage Facilities Fee
- ☐ Region of Influence Infrastructure Deposit Fee
- ☐ CATV Fee
- ☐ Plumbing, Electrical and Mechanical Permit Fees
- ☐ School Fees
- ☐ Microfilming Fee
- ☐ Art Fee
- ☐ Citywide Facilities Plan Reimbursement Fee

Other City departments and agencies which have fees that may impact your project are also listed.

City Departments

- ☐ Planning
- ☐ Engineering
- ☐ Finance
- ☐ Fire
- ☐ Business License

Other Agencies

- ☐ San Diego County Health (Haz. Materials)
- ☐ San Diego County Health (Environmental Services)
- ☐ Air Pollution Control District
- ☐ Other Sewer/Water Agencies
- ☐ San Diego Gas and Electric Co. (SDG&E)
- ☐ AT&T (formerly Pacific Bell, SBC)
- ☐ Cox Communications

This guide also provides information regarding fee incentives for the following types of projects.

- ☐ Qualified projects in the Escondido Business Enhancement Zone
- ☐ Restaurants
- ☐ Second Dwelling Units
- ☐ Fee Deferrals
- ☐ Historical Buildings
- ☐ Changes in Use in Existing Buildings

Fee estimates for proposed projects are available upon request. Please provide the following information. If you are unsure of the applicable fees for your project please contact Building Division staff for assistance.

- ☐ Description of project (use, etc.) being
- ☐ Proposed water meters (number & sizes)
- ☐ Floor plan showing uses, square footage, seating (if applicable), etc.
- ☐ Land area, plot plan
- Type of construction
- ☐ Size and use of any structures demolished (for fee credits)
- ☐ Existing water meters (number & sizes)
- ☐ High water users may have to submit water bill records from previous locations or estimates of usage

OTHER CITY DEPARTMENT FEES

☐ **PLANNING - CITY HALL (760) 839-4671**

Fees for subdivisions, CUP's, Plot Plans, P.D.'s, Design Review, Grading Plans, Development Agreements, etc.

☐ **ENGINEERING - CITY HALL (760) 839-4651**

Fees for plan check and inspection, improvement plans, grading plans, subdivisions, encroachment permits, repayments, etc.

Annual Industrial Waste Discharge Permits - Contact the Industrial Waste Inspector at (760) 839-6282.

☐ **FINANCE - CITY HALL (760) 839-4682**

Fees for water meters and construction meters.

☐ **FIRE - 201 NORTH BROADWAY (760) 839-5400**

Fees for Fire Code Permits, blasting permits, research, hazardous material consulting and inspection.

☐ **CITY BUSINESS LICENSE - CITY HALL (760) 839-4659**

Required for all businesses operating in the City. Must be renewed annually.

OTHER AGENCY FEES

☐ **COUNTY OF SAN DIEGO DEPARTMENT OF HEALTH SERVICES**

Fees for plan check and inspection and annual permits for:

- Food and Miscellaneous Facilities ..... (760) 471-0730
- X-Ray Installations ..... (619) 338-2969
- Hazardous Materials ..... (619) 338-2222

☐ **AIR POLLUTION CONTROL DISTRICT**

Fees for plan check and inspection and annual permits for certain businesses... (858) 650-4700

☐ **OTHER WATER/WASTEWATER DISTRICTS**

Projects not served by City wastewater and water facilities will be subject to plan check, inspection, installation and connection fees from the serving agency:

- Rincon Del Diablo Municipal Water District..... (760) 745-5522
- Vallecitos Water District ..... (760) 744-0460
- Vista Irrigation District ..... (760) 597-3100
- Valley Center Municipal Water District..... (760) 749-1600
- Olivenhain Municipal Water District ..... (760) 753-6466

To determine if your project is served by City sewer and water, please contact the Engineering Department (760) 839-4651.

☐ **GAS AND ELECTRIC SERVICE**

SAN DIEGO GAS AND ELECTRIC CO. (SDG&E) (800) 611-7343

☐ **TELEPHONE**

AT&T (Formerly Pacific Bell).(800) 310-2355 (Residential)
(800) 750-2355 (Commercial)

☐ **COX COMMUNICATIONS**

North County (760) 806-9809

FEE INCENTIVES

☐ **THE ESCONDIDO BUSINESS ENHANCEMENT ZONE**

On May 24, 2006, the City Council adopted Ordinance 2006-12, and Resolution 2006-56 modifying the existing Business Enhancement Zone (BEZ). The ability to request incentives for development was expanded to all commercial and industrial zoned properties in the City of Escondido. In order to be considered for incentives, the development must meet one or more of the Public Benefit Criteria in the associated Council policy. Generally, the BEZ applies to new construction projects.

Contact the Planning Division at 760-839-4671 or the Economic Development Division at 760-839-4563 for more information and the eligibility criteria.
Requests for incentives must be made in writing to the Assistant City Manager and be accompanied by appropriate supporting materials.

- Please refer to the Escondido Zoning Code Article 69, Sections 33-1450 through 33-1457, for the complete description of requirements and incentives

http://www.qcode.us/codes/escondido/view.php?topic=33-69&showAll=1&frames=on

For the complete Business Enhancement Zone Policy described in Resolution 2006-56, Exhibit "A", please see in the following link:

http://www.escondido.org/Data/Sites/1/media/pdfs/Business/BusinessEnhancementZone.pdf

Economic Incentive Fund and Incentive Policy (brief description)

Purpose: The City Council has established an Economic Incentive Fund that is utilized to offset development and connection fee reductions granted to eligible projects.
The City Council Economic Development Subcommittee and the City Council may grant fee reduction incentives as follows.

Policy:

1. Granting of fee reductions of up to 25% of the project's connection and development fees with a $25,000 maximum cap.
   - Fee reductions are backfilled from the City Council Economic Incentive Fund.
   - Incentive does not apply to high-demand service users.
   - Pass-thru fees to other agencies and costs involving processing, inspection and/or construction costs to the City of Escondido will not be eligible for fee incentive reductions. The Public Art Fee will not be reduced.
2. Ability to request fast-track processing.

Additional Incentives Policy

1. Granting of fee reductions of up to 50% of the project's connection and development fees with a $50,000 maximum cap.
   - Up to 50% of the project's connection and development fees can be requested to be reduced for businesses that provide exemplary financial or job benefits to the City.
   - Fee reductions are backfilled from the City Council Economic Incentive Fund.
   - Incentive does not apply to high-demand service users.
   - Pass-thru fees to other agencies and costs involving processing, inspection and/or construction costs to the City of Escondido will not be eligible for fee incentive reductions. The Public Art Fee will not be reduced.
2. Assignment of a fast track interdepartmental City staff project processing and permitting team.

☐ **FEE DEFERRAL**

On June 13, 2012, City Council Approved Resolution 2012-103, which amends the existing fee deferral program for commercial and industrial projects, to include residential development with 5 or more units. Please contact Building Division staff for further information regarding the process.

FEE INCENTIVES

☐ **NONPROFIT ORGANIZATIONS** (Per City Council Resolution 2008-21(R) October 22, 2008)

The City of Escondido recognizes the importance of community based service organizations. Qualified organizations will receive a 50% reduction in connection, development and art fees with a maximum total reduction in fees not to exceed $10,000. Where a property is eligible for multiple fee credits, the credit generating the greater amount shall be used. See page 36.

☐ **INCENTIVES FOR INCREASED ENERGY EFFICIENCIES**

On Sept. 19, 2001 City Council approved Resolution No. 2001-209 which provides that commercial and residential projects can receive incentives of expedited processing and reduced fees for energy efficiencies above current Title 24. See page 37.

☐ **NONRESIDENTIAL BUILDING ADDITIONS**

Per City Council action on November 21, 2008, expansions in floor area of existing nonresidential buildings will be required to pay development fees on the expanded area:

- Wastewater Connection Fee
- SDCWA Capacity Charge
- Drainage Facilities Fee
- Water Connection Fee (if increase in meter size)
- Traffic Fee
- Public Facility Fee
- Art Fee

☐ **HISTORICAL BUILDINGS**

On June 17, 1992, in an effort to encourage historic preservation, the City Council approved Resolution No. 92-266 adopting an incentives program for qualified preservation projects.

Numerous incentives are offered, including fee reductions.

For further information, please contact the Planning Division at (760) 839-4671.

☐ **CHANGES IN USE IN EXISTING BUILDINGS (Council Agenda Item 4/22/1992)**

To encourage revitalization efforts for our existing building stock, tenant improvement permits, such as restaurants, will not be charged wastewater, water, and/or traffic fees, unless the project requires an increased water meter, or sewer line size, or adds significant parking. This policy does not apply to intensive uses such as Laundromats, car washes, breweries, etc., or to the first use in new buildings. Buildings in which the previous use was abandoned for 10 years or more are subject to development fees. (See Fee Example #9, page 29.)

☐ **SECOND DWELLING UNITS**

In an effort to provide affordable housing in areas where adequate public facilities and services are available, and impacts upon the residential neighborhoods directly affected would be minimal, the City Council adopted Ordinance No. 92-42 on November 4, 1992.

The ordinance added Article 70 to the Escondido Zoning Code which establishes standards for second dwelling units.

These units will be considered as room additions for Building Permit fees and will not be charged wastewater, water, traffic, public facility, drainage, and park fees. EMC Section 33-140.

One limitation on these units is that the owner of the property must reside on the parcel on which the unit is located. For further information on Article 70, please contact the Planning Division at (760) 839-4671.

FEE INCENTIVES

☐ **PERMIT PROCESSING FEE INCENTIVES – TARGETED COMMERCIAL AREAS**

To encourage improvement and enhancement of existing businesses, the processing and permit fees shown below will be waived. Targeted areas are South Escondido Boulevard, East Valley Parkway and the Downtown Revitalization Area (see map on page 33).

- Minor Plot Plan Review – $1,025
- Project Plan Review – up to $200
- Landscape Plan Check – up to $1040
- Sign Permit – $78
- Facade Improvements – up to $200
- Design Review Fee – $450
- Encroachment Permit – $100
- Building Sign Permit – up to $50
- Building Awning Permit – up to $100

Criteria for incentive approval:

- Cumulative fee incentives for any single business shall not exceed $500
- Fee waivers shall involve exterior (street visible) improvements only
- Waivers for new construction shall be limited to additions to existing businesses

For further information, contact the Planning Division (760) 839-4671.

FEE CREDITS

BUILDING DEMOLITIONS & ABANDONED USES

On October 22, 2008, the City Council modified City policy regarding fee credits for demolished buildings and buildings with abandoned uses. This action established a 10-year time limit on the use of fee credits. The time limit shall not apply to single-family dwellings demolished due to natural disaster.

The fee credits have the following limitations:

- Satisfactory documentation must be presented on the existence of the previous building;
- Credits are applied to the fees for new projects on the same property (no monetary refunds are given);
- Credit applies only to the property on which the demolitions occurred;
- Credit cannot be transferred elsewhere.
- Where a property is eligible for multiple fee credits, the credit generating the greater amount shall be used.

Fee credits apply to the following fees:

- Water Connection Fee (if on City water)
- Wastewater Connection Fee (if on City sewer)
- SDCWA Capacity Charge (if on City water)
- Public Facility Fee
- Art Fee
- Traffic Fee Local portion only (see below)
- Park Fee
- Region of Influence Infrastructure Deposit
- Drainage Facilities Fee

Credits for Traffic Fees for a demolished residential use applied to a commercial use will be 25% of the fees shown in this guide, since commercial traffic fee rates are based on 25% of the residential rates.

AGRICULTURAL WATER METERS

On October 22, 2008, the City Council modified City codes to allow fee credits for agricultural water meters taken out of service.

Fee credits apply as follows:

- Ten-year time limit, and other limitations as listed under Building Demolitions
- Given to owner of the subdivision at the time of Final Map recordation
- Applies to the Water Connection Fee at the time of meter removal or last service, and SDCWA Capacity Charge as allowed per the agency
- Will be divided among the new lot(s) created

FEES APPLICABLE TO BUILDING PERMIT ISSUANCE

The fees shown below are applicable to Building Permit issuance for your project. Processing fees are payable at Plan Check submittal. School fees are payable to the school district prior to permit issuance. All remaining fees are payable at permit issuance. Final project fees are those fees in effect at the time of permit issuance.

PROCESSING FEES

PURPOSE: To cover City costs in processing your project and reviewing your plans for compliance with model codes, local ordinances and state and federal regulations.

APPLICABLE TO: All projects, except as noted below.

	FEE AMOUNT
☐ **PLAN CHECK FEE***	65% of Building Permit Fee
PLAN CHECK SURCHARGES (for State regulations)	
☐ **Nonresidential State Disabled Access Reg. Plan Check**	10% of Plan Check Fee
☐ **Residential State Disabled Access Reg. Plan Check**	10% of Plan Check Fee
☐ **All buildings - State Energy Regulations**	20% of Plan Check Fee
☐ **PLANNING DIVISION - BUILDING PLAN REVIEW FEE**	$35 (MIN) room additions; patio covers, decks, retaining walls; pools, spas and miscellaneous projects requiring zoning review. $195 (RES)-single family dwelling; up to four residential units. $380 (MINOR)-T.I.'s; commercial/industrial additions 1 or 2 story, up to 10,000 sf. $1,100 (MAJOR)-Tracts; Parcel Maps (5 or more dwellings); Multi-family residential; new commercial/industrial buildings; non residential additions over 2 stories or 10,000 sf.
☐ **FIRE DEPARTMENT - BUILDING PLAN REVIEW FEE**	$50 ____0-500 sq. ft. (Typical Building; Additions;
(Projects regulated by the Fire Code, includes inspection)	$100 ___500-2,000 sq. ft. Single Family Dwellings;
Tracts/Phase/production 1-10 units same application $200;	$150 ___2,001-5,000 sq. ft. Tract Models;
each 5 additional units $100 same application (SFD R-3 occupancy)	$200 ___>5,000 sq. ft. Tenant Improvements)
	$275/bldg ___Multi Family, Commercial, Industrial
AUTHORITY: Local Ordinances.	$100/each ___ Access Roadway Gate

PERMIT/INSPECTION FEES

PURPOSE: To cover City costs in inspecting your project for compliance with model codes, local ordinances and state and federal regulations.

APPLICABLE TO: All projects, except as noted below.

	FEE AMOUNT
☐ **BUILDING PERMIT FEE***	Based on building valuation table on page 14. Valuation determined by using multipliers on page 12.
BUILDING PERMIT SURCHARGES (for State regulations)	
☐ **Nonresidential Disabled Access Inspection**	10% of Building Permit Fee
☐ **Residential Disabled Access Inspection**	10% of Building Permit Fee
☐ **All buildings - State Energy Regulation Inspection**	20% of Building Permit Fee
☐ **PLUMBING PERMIT FEES**	See schedule, page 15.
☐ **ELECTRICAL PERMIT FEES**	See schedule, page 15.
☐ **MECHANICAL PERMIT FEES**	See schedule, page 15.

AUTHORITY: Escondido Municipal Code & Local Ordinances.

*For subdivisions with 10 or more single-family dwellings which have building permit issuances in groups of 10 or more, the production unit building permit fees will be decreased by 10% (Resolution #99-199, August 26, 1999). Plan check fees for all subdivision production, repeat units shall be $70/unit (Resolution #2002-100, May 1, 2002).

FEES APPLICABLE TO BUILDING PERMIT ISSUANCE

CONNECTION FEES

PURPOSE: These fees represent a new connection's proportional share of existing capital facilities which will be used to provide service to the new connection.

APPLICABLE TO: All new projects, served by City water and wastewater.

	FEE AMOUNT	
☐ **WATER CONNECTION FEE**	Residential:	Detached single-family dwelling, $7,930 (see page 19)
	All Other Uses:	Based on water meter size (see pages 19 and 20)

	FEE AMOUNT	
☐ **WASTEWATER CONNECTION FEE**	Residential:	Detached single-family dwelling, $7,500 (see page 19)
	All Other Uses:	Based on an EDU (Equivalent Dwelling Unit) of 250 gallons per day (minimum of 1 EDU) (see pages 19 and 20)

NOTE: Water Connection Fee does not include water meter fees.

AUTHORITY: Local Ordinance

DEVELOPMENT FEES (Established By City Council)

Please refer to Page A1 for Important Fee information

PURPOSE: These fees reflect a development's proportionate share of improvements necessary to meet facility demands created by such development at established City service level standards.

	FEE AMOUNT	
☐ **TRAFFIC FEE (LOCAL)**	Residential:	Single-family dwelling, $870 (see page 18)
	All Other Uses:	See schedule, page 18

PURPOSE: To ensure that the traffic and transportation facility standards established by the City are met with respect to the additional needs created by such development.

APPLICABLE TO: All new development projects.

AUTHORITY: Local Ordinance.

	FEE AMOUNT
☐ **PUBLIC FACILITY FEE**	$4,624 per dwelling unit; $2.17 per sq. ft. of Commercial building area; $1.64 per sq. ft. of Industrial building area.

PURPOSE: To ensure that public facility standards established by the City are met with respect to the additional needs created by such development. (For public facilities such as Police, Fire, Library, etc.)

APPLICABLE TO: All new development projects.

FEES APPLICABLE TO BUILDING PERMIT ISSUANCE

DEVELOPMENT FEES CONTINUED

	FEE AMOUNT
☐ **PARK FEE**	$4,212 per dwelling unit

PURPOSE: To ensure that the park land and recreational facility standards established by the City are met with respect to the additional needs created by such development.

APPLICABLE TO: Residential projects only.

	FEE AMOUNT	
☐ **DRAINAGE FACILITIES FEE**	Residential:	Single-family dwelling - $1,092/unit Multi-family dwelling - $437/unit
	All Other Uses:	$0.71/sq. ft. of building roof area

PURPOSE: To ensure that storm water drainage facilities meet the requirements established by the City's Drainage Master Plan.

APPLICABLE TO: All new development projects (unless a Storm Drain Basin Fee was previously paid).

	FEE AMOUNT
☐ **REGION OF INFLUENCE INFRASTRUCTURE DEPOSIT FEE**	$1,500 - single family dwelling

PURPOSE: To cover development's forecasted fair share costs of new infrastructure related to the impacts created by such development.

APPLICABLE TO: New single family dwelling units, on existing lots of record as of June 6, 1990, in the Region of Influence (see map, page 32).

AUTHORITY: Local Resolution No. 95-211

REGIONAL FEES

	FEE AMOUNT	
☐ **TRAFFIC FEE REGIONAL (RTCIP)**	Residential:	Single-family dwelling, $2,357 (see page 18 for other residential uses)

PURPOSE: To ensure local agency participation in circulation improvements to allow quality of life standards to be achieved and allow new development to proceed.

APPLICABLE TO: All new residential dwelling units.

AUTHORITY: Resolution No. 2013-42.

	FEE AMOUNT
☐ **SAN DIEGO COUNTY WATER AUTHORITY (SDCWA) CAPACITY CHARGE**	Based on water meter size (see page 19) (Currently collected with water meter charges)

PURPOSE: Pass-thru fee to the SDCWA to finance capital improvements.

APPLICABLE TO: All new projects served by City water.

AUTHORITY: Local Ordinance.

FEES APPLICABLE TO BUILDING PERMIT ISSUANCE

STATE FEES

	FEE AMOUNT
☐ **STRONG MOTION INSTRUMENTATION PROGRAM (SMIP) FEE**	$.50 MINIMUM .0001 x Building Valuation - Residential ≤ 3 stories .00021 x Building Valuation - Hotels, motels and all other buildings and structures

PURPOSE: Pass-thru fee to the state to finance monitoring and mapping programs for seismic activity.

APPLICABLE TO: All building permits.

AUTHORITY: State law - Public Resources Code Section 2705-2709.1 (1971)

☐ **GREEN BUILDING FEE**	$1.00 MINIMUM $4.00 PER $100,000 of Building Valuation

PURPOSE: Pass-thru fee to the State to finance Green Building Standards through the California Building Standards Commission (CBSC) with a portion retained locally for administering the program, education, enforcement and voluntary construction inspector certification.

APPLICABLE TO: All building permits.

AUTHORITY: SB1473 State law – Health & Safety Code, Division 13, Part 2.5. Sections 18931.6 & 18931.7

OTHER CITY FEES

	FEE AMOUNT
☐ **ART IN PUBLIC PLACES (AIPP) FEE**	$.30 per sq. ft. of building area (first 2,000 sq. ft. exempt) (see page 17)

PURPOSE: To fund a program designed to promote the arts in public places. The program provides art education and experiences which enhance economic vitality, commemorates local values, history and progress, develops community pride and identity and improves the general welfare and quality of life in the city and is intended to mitigate adverse impacts to those resources and opportunities which are caused by new development.

APPLICABLE TO: All new projects.

	FEE AMOUNT
☐ **CITYWIDE FACILITIES PLAN REIMBURSEMENT FEE**	$58 per residential unit

PURPOSE: To provide a reimbursement fund for individual developers who advanced funds for the preparation of the Subarea Facilities Plans.

APPLICABLE TO: Residential only.

AUTHORITY: Local Resolution No. 94-173

	FEE AMOUNT
☐ **MICROFILMING FEE**	$.50 each - 8 1/2 x 11 sheets $2.00 each - larger sheets

PURPOSE: To cover City costs related to converting your approved project documents to permanent public records.

APPLICABLE TO: All new projects.

OTHER CITY FEES CONTINUED

	FEE AMOUNT
☐ **CATV FEE**	$1.00 per dwelling unit or mobilehome pad - $10 min.

PURPOSE: To cover City administrative and inspection costs related to new CATV systems.

APPLICABLE TO: Multifamily residential, including, but not limited to, apartments, duplex units, condos, townhouses and mobilehome parks.

AUTHORITY: Local Ordinances

SCHOOL FEES

School fees are applicable to all new projects and are payable to the school district prior to Building Permit issuance. See page 16 for additional information.

SEPTIC TANK AND WELLS – Contact the County Health Department

DEMOLITION PERMITS - may be issued to the owner, licensed demolition contractor, or general contractor who has contract to replace the building on the property. Permit fee is $30 per permit. (No plumbing permit required.) Must have San Diego Gas & Electric service removal information slip before issuance. See Demolition Permit Guideline #14.

The recycling of Construction and Demolition Debris to the maximum extent possible for all projects is highly encouraged.

CHANGE OF OCCUPANCY INSPECTION - provide plot plan and indicate intended new use - $86.00 fee (Property owner's request.)

PLAN CHECK AND BUILDING PERMIT FEES/VALUATION MULTIPLIERS - Plan Check and Building Permit fees are based on the value of the proposed work. The Escondido Municipal Code requires that the Building Official make the determination of the value. It also requires that the value be the total value of all the construction work for which the permit is issued as well as all finish work, painting, roofing, electrical, plumbing, heating, air-conditioning, elevators, fire extinguishing systems and other permanent equipment.

Building Valuation Multipliers are updated periodically and may be adopted by each jurisdiction in San Diego County.

Actual construction cost estimates may be used in lieu of the multipliers only for additions and tenant improvements.

RESEARCH FEES – To cover City costs related to the research of records and documents- $86.00hr.

Revised 7-1-95

SAN DIEGO AREA CHAPTER I.C.B.O. 1995-96 VALUATION MULTIPLIERS

	Value per sq. ft.
RESIDENTIAL	
APARTMENT HOUSES/Condominium Bldgs.:	
*Type I-or II-F.R.	93.00
Type V or III (Masonry)	75.00
Type V-1-hour	78.00
Type V-Wood Frame	69.00
Type I-Basement Garage	32.00
**DWELLINGS (single family & duplex):	
Type V-Adobe	99.00
Type V-Masonry	82.00
Type V-Wood Frame	78.00
Basements (Non-Hab.)	20.00
***Additions V-Wood Frame	94.00
PRIVATE GARAGES:	
Wood Frame (Unfinished)	21.00
Wood Frame (Finished))	23.00
Masonry	23.00
Open Carports	14.00
COMMERCIAL/INDUSTRIAL	
BANKS:	
*Type I-or II-F.R.	127.00
Type III-1-hour	102.00
Type III-N	98.00
Type V-1-hour	92.00
Type V-N	88.00
CHURCHES:	
Type I-or II-F.R.	85.00
Type III-1-hour	69.00
Type III-N	66.00
Type V-1-hour	64.00
Type V-N	60.00
CONVALESCENT HOSPITALS:	
*Type I-or-II-F.R.	119.00
Type III-1-hour	84.00
Type V-1-hour	79.00
FIRE STATIONS:	
Type I or II-F.R.	97.00
Type II 1-hour	64.00
Type II-N	60.00
Type III 1 hour	70.00
Type III-N	67.00
Type V - 1-hour	65.00
Type V-N	62.00
FITNESS CENTERS:	
Type III-1-hour	65.00
Type III-N	62.00
Type V-1-hour	61.00
Type V-N	57.00

	Value per sq. ft.
HOSPITALS:	
*Type I-or II-F.R.	140.00
Type III-1-hour	114.00
Type V-1-hour	109.00
HOTELS AND MOTELS:	
*Type I-or II-F.R.	86.00
Type III-1-hour	74.00
Type III-N	71.00
Type V-1-hour	66.00
Type V-N	63.00
INDUSTRIAL PLANTS:	
Type I-or II-F.R.	49.00
Type III-1-hour	37.00
Type III-N	35.00
Tilt-up	25.00
Type II-1-hour	34.00
Type II-(Stock)	31.00
Type V-1-hour	35.00
Type V-N	32.00
MEDICAL OFFICES:	
*Type I-or II-F.R.	102.00
Type III-1-hour	82.00
Type III-N	79.00
Type V-1-hour	76.00
Type V-N	73.00
OFFICES:	
*Type 1-or II-F.R.	91.00
Type III-1-hour	65.00
Type III-N	62.00
Type V-1-hour	61.00
Type V-N	57.00
PUBLIC BUILDINGS:	
*Type I or II-F.R.	105.00
Type II 1-hour	85.00
Type II-N	81.00
Type III 1-hour	88.00
Type III-N	85.00
Type V - 1-hour	80.00
Type V-N	77.00
PUBLIC GARAGES:	
*Type I- or II-F.R.	42.00
*Type I- or II-Open Parking	31.00
Type III-1-hour	31.00
Type III-N	28.00
Type II-N	24.00
Type V-1-hour	28.00
RESTAURANTS:	
Type III-1-hour	82.00
Type III-N	80.00

	Value per sq. ft.
Type V-1-hour	75.00
Type V-N	72.00
SCHOOLS:	
*Type I-or II-F.R.	95.00
Type III-1-hour	69.00
Type III-N	65.00
Type V-1-hour	64.00
SERVICE STATIONS/CAR WASHES:	
Type III-1-hour	59.00
Type III-N	56.00
Type II-N	57.00
Type V-1-hour	50.00
Type V-N	47.00
Canopies	24.00
STORES:	
*Type I-or II-F.R.	70.00
Type III-1-hour	52.00
Type III-N	49.00
Type V-1-hour	44.00
Type V-N	40.00
THEATERS:	
Type I-or II-F.R.	94.00
Type III-1-hour	68.00
Type III-N	64.00
Type V-1-hour	63.00
Type V-N	60.00
WAREHOUSES:	
Type I-or II F.R.	42.00
Type III-1-hour	28.00
Type III-N	27.00
Type II or V-1-hour	25.00
Type II or V-N	23.00
(Deduct 11% for mini-warehouse)	

EQUIPMENT

Air Conditioning (Comm.)	3.60
Air Conditioning (Res.)	3.00
Fire Sprinkler Systems	1.80
(Use to increase Val. for new construction)	

TENANT IMPROVEMENTS

***Banks, Medical Offices/Churches	37.00
***Restaurants	37.00
***"H" Occupancies	37.00
***Stores, Offices, All Others	27.00

COMM./IND. ADDITIONS

*** Use multiplier for new building and increase by 20%

SHELL BUILDING: A shell building is defined as a building for which HVAC, lighting, suspended ceilings, plumbing and electrical systems, partition layouts and interior finish are not shown on the plans and for which separate tenant improvement plans will be submitted for plan check at a later date showing these items. Warehouses and industrial buildings shall not be considered shell buildings. The valuation for shell buildings shall be taken as 80 percent of the valuation for the completed building.

*Add 0.5% to the total cost for each story over three.

**For subdivisions with 10 or more single-family dwellings which have building permit issuances in groups of 10 or more, the production unit building permit fees will be decreased by 10%. (Resolution

Revised 7-1-95

SAN DIEGO AREA CHAPTER I.C.B.O. 1995-96 VALUATION MULTIPLIERS

Value per sq. ft.	Value per sq. ft.	Value per sq. ft.

#99-199, August 26, 1999) Plan check fees for all subdivision production, repeat units shall be $70/unit. (Resolution #2002-100, May 1, 2002).
***Or an actual itemized construction cost estimate.

VALUATION MULTIPLIERS–ALTERATIONS (Applicable to existing structure with no addition of floor area)

Change in Occupancy or Change in Use: Example: Convert warehouse to office(s), change house to a restaurant, enclose porch, or convert garage, etc.

Use difference in valuation between existing use and new use.

No Change in Occupancy and No Additional Floor Area

Interior Partitions	@ $39.00 per L.F.
Install Windows or Sliding Glass Doors	@ $12.25 per S.F. of opening
Add Fireplace: Concrete or Masonry	@ $2,800.00 each
Prefabricated Metal	@ $1,900.00 each
Close Exterior Wall Openings	@ $11.50 per S.F. of opening
Aluminum Siding	@$4.50 per S.F.

VALUATION MULTIPLIERS–MISCELLANEOUS (Applicable to both new construction & alterations)

	VALUE PER S.F.
Plastering:	
Inside	$2.25
Outside	2.25
Roofing:	
Built-up	1.08
Comp. Shing. (and Fiberglass)	1.00
Asb. Shing.	2.37
Wood Shing.	2.37
Wood Shakes	2.37
Alum. Shakes	3.58
Clay Tile	3.00
Conc. Tile	2.54
Fences or Freestanding Wall:	
Wood & Chain-link	1.50
Wire	1.50
Masonry	7.00
Wrought Iron	4.50
Stucco	4.50
Balcony/Stairs/Walking Decks (Wood)	11.50
Stone-Brick Veneer	7.00
Pile Foundations:	
Cast-in Place Concrete	17.25 per L.F.
Steel & Pre-Cast	41.75 per L.F.

	VALUE PER S.F.
Retaining Walls: (Conc. or Masonry)	$ 14.00
Spa (in ground only)	5,775.00/spa
Pools:	
Gunite	29.50
Vinyl pools (in ground only)	27.00
Awnings and Canopies: (Supported by Building)	
Aluminum	16.75
Canvas	7.00
Comm. Canopies/Arcades	24.00
Patio Enclosures:	
Wood Frame	10.25
Metal Frame	11.50
Solariums: (or actual itemized construction cost estimate.)	78.00
Patios:	
Wood Frame with Cover	7.00
Metal Frame with Cover	9.00
Agricultural:	
Buildings (General)	15.25
Greenhouses (Horticulture)	4.50
Detached Residential Accessory Structures:	
Workshop, Hobby Shop, Etc. (or actual itemized construction cost estimate)	23.00

SIGNS AND BILLBOARDS

		Non-Illuminated	Illuminated
ROOF, MONUMENT, POLE, BILLBOARD	1 Face	$20.75/sq. ft.	$34.00/sq. ft.
(Add support structure for pole and billboard.)	2 Face	29.50/sq. ft.	48.00/sq. ft.
WALL	1 Face	14.00/sq. ft.	29.50/sq. ft.
PROJECTING	1 Face	20.00/sq. ft.	41.50/sq. ft.
	2 Face	29.50/sq. ft.	48.00/sq. ft.
SUPPORTING STRUCTURE (Add to value of pole and billboard signs.)		48.00/lin. ft.	48.00/lin. ft.

TABLE NO. 3-A - BUILDING PERMIT FEES

TOTAL VALUATION	BUILDING PERMIT FEE
$1.00 to $500.00	$15.00
$501.00 to $2,000.00	$15.00 for the first $500.00 plus $2.00 for each additional $100.00 or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$45.00 for the first $2,000.00 plus $9.00 for each additional $1,000.00 or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$252.00 for the first $25,000.00 plus $6.50 for each additional $1,000.00 or fraction thereof, to and including $50,000.00
$50,001.00 to $100,000.00	$414.50 for the first $50,000.00 plus $4.50 for each additional $1,000.00 or fraction thereof, to and including $100,000.00
$100,001.00 to $500,000.00	$639.50 for the first $100,000.00 plus $3.50 for each additional $1,000.00 or fraction thereof
$500,001.00 to $1,000,000.00	$2039.50 for the first $500,000.00 plus $3.00 for each additional $1,000.00 or fraction thereof, to and including $1,000,000.00.
$1,000,001.00 and up	$3539.50 for the first $1,000,000.00 plus $2.00 for each additional $1,000.00 or fraction thereof.

Other Inspections and Fees:

1. Inspections outside of normal business hours (minimum charge–two hours) $86.00/hour*
2. Reinspection fees assessed under provisions of Section 305(h) $86.00/inspection
3. Inspections for which no fee is specifically indicated (minimum charge–one-half hour) $86.00/hour*
4. Additional plan review required by changes, additions or revisions to approved plans (minimum charge–one-half hour) $86.00/hour*

*Or the total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.

ESCONDIDO MUNICIPAL CODE - SECTION 6-16

PLAN CHECK FEES: Permit Fee (determined above) x 65%

PERMIT FEE SCHEDULE/WORKSHEET

CITY OF ESCONDIDO (760) 839-4647

PROJECT DATA	Job Address:		New Elec. Service Size:
Tract No.:	Lot/Plan No.:	Plan Check No.:	New Water Meter Size:

PLUMBING

Fee Description	No.	Fee	Total
Issuance Fee (for each permit)			$30.00
Bathtub		3.50 ea	
Dental Unit/Cuspidor		3.50 ea	
Floor Drain		3.50 ea	
Gas System (First Outlet)		10.00 ea	
Gas Outlets (Each Addtl.)		1.00 ea	
Building Sewer		12.00 ea	
Grease Trap		3.00 ea	
Interceptors/Pump		3.00 ea	
Lavatory (First Fixture)		6.00 ea	
Lavatory (Each Addtl.)		3.50 ea	
Laundry Tubs		3.50 ea	
Backflow Prev. (First 5 devices)		4.00 ea	
Backflow Prev. (> than 5 devices)		1.00 ea	
Receptor & Floor Sink		3.50 ea	
Shower Drain		3.50 ea	
Sink - Kitchen		3.50 ea	
Sink - Other		3.50 ea	
Urinal		3.50 ea	
Washing Machine Drain		3.50 ea	
Water Closet (First Fixture)		6.00 ea	
Water Closet (Each Addtl.)		3.50 ea	
Water Heater (First Heater)		6.00 ea	
Water Heater (Each Addtl.)		3.50 ea	
Solar Water Heater		3.50 ea	
Water Pipe Repair/Replacement		6.00 ea	
Water Softener		3.50 ea	
Drain Vent Repair/Alterations		6.00 ea	
Hose Bib		3.50 ea	
Drinking Fountain		3.50 ea	
Other Plumbing & Gas Fees		10.00 ea	
Total			

OTHER FEES (Also applies to Building Permit Inspections)

Fee Description	Fee
Inspections outside of normal business hours (min. two hrs.)	$86.00/hr
Reinspections	$86.00/insp
Inspections for which no fee is specifically indicated (min. 1/2 hr.)	$86.00/hr

ELECTRICAL - NEW APARTMENTS - 3 OR MORE UNITS (MULTI-FAMILY): Enter the ampere rating of the service main breaker or fuse (includes all wiring)

Fee Description	Amp	Fee	Total
Issuance Fee (for each permit)			$30.00
Single Phase Service/per Amp		.60 ea	
Three Phase Service/per Amp		.90 ea	
Total			

Contact Person's Name: _____

ELECTRICAL - SINGLE-FAMILY DWELLING, COMMERCIAL and INDUSTRIAL, ALL REMODELS & ADDITIONS: Enter the number of circuits to be installed in each size of fuse or breaker, counting each feeder and service as a circuit.

Fee Description	No.	Fee	Total
Issuance Fee (for each permit)			$30.00
15 or 20 Amp - First 5 Circuits		5.00 ea	
15 or 20 Amp - Second 5 Circuits		4.00 ea	
15 or 20 Amp - Next 90 Circuits		3.00 ea	
15 or 20 Amp - Over 100 Circuits		1.50 ea	
25 to 45 Amp Circuits		7.00 ea	
50 to 175 Amp Circuits		10.00 ea	
200 Amp and Larger Circuits		16.00 ea	
Temporary Service		35.00 ea	
Temporary Pole		35.00 ea	
Other Electrical Fees		10.00 ea	
Total			

MECHANICAL

Fee Description	No.	Fee	Total
Issuance Fee (for each permit)			$30.00
Furnaces up to 100,000 BTU		12.00 ea	
Furnaces > 100,000 BTU		15.00 ea	
Floor Furnace & Vent		12.00 ea	
Heater (Wall or Floor)		12.00 ea	
Appliance Vent (Only)		6.50 ea	
Refr Comp up to 15hp		25.00 ea	
Refr Comp to 15hp (Each Addtl.)		10.00 ea	
Refr Comp More Than 15hp		45.00 ea	
Boiler up to 100k BTU		12.00 ea	
Boiler > 100k - 500k BTU		23.00 ea	
Boiler >500k - 1,000k BTU		32.00 ea	
Boiler >1,000k - 1,750 BTU		47.00 ea	
Boiler More Than 1,750 BTU		78.00 ea	
Fan Coil Unit		9.00 ea	
Heat Pump (Package Unit)		9.00 ea	
Air Handler w/ducts to 10k CFM		9.00 ea	
Air Handler More Than 10k CFM		15.00 ea	
Duct Work Only		15.00 ea	
Evaporative Cooler		9.00 ea	
Make-up Air System		9.00 ea	
Vent Fan (Single Duct)		6.00 ea	
Vent System		9.00 ea	
Exhaust Hood & Duct		20.00 ea	
Non-residential Incinerator		60.00 ea	
Refr Condenser Remote		9.00 ea	
Walk-in Box/Refrig Coil		9.00 ea	
Other Mechanical Fees		10.00 ea	
Total			

Phone: _____

SCHOOL FEES

November 2006

Government Code 65995 and Education Code 17620 permit School Districts to collect developer fees for residential buildings and commercial or industrial buildings. School fee payment forms are available at the City of Escondido Building Division. These forms must be signed by Building Division staff prior to payment of fees at the School District office. Validated receipts must be returned to the Building Division prior to issuance of Building Permit.

ESCONDIDO UNION SCHOOL DISTRICT
AND
ESCONDIDO UNION HIGH SCHOOL DISTRICT

For further information as to the amount of fees and school of residence for your project, please contact The Carilyn Gilbert Education Center, Facilities Department, 2310 Aldergrove Ave, Escondido, CA 92029, (760) 432-2382.

- Form of payment of these fees will be by cashier's check, official bank check or cash. These are the only forms of payment accepted. (Personal or business checks are not acceptable and cash must be in the exact amount. Change is not available at the education center office). Suggest applicant contact the Education Center for the most current information.
- Please contact the Education Center for Hours of collection.

ART IN PUBLIC PLACES FEE (PUBLIC ART)

Please refer to Page A1 for Important Fee Information

All development projects, both residential and nonresidential, are subject to the payment of the Art Fee at Building Permit issuance.

In lieu of paying the fee, applicants are encouraged to place public art on their property following the Public Art Commission guidelines. Applicants interested in this approach should contact the Public Art Consultant, Susan Pollack, Community Services Department, at (760) 839-4331 in the early design stages of their projects.

The Art Fee is currently $0.30/sq. ft. of building area, with the following exceptions:

1. Tenant improvements with no added building area.

2. The first 2,000 sq. ft. of any structure. This exception shall not apply on an individual basis to structures which are part of a larger integrated complex (commercial, industrial and multi-family residential), but shall apply only to the first 2,000 sq. ft. of the complex.

3. For a new SFD, the 2,000 sq. ft. exemption shall apply to each detached structure.

4. Residential additions, patio covers, gazebos, etc. (except for work which results in an additional dwelling unit)

For additions to existing buildings, the following shall apply:

- If the existing building is 2,000 sq. ft. or greater, all of the new addition is subject to the fee.

- If the existing building is less than 2,000 sq. ft., add the area of the existing to the area of the new addition. That portion of the total over 2,000 sq. ft. is subject to the fee.

If this were part of an existing complex of buildings (commercial, industrial and multi-family residential) and one of the buildings was 2,000 sq. ft. or larger, exception #2 above would be utilized and the addition would be subject to fees for the full square footage.

For existing multi-building (commercial, industrial and multi-family residential) complexes in which a new building is being added, exception #2 would again be utilized with the 2,000 sq. ft. being applied to one of the existing buildings.

TRAFFIC FEE LOCAL/TRAFFIC FEE RTCIP SCHEDULE

RESIDENTIAL (Fee Per Unit)	RTCIP TRAFFIC FEE REGIONAL	TRAFFIC FEE LOCAL
Single Family	$2,357.00	$ 870.00
Duplex	$2,357.00	$ 870.00
Triplex	$2,357.00	$ 522.00
Apartment	$2,357.00	$ 522.00
Senior Apartment	$2,357.00	$ 435.00
Condo/Townhouse	$2,357.00	$ 696.00
Mobilehome/Family	$2,357.00	$ 435.00
Mobilehome/Adult	$2,357.00	$ 261.00
Retirement Community	$2,357.00	$ 348.00
LODGING (Fee per room)		
Hotel (w/convention facilities/restaurant)		$ 430.00
Motel		$ 387.00
Resort Hotel		$ 344.00
COMMERCIAL/RETAIL (Fee per s.f. of Bldg. Area)		
Super Regional Center (>80 acres, >800,000 s.f.) 3+ Majors		$ 1.51
Regional Center (40-80 acres, 400-800,000 s.f.) 2+ Majors		$ 2.15
Community Center (15-40 acres, 125-400,000 s.f.) 1+ Major		$ 3.44
Neighborhood Center (<15 acres, less than 125,000 s.f.) w/grocery , drug store, etc.		$ 5.16
Commercial Shops		
Specialty Retail/Strip Commercial		$ 1.72
Supermarket		$ 6.45
Convenience Market		
(15-16 hours)		$ 21.50
(24 hours)		$ 30.10
W/gas pumps		$ 36.55
Discount Club/Store		$ 2.58
Furniture Store		$ 0.26
Lumber Store		$ 1.29
Hardware/Paint Store		$ 2.58
Garden Nursery		$ 1.72
OFFICES (Fee per s.f. of Bldg. Area)		
Less than 100,000 s.f.		$ 0.86
More than 100,000 s.f.		$ 0.73
Single Tenant Office		$ 0.60
Corporate Headquarters		$ 0.30
Government		$ 1.29
Medical/Dental		$ 2.15
FINANCIAL (Fee per s.f. of Bldg. Area)		
Bank (Walk-In Only)		$ 6.45
W/Drive Thru		$ 8.60
Drive Thru Only (Per Lane)		$10,750.00
Savings & Loan		$ 2.58
Drive Thru Only (Per Lane)		$4,300.00

INDUSTRIAL (Fee Per s.f. of Bldg.Area)	TRAFFIC FEE LOCAL
Industrial/Business Park (commercial included)	$ 0.69
Industrial Park (no commercial)	$ 0.34
Industrial Plant (multiple shifts)	$ 0.43
Manufacturing/Assembling	$ 0.17
Warehousing	$ 0.22
Storage	$ 0.09
Science Research &Development	$ 0.34
AUTOMOTIVE	
Car Wash	
Automatic (Per Site)	$38,700.00
Self-Serve (Per Stall)	$ 4,300.00
Gasoline (per vehicle fueling space)	
W/Food Mart	$ 6,880.00
W/Food Mart & Car Wash	$ 6,665.00
Older Service Station Design	$ 6,450.00
Sales (Dealer & Repair) (Per s.f.)	$ 2.15
Auto Repair Center (Per s.f.)	$ 0.86
RECREATIONAL	
RV Park (Per Space)	$ 258.00
Bowling Center (Per Lane)	$ 1,290.00
Campground (Per Campsite)	$ 172.00
Golf Course (Per Acre)	$ 301.00
Racquetball/Health Club (Per s.f. of Bldg. Area)	$ 1.29
Tennis Courts (Per Court)	$ 1,290.00
Theater (Per Seat)	$ 76.00
RESTAURANTS (Fee per s.f. of Bldg. Area)	
Quality	$ 4.30
Sit Down, High Turnover	$ 6.88
Fast Food with Drive-Thru	$ 27.95
Fast Food without Drive-Thru	$ 30.10
Delicatessen	$ 6.45
CHURCH	
Per s.f. of Building Area	$ 0.39
EDUCATION (Fee per student))	
High School	$ 55.90
Middle/Junior High	$ 60.20
Elementary	$ 68.80
Day Care	$ 215.00
HOSPITAL	
Per Bed	$ 860.00
CARE FACILITIES	
Convalescent (Per Bed)	$ 860.00
Intermediate (Per Bed)	$ 860.00
Congregate Care (Per Bed)	$ 107.50

All trip rates from SANDAG's Guide of Vehicular Traffic Generation Rates for the SD Region.

TRAFFIC FEE: $87/ADT – residential, $43/ADT – non-residential.

CONNECTION AND REGIONAL FEE SCHEDULE

RESIDENTIAL	WATER CONNECTION	WASTEWATER CONNECTION
Detached SFD	See schedule below (based on water meter size)[4]	$7,500
Attached Dwelling Units (Includes single family dwellings, town houses, condos, apartments, triplexes & duplexes)		
Units with 3 or more bedrooms (per unit)	3,510[4]	7,500
Units with less than 3 bedrooms (per unit)	3,510[4]	5,625
Mobilehome (in mobilehome park)	3,510[4]	5,625
Senior Apartment (per unit)	2,340[4]	3,750
Hotel (per room)	See schedule below (based on water meter size)	2,250
Motel (per room)		2,925
Convalescent Home (per bed)		938
Assisted Care Facility (per bed)		1,875
R. V. Park (per space)		1,875

	FEE PER SQ. FT.	
COMMERCIAL/INDUSTRIAL	WATER CONNECTION	*WASTEWATER CONNECTION
Retail	See schedule below (based on water meter size)[4]	$1.28
Retail (one tenant over 10,000 sq. ft.)		.42
Office		1.28
Medical/Dental		3.00
Industrial		.63
Industrial (one tenant over 10,000 sq. ft.)		.42

*The minimum fee for new building construction is 1 EDU - $7,500

WATER METER	WATER CONNECTION FEE	**SDCWA CAPACITY CHARGE	METER DROP IN FEES/SEE UTILITIES
3/4" meter	$ 4,690	$ 5,099	
1" meter	$ 7,930	$ 8,158	
1-1/2" meter	$ 15,640	$ 15,297	
2" meter	$ 25,340	$ 26,515	
3" meter	$ 46,780	$ 48,950	
4" meter	$ 78,940	$ 83,624	
6" meter	$157,890	$152,970	
8" meter	$252,620	$265,148	

NOTES:

1. For sewer lateral charges contact the Engineering Department at 839-4651.
2. For water meter charges contact the Finance Department, Utility Billing, at 839-4682.
3. One Wastewater (sewer) Connection Right = 1 EDU (Equivalent Dwelling Unit, 250 GPD) = $7,500
   One Water Connection Right = 1 EDU (Equivalent Dwelling Unit, 750 GPD) = $4,690
4. Based upon a common meter installation. If a separate meter is proposed for each dwelling unit, tenant, or business, connection fee is determined by the meter size.
5. SFD with domestic fire sprinklers usually require a minimum 1" meter with an approved RP device.

CONNECTION AND REGIONAL FEE SCHEDULE

** Currently collected with water meter charges.

CONNECTION AND REGIONAL FEE SCHEDULE

HIGH USE/SPECIAL USE (Fee Per Seat unless otherwise noted)

	WATER CONNECTION	*WASTEWATER CONNECTION
Full Service Restaurant	See schedule on page 19 (based on water meter size)	$436.00
Family Restaurant		391.00
Cafe		329.00
Specialty Restaurant (china service)		256.00
Pizza (paper service)		211.00
Deli		211.00
Fast Food (paper service)		540.00
Donut/Ice Cream/Specialty Shops		256.00
Bars/Pubs/Lounges		436.00
Theaters		45.00
Assembly: General		45.00
Church/Sanctuary		15.00
Day Care/School (no cafeteria or gym)		346.00/student
Day Care, School with Gym/Showers		495.00/student
Supermarket		0.87/sq. ft.
Convenience Market		1.70/sq. ft.
Convenience Market (with Deli)		2.11/sq. ft.
Laundry for Apts./Condos		-0-
INTENSIVE USE EXAMPLES:		
Laundry		5,371.00/machine[3]
Car Wash:		
Self-Serve		17,129.00/bay
Automatic		157,618.00/site

* The minimum fee for new building construction is 1 EDU - $7,500

NOTE:

1. High or Intensive use facilities not listed, such as breweries, will be determined on an individual basis.

2. Car wash fees may be adjusted if a recycle system is installed.

3. Calculation of fees for Laundromats based on EDU's in addition to per-machine rate.

EXAMPLE #1 – "DETACHED" SINGLE-FAMILY DWELLING with air conditioning

PROJECT DATA:	PROJECT VALUATION	
2,600 sq. ft., 3 bedroom house (w/Fire Sprinklers, City Ord.)	2,600 sq. ft. x $82.80/sq. ft. =	$215,280
600 sq. ft. garage	600 sq. ft. x $22.80/sq. ft. =	13,680
(Applies to individual detached SFD's on a single lot or parcel and one-lot condos w/detached SFD's)	Valuation =	$228,960

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL

Plan Check Fee	$850.98
State Disabled Access Regulation Plan Check Surcharge Fee	N/A
State Energy Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
Planning Division - Building Plan Review Fee	195.00
Fire Department - Building Plan Review Fee	150.00

FEES DUE AT BUILDING PERMIT ISSUANCE

Building Permit Fee	1,309.20
State Disabled Access Regulation Inspection Surcharge Fee	N/A
State Energy Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
Plumbing Permit Fee (estimate)	110.00
Electrical Permit Fee (estimate)	111.00
Mechanical Permit Fee (estimate)	83.00
Water Connection Fee (based on a minimum 1" meter for fire sprinklers)	7,930.00
Wastewater Connection Fee	7,500.00
Traffic-Fee Regional (RTCIP)	2,357.00
Traffic-Fee Local	870.00
Public Facility Fee	4,624.00
Park Fee	4,212.00
Drainage Facilities Fee	1,092.00
Region of Influence Infrastructure Deposit Fee (if in Region of Influence)	1,500.00
SMIP Fee	22.90
GREEN BUILDING FEE (California State Fee)	10.00
Art in Public Places Fee	420.00
Citywide Facilities Plan Reimbursement Fee	58.00
Microfilming Fee (estimate)	25.00
CATV Fee	N/A
School Fees (School District)	--------
SDCWA Capacity Charge (based on 1" water meter. Paid at time of meter purchase)	**8,158**
TOTAL FEES	$41,1.08

NOTE: This is only an estimate. Exact fees can only be determined for a specific project in a specific location in the city. **FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.**

EXAMPLE #2 - DUPLEX

PROJECT DATA:	PROJECT VALUATION		
Duplex - 2 units @ 1,100 sq. ft. each, 2 bedroom, 2 bath	2,200 sq. ft. x $78/sq. ft.	=	$171,600
800 sq. ft. garage	800 sq. ft. x $21/sq. ft.	=	16,800
	Valuation	=	$188,400

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL

Plan Check Fee	$741.48
State Disabled Access Regulation Plan Check Surcharge Fee	N/A
State Energy Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
Planning Division - Building Plan Review Fee	195.00
Fire Department - Building Plan Review Fee	150.00

FEES DUE AT BUILDING PERMIT ISSUANCE

Building Permit Fee	1,141.20
State Disabled Access Regulation Inspection Surcharge Fee	N/A
State Energy Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
Plumbing Permit Fee (estimate)	222.00
Electrical Permit Fee (estimate)	155.00
Mechanical Permit Fee (estimate)	104.00
Water Connection Fee ($3,510 x 2)	7,020.00
Wastewater Connection Fee ($5,625 x 2)	11,250.00
Traffic Fee-Regional (RTCIP) ($2,357 x 2)	4,714.00
Traffic Fee-Local ($870 x 2)	1,740.00
Public Facility Fee ($4,624 x 2)	9,248.00
Park Fee ($4,212 x 2)	8,424.00
Drainage Facilities Fee ($437 x 2)	874.00
Region of Influence Infrastructure Deposit Fee	N/A
SMIP Fee	18.84
GREEN BUILDING FEE	8.00
Art in Public Places Fee	360.00
Citywide Facilities Plan Reimbursement Fee ($58 x 2)	116.00
Microfilming Fee (estimate)	25.00
CATV Fee	10.00
School Fees (School District)	--------
SDCWA Capacity Charge (based on 1" water meter. Paid at time of meter purchase	**8,158**
TOTAL FEES	$54,270.52

NOTE: This is only an estimate. Exact fees can only be determined for a specific project in a specific location in the city. **FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.**

EXAMPLE #3 - APARTMENT BUILDING

PROJECT DATA:	PROJECT VALUATION		
6 unit apartment building - 850 sq. ft. /unit, 2 bedroom, 1 bath, (w/AC & Fire Sprinklers)	850 sq. ft. x 6 x ($69+$3+$1.80) = $376,380		
1,200 sq. ft. attached carport	1,200 sq. ft. x $14	=	16,800
	Valuation	=	$393,180

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL

Plan Check Fee	$1,409.88
State Disabled Access Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
State Energy Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
Planning Division - Building Plan Review Fee	1,100.00
Fire Department - Building Plan Review Fee	275.00

FEES DUE AT BUILDING PERMIT ISSUANCE

Building Permit Fee	2,169.05
State Disabled Access Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
State Energy Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
Plumbing Permit Fee (estimate)	216.00
Electrical Permit Fee (estimate)	390.00
Mechanical Permit Fee (estimate)	213.00
Water Connection Fee ($3,510 x 6)	21,060.00
Wastewater Connection Fee ($5,625 x 6)	33,750.00
Traffic Fee-Regional (RTCIP) ($2,357 x 6)	14,142.00
Traffic Fee-Local ($522 x 6)	3,132.00
Public Facility Fee ($4,624 x 6)	27,744.00
Park Fee ($4,212 x 6)	25,272.00
Drainage Facilities Fee ($437 x 6)	2,622.00
Region of Influence Infrastructure Deposit Fee	N/A
SMIP Fee	39.32
GREEN BUILDING FEE	16.00
Art in Public Places Fee	1,350.00
Citywide Facilities Plan Reimbursement Fee ($58 x 6)	348.00
Microfilming Fee (estimate)	75.00
CATV Fee	10.00
School Fees (School District)	--------
SDCWA Capacity Charge (based on 1 1/2" water meter. Paid at time of meter purchase)	**15,297**
TOTAL FEES	$149,853.25

NOTE: This is only an estimate. Exact fees can only be determined for a specific project in a specific location in the city. **FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.**

EXAMPLE #4 - CONDOMINIUM PROJECT

PROJECT DATA:	PROJECT VALUATION		
32 unit condominium project	1,200 sq. ft. x 4 x $69	=	$331,200
8 buildings/4 units each building @ 1,200 sq. ft./unit	400 sq. ft. x 4 x $21	=	33,600
3 bedrooms, & 2 baths/unit			
Attached garages @ 400 sq. ft./unit	Building Valuation	=	$364,800
This example does not apply to detached single family dwellings	Project Valuation (x 8)	=	$2,918,400
on a "one lot-condo map". Please refer to Example No.1 for fees.			

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL

Plan Check Fee	$10,592.96
State Disabled Access Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
State Energy Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
Planning Division - Building Plan Review Fee	1,100.00
Fire Department - Building Plan Review Fee ($275x8)	2,200.00

FEES DUE AT BUILDING PERMIT ISSUANCE

Building Permit Fee	16,296.80
State Disabled Access Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
State Energy Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
Plumbing Permit Fee (estimate - $202 x 8)	1,616.00
Electrical Permit Fee (estimate - $270 x 8)	2,160.00
Mechanical Permit Fee (estimate - $133 x 8)	1,064.00
Water Connection Fee ($3,510 x 32)	112,320.00
Wastewater Connection Fee ($7,500 x 32)	240,000.00
Traffic Fee-Regional (RTCIP) ($2,357 x 32)	75,424.00
Traffic Fee-Local ($696 x 32)	22,272.00
Public Facility Fee ($4,624x 32)	147,968.00
Park Fee ($4,212 x 32)	134,784.00
Drainage Facilities Fee ($437 x 32)	13,984.00
Region of Influence Infrastructure Deposit Fee	N/A
SMIP Fee	291.84
GREEN BUILDING FEE	117.00
Art in Public Places Fee	14,820.00
Citywide Facilities Plan Reimbursement Fee ($58 x 32)	1,856.00
Microfilming Fee (estimate)	150.00
CATV Fee	32.00
School Fees (School District)	--------
SDCWA Capacity Charge (based on 2" water meter. Paid at time of meter purchase	**26,515**
TOTAL FEES	$824,216.60

NOTE: This is only an estimate. Exact fees can only be determined for a specific project in a specific location in the city. **FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.**

EXAMPLE #5 - INDUSTRIAL BUILDING

PROJECT DATA:	PROJECT VALUATION		
4,000 sq. ft. industrial building (manufacturing/assembly)	4,000 sq. ft. x $35	=	$140,000
	Valuation	=	$140,000

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL

Plan Check Fee	$658.68
State Disabled Access Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
State Energy Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
Planning Division - Building Plan Review Fee	1,100.00
Fire Department - Building Plan Review Fee	275.00

FEES DUE AT BUILDING PERMIT ISSUANCE

Building Permit Fee	$1,013.35
State Disabled Access Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
State Energy Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
Plumbing Permit Fee	*
Electrical Permit Fee	*
Mechanical Permit Fee	*
Water Connection Fee (based on 3/4" meter)	4,690.00
Wastewater Connection Fee (minimum 1 EDU)	7,500.00
Traffic Fee-Regional (RTCIP)	N/A
Traffic Fee-Local ($0.17 x 4,000 sq. ft.)	680.00
Public Facility Fee ($1.64 x 4,000 sq. ft.)	6,560.00
Park Fee	N/A
Drainage Facilities Fee ($0.71 x 4,000 sq. ft.)	2,840.00
Region of Influence Infrastructure Deposit Fee	N/A
SMIP Fee	29.40
GREEN BUILDING FEE	6.00
Art in Public Places Fee	660.00
Citywide Facilities Plan Reimbursement Fee	N/A
Microfilming Fee (estimate)	75.00
CATV Fee	N/A
School Fees (School District)	--------
SDCWA Capacity Charge (based on 1" water meter. Paid at time of meter purchase)	**8,158**
TOTAL FEES	$30,768.43

NOTE: This is only an estimate. Exact fees can only be determined for a specific project in a specific location in the city. **FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.**

*Fee based on specific plumbing, electrical and mechanical work involved. (See pg. 15)

EXAMPLE #6 - OFFICE BUILDING

PROJECT DATA:	PROJECT VALUATION		
5,000 sq. ft. office building	5,000 sq. ft. x $57	=	$285,000
	Valuation	=	$285,000

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL

Plan Check Fee	$1,087.52
State Disabled Access Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
State Energy Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
Planning Division - Building Plan Review Fee	1,100.00
Fire Department - Building Plan Review Fee	275.00

FEES DUE AT BUILDING PERMIT ISSUANCE

Building Permit Fee	1,673.10
State Disabled Access Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
State Energy Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
Plumbing Permit Fee	*
Electrical Permit Fee	*
Mechanical Permit Fee	*
Water Connection Fee (based on 3/4" meter)	4,690.00
Wastewater Connection Fee (1 EDU minimum)	7,500.00
Traffic Fee-Regional (RTCIP)	N/A
Traffic Fee ($0.86 x 5,000 sq. ft.)	4,300.00
Public Facility Fee ($2.17 x 5,000 sq. ft.)	10,850.00
Park Fee	N/A
Drainage Facilities Fee ($0.71x 5,000 sq. ft.)	3,550.00
Region of Influence Infrastructure Deposit Fee	N/A
SMIP Fee	59.85
GREEN BUILDING FEE	12.00
Art in Public Places Fee (5,000 sq. ft. - 1,800 sq. ft. x $0.30)	960.00
Citywide Facilities Plan Reimbursement Fee	N/A
Microfilming Fee (estimate)	75.00
CATV Fee	N/A
School Fees (School District)	--------
SDCWA Capacity Charge (based on 1" water meter. Paid at time of meter purchase)	**8,158**
TOTAL FEES	$43,876.47

NOTE: This is only an estimate. Exact fees can only be determined for a specific project in a specific location in the city. **FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.**

*Fee based on specific plumbing, electrical and mechanical work involved. (See pg. 15)

EXAMPLE #7 - MEDICAL/DENTAL OFFICE BUILDING

PROJECT DATA:	PROJECT VALUATION		
4,000 sq. ft. Medical/Dental Office Building	4,000 sq. ft. x $76.60	=	$306,400
	Valuation	=	$306,400

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL	
Plan Check Fee	$1,152.58
State Disabled Access Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
State Energy Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
Planning Division - Building Plan Review Fee	1,100.00
Fire Department - Building Plan Review Fee	275.00
FEES DUE AT BUILDING PERMIT ISSUANCE	
Building Permit Fee	1,773.20
State Disabled Access Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
State Energy Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
Plumbing Permit Fee	*
Electrical Permit Fee	*
Mechanical Permit Fee	*
Water Connection Fee (based on 3/4" meter)	4,690.00
Wastewater Connection Fee ($3.00 x 4,000 sq. ft.)	12,000.00
Traffic Fee-Regional (RTCIP)	N/A
Traffic Fee-Local ($2.15 x 4,000 sq. ft.)	8,600.00
Public Facility Fee ($2.17 x 4,000 sq. ft.)	8,680.00
Park Fee	N/A
Drainage Facilities Fee ($0.71 x 4,000 sq. ft.)	2,840.00
Region of Influence Infrastructure Deposit Fee	N/A
SMIP Fee	64.34
GREEN BUILDING FEE	13.00
Art in Public Places Fee	660.00
Citywide Facilities Plan Reimbursement Fee	N/A
Microfilming Fee (estimate)	75.00
CATV Fee	N/A
School Fees (School District)	--------
SDCWA Capacity Charge (based on 1" water meter) . Paid at time of meter purchase	**8,158**
TOTAL FEES	$49,667.12

NOTE: This is only an estimate. Exact fees can only be determined for a specific project in a specific location in the city. **FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.**

*Fee based on specific plumbing, electrical and mechanical work involved. (See pg. 15)

EXAMPLE #8 - INDUSTRIAL BUILDING ADDITION

PROJECT DATA:	PROJECT VALUATION		
1,000 sq. ft. addition to an existing 8,000 sq. ft. building Development Fees apply to the added building area only. (See page 5) (This example does not require a larger water meter).	1,000 sq. ft. x $35 Valuation	= =	$35,000 $35,000

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL

Plan Check Fee	$267.87
State Disabled Access Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
State Energy Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
Planning Division - Building Plan Review Fee	380.00
Fire Department - Building Plan Review Fee	100.00

FEES DUE AT BUILDING PERMIT ISSUANCE

Building Permit Fee	412.10
State Disabled Access Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
State Energy Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
Plumbing Permit Fee (no additional plumbing)	~~0~~
Electrical Permit Fee (estimate - 4 circuits)	50.00
Mechanical Permit Fee (no additional mechanical)	~~0~~
Water Connection Fee (no increase in meter size)	~~0~~
Wastewater Connection Fee ($0.63/sf x 1000 sf)	630.00
Traffic Fee-Regional (RCTCIP)	N/A
Traffic Fee- Local ($0.34/sf x 1000 sf)	340.00
Public Facility Fee ($1.64/sf x 1000 sf)	1640.00
Park Fee	N/A
Drainage Facilities Fee ($0.71/sf x 1000 sf)	710.00
Region of Influence Infrastructure Deposit Fee	N/A
SMIP Fee	7.35
GREEN BUILDING FEE	2.00
Art in Public Places Fee ($0.30/sf x 1000 sf)	300.00
Citywide Facilities Plan Reimbursement Fee	N/A
Microfilming Fee (estimate)	25.00
CATV Fee	N/A
School Fees (School District)	--------
SDCWA Capacity Charge	~~0~~
TOTAL FEES	$4,864.32

NOTE: This is only an estimate. Exact fees can only be determined for a specific project in a specific location in the city. **FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.**

EXAMPLE #9 - TENANT IMPROVEMENT

PROJECT DATA:	PROJECT VALUATION
60 seat pizza restaurant in existing 1,800 sq. ft. retail tenant space; FEE INCENTIVE - see page 5 estimate)	Valuation = $30,000 (contractor

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL	
Plan Check Fee	$240.40
State Disabled Access Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
State Energy Regulation Plan Check Surcharge Fee (included in Plan Check Fee)	--------
Planning Division - Building Plan Review Fee	380.00
Fire Department - Building Plan Review Fee	100.00
FEES DUE AT BUILDING PERMIT ISSUANCE	
Building Permit Fee	369.85
State Disabled Access Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
State Energy Regulation Inspection Surcharge Fee (included in Permit Fee)	--------
Plumbing Permit Fee	*
Electrical Permit Fee	*
Mechanical Permit Fee	*
Water Connection Fee (no increase in water meter or sewer line sizes)	~~0~~
Wastewater Connection Fee (no increase in water meter or sewer line sizes)	~~0~~
Traffic Fee-Regional (RTCIP) (no added parking)	N/A
Traffic Fee- Local (no added parking)	~~0~~
Public Facility Fee	N/A
Park Fee	N/A
Drainage Facilities Fee	~~0~~
Region of Influence Infrastructure Deposit Fee (if in Region of Influence)	N/A
SMIP Fee	6.30
GREEN BUILDING FEE	2.00
Art in Public Places Fee	N/A
Citywide Facilities Plan Reimbursement Fee	N/A
Microfilming Fee (estimate)	5.00
CATV Fee	N/A
School Fees (School District)	--------
SDCWA Capacity Charge (no increase in water meter size)	~~0~~
TOTAL FEES	$1,103.55**

NOTE: This is only an estimate. Exact fees can only be determined for a specific project in a specific location in the city. **FINAL PROJECT FEES ARE THOSE FEES IN EFFECT AT THE TIME OF PERMIT ISSUANCE.**

*Fee based on specific plumbing, electrical and mechanical work involved. (See pg. 15)
**Plus plumbing, electrical and mechanical permit fees, if applicable.

FEE WORKSHEET

PROJECT DATA: PROJECT VALUATION

Note: If you are unsure of the applicable fees please contact Building Division counter staff for assistance.

FEES DUE AT BUILDING PLAN CHECK SUBMITTAL

Plan Check Fee .....
State Disabled Access Regulation Plan Check Surcharge Fee .....
State Energy Regulation Plan Check Surcharge Fee .....
Planning Division - Building Plan Review Fee .....
Fire Department - Building Plan Review Fee .....

FEES DUE AT BUILDING PERMIT ISSUANCE

Building Permit Fee .....
State Disabled Access Regulation Inspection Surcharge Fee .....
State Energy Regulation Inspection Surcharge Fee .....
Plumbing Permit Fee .....
Electrical Permit Fee .....
Mechanical Permit Fee .....

Water Connection Fee .....
Wastewater Connection Fee .....

Traffic Fee-Regional (RTCIP) .....
Traffic Fee-Local .....
Public Facility Fee .....
Park Fee .....
Drainage Facilities Fee .....
Region of Influence Infrastructure Deposit Fee .....

SMIP Fee .....

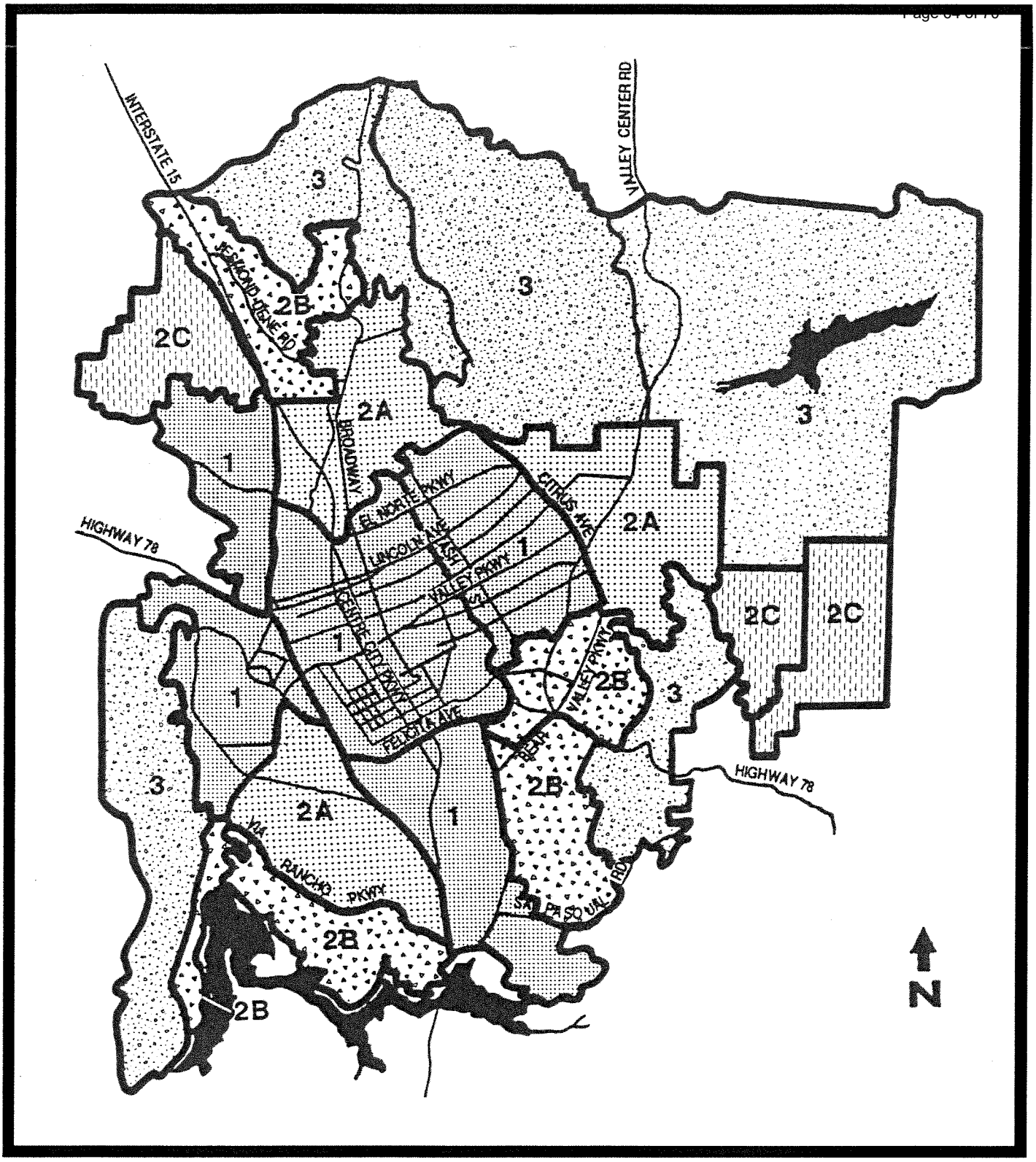
GREEN BUILDING FEE .....

Art in Public Places Fee .....
Citywide Facilities Plan Reimbursement Fee .....
Microfilming Fee .....
CATV Fee .....

School Fees (payable to School District) .....

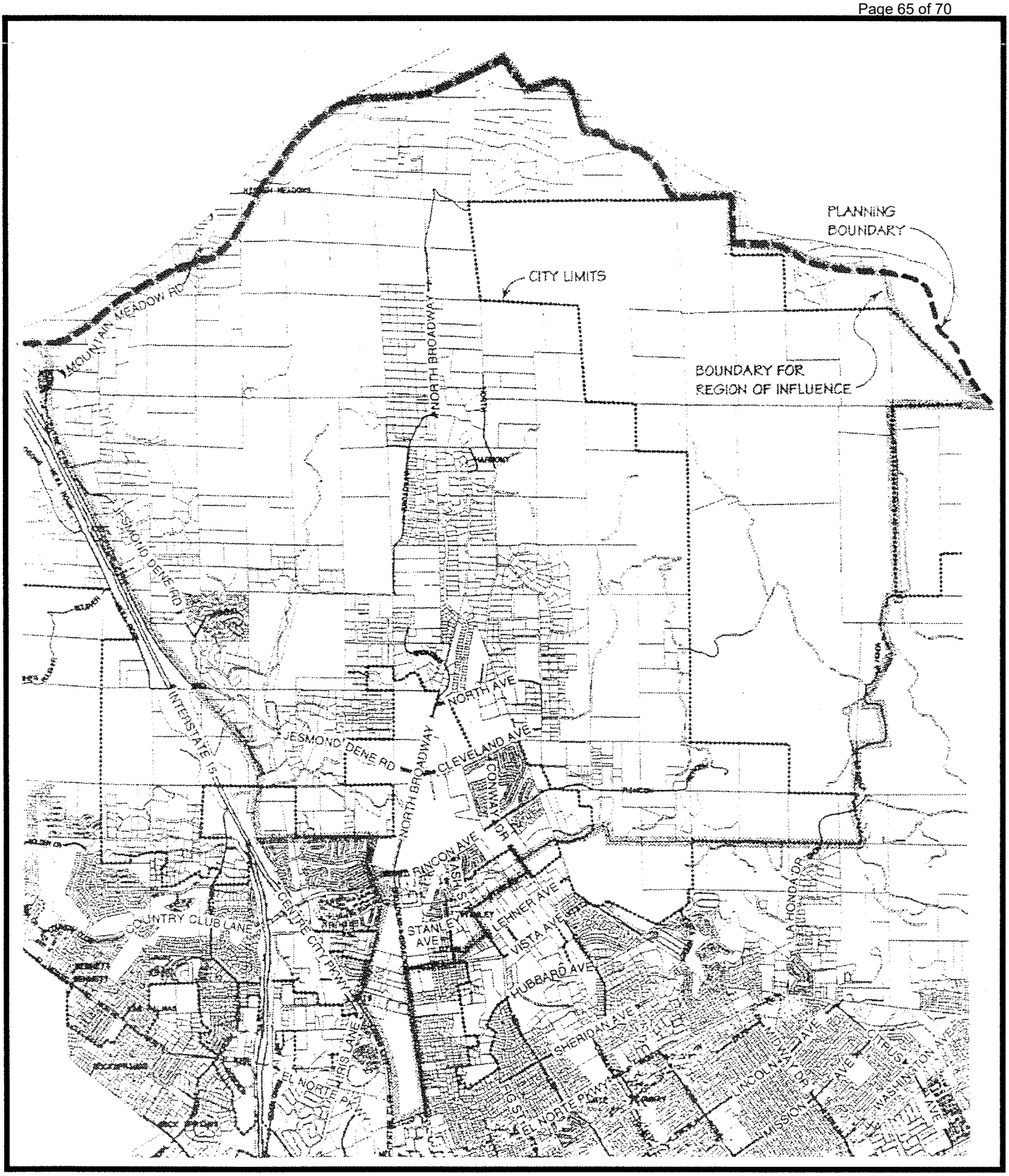
SDCWA Capacity Charge .....

TOTAL FEES $_____



GROWTH MANAGEMENT TIERS

Figure VI-1



REGION OF INFLUENCE

Permit Processing Fee Waivers for Targeted Commercial Areas

The South Escondido Boulevard and East Valley Parkway Commercial Corridors and the Downtown Revitalization Area*

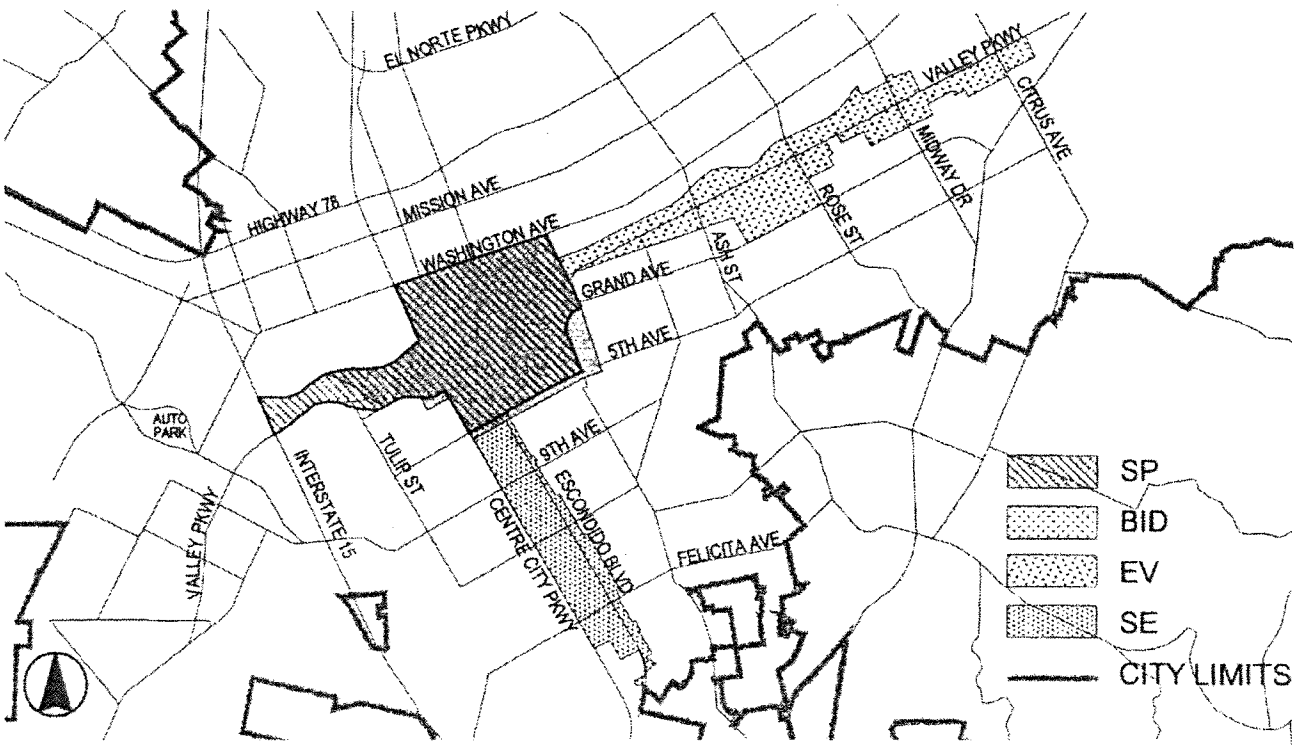
The following processing and permit fees will be waived to encourage improvement and enhancements of existing and expanding businesses located in the above areas:

- Minor Plot Plan Review – $250
- Plan Project Review – Up to $200
- Landscape Plan Check – Up to $250
- Sign Permit – $25
- Façade Improvements (façade renovation, exterior lighting, awning, etc.) – Up to $200
- Design Review Fee – $100
- Engineering/Public Works Department Encroachment Permit – $100
- Building Division Sign Permit Fee – Up to $50
- Building Division Awning Permit Fee – Up to $100

Criteria for granting the waivers:

- The cumulative fee waiver for any single business shall not exceed $500
- Fee waivers shall involve exterior (street visible) improvements only
- Waivers for new construction shall be limited to additions and expansions to existing businesses

*Please contact the Planning Division if you have any questions 760-839-4671.



San Diego County Water Authority

CAPACITY CHARGE

WHO

The San Diego County Water Authority (the "Authority") was organized on June 9, 1944 for the primary purpose of importing water from the Colorado River to San Diego to augment local water supplies. The Water Authority's service area encompasses 920,472 acres (1,438 square miles). It consists of six cities, 16 special districts, one federal agency (Camp Pendleton Military Reservation), and a member of the County of San Diego Board of Supervisors also serves as a representative to the Water Authority Board of Directors. It is governed by a 34-member Water Authority Board of Directors representing the member agencies. The primary function of the Water Authority is to develop, store and transport water for use by its member agencies for delivery to each residence and business. The Water Authority supplies up to 90% of the water used within the County.

WHAT

On May 26, 2005, the Board of Directors of the Water Authority adopted Ordinance No. 2005-03. This ordinance fixes Capacity Charges on all meters purchased on or after **August 1, 2005**, within the boundaries of the Water Authority.

The System Capacity Charge for a meter size of one (1) inch or greater shall be the basic charge of $3,985 multiplied by a **Factor** that is based upon additional meter capacity:

The **System Capacity Charge** is the cost for the conveyance and storage facilities necessary to operate the delivery system.

The **Water Treatment Capacity Charge** is the cost for the connection to the 50-mgd (million gallons per day) regional water treatment facility. The Water Treatment Capacity Charge is an additional charge of $153 for each new meter of a size less than one inch and a corresponding increase for larger meters. The **Water Treatment Capacity Charge excludes customers from the City of Escondido,** the member agency whose jurisdiction cannot be serviced by the 50-mgd regional water treatment facility.

The member agency shall determine the size of the water meter to serve any property within its jurisdiction.

In the event an agency calculates the water demand by the Equivalent Dwelling Unit ("EDU") method, the Water Authority's System Capacity Charge and Water Treatment Capacity Charge will be collected based on the size of meter actually installed to meet flow demand.

WHY

The assessment of the System Capacity Charge and Water Treatment Capacity Charge on new development is a part of the overall Long Range Financing Plan to fund the Capital Improvement Program. The other major revenue sources are water rates, infrastructure access charges, property taxes and the water standby availability charges.

The System Capacity Charge and Water Treatment Capacity Charge represent a reasonable basis for recovery of costs associated with providing service to new connections in the Water Authority's service area through each member agency. Each member agency's rules and regulations governing the establishment of new or expanded services within its service area will be applicable to the collection of the System Capacity Charge and Water Treatment Capacity Charge for the Water Authority.

WHERE

The Water Authority's System Capacity Charge and Water Treatment Capacity Charge are to be collected from new or expanded water service on all lands within the boundaries of the Water Authority to which water is made available by the Water Authority.

The implementation of the System Capacity Charge and Water Treatment Capacity Charge is discussed in detail in Ordinance No. 2005-03, adopted on May 26, 2005. A copy of this document may be obtained from your water agency or from the San Diego County Water Authority, 4677 Overland Avenue, San Diego, CA 92123.

WHEN

Ordinance 90-2 was adopted by the Water Authority's Board of Directors with an effective date of October 1, 1990, with the provision to periodically review the rate based upon changes in the Water Authority's Capital Improvement Program. All meters for new or expanded service on or after that date are subject to Capacity Charges. The charges are collected by member agencies at the time they process and collect charges imposed by their rules and regulations for new or expanded water service. Rate adjustment, which established the current rates, was approved by the Water Authority's Board of Directors on November 30, 2006, with an effective date of January 1, 2007. Rates will increase on January 1, 2007.

FOR FURTHER INFORMATION

If you have questions that have not been answered by this fact sheet, please contact:

Finance Department
San Diego County Water Authority
4677 Overland Avenue
San Diego, CA 92123

(858) 522-6673

Please visit the website at www.sdcwa.org for current information

City of Escondido
Nonprofit Organization Fee Reduction Policy

The City of Escondido recognizes the importance of community based service organizations and the contributions that they make to the quality of life for its citizens. In support of the services provided by these organizations, reductions in fees associated with building permits will be granted as follows:

Qualifications:

- Must be a charitable, public benefit or religious organization. Mutual benefit organizations benefit their members and would not qualify.
- Promotes the common good and general welfare of the people of Escondido as a whole. Services provided contribute to the quality of life of the citizens of Escondido.
- Has an established history of City of Escondido community based service activities and/or will provide City of Escondido based services.
- Characteristics of community based organizations
  - Worship, spiritual growth & development
  - Day care (nonprofit)
  - Senior care (nonprofit)
  - Private schools (elementary & secondary)
  - Social service providers such as Boy Scouts, Girl Scouts, YMCA, Boys & Girls Club, Community Clinics, Family social services

Application:

- Submit a summary of all qualifications as noted above, to the Building Official, with a copy of IRS status as a 501 (c) 3 Non-profit organization.

Fee Reductions:

- For qualified organizations, a 50% reduction, with a maximum total allowable reduction not to exceed $10,000, as applicable, will be given for connection fees (wastewater and water), development fees (public facility, Local traffic, park, drainage facility) and the art fee.

- Reductions of staff hard costs or pass-through fees will not be given. Examples include, but are not limited to, all processing fees, permit fees, state seismic fee, microfilming fee, San Diego County Water Authority Capacity Charge, etc.

- Where a property is eligible for multiple fee credits, the credit generating the greater amount shall be used.

For an estimate of project fees, please contact Building Division staff. Please provide a description of the proposed project, location, building areas & uses, etc.

Authority: City Council Resolution 2008-21(R) October 22, 2008

September, 2001

City of Escondido
Community Energy Partnership Program

Incentives for Increased Energy Efficiencies

On September 19, 2001 the Escondido City Council approved Resolution No. 2001-209 which provides incentives for projects with increased energy efficiencies that are above current State Title 24. The incentives are:

- Expedited processing
- Reduced Plan Check and/or Permit fees

Community Energy Partnership Program (CEPP) projects requesting incentives from the City of Escondido shall submit information detailing how they meet the required criteria.
Building Division staff must be notified either prior to or at submittal for building permits if a project is requesting these incentives.
Once it is determined that the criteria are met, consideration may be given at the discretion of the Planning and Building Department/Building Division. No City Council action is required for individual projects.

For Commercial and Residential Projects:
Project owners or sponsors shall submit to the City building energy performance (Title 24) calculations completed and certified by a Certified Energy Analyst* using an acceptable computer model such as Energy Pro, MICROPAS, EQuest, DOE-2, Power DOE, HAP 3.22 etc. and present the summary data to the City with plans.

For Commercial Projects:
Projects shall exceed current California Title 24 Energy Standards by a minimum of 10%. Incentives are expedited processing and elimination of the Plan Check Fee Energy Surcharge.

For Residential Projects:
Multi-Family Projects shall exceed current California Title 24 (Residential) by a minimum of 10%. Incentives are expedited processing and elimination of the Plan Check Fee Energy Surcharge.

Single Family Homes must be ENERGY STAR® compliant. Incentives are expedited processing and elimination of Plan Check and Building Permit Fee Energy Surcharges. Project developers must provide evidence that the homes built have been issued a Home Energy Ratings (HERS)** Report and Certificate meeting these requirements, prior to final inspection approval.

*The Certified Energy Analyst Program is managed by the California Association of Building Energy Consultants (CABEC), a private, nonprofit organization that was founded in 1986 to foster the professional development of energy analysts who prepare compliance documentation for the California Code of Regulations, Title 24, Part 6. The Certified Energy Analyst (CEA) Program is officially recognized by the California Energy Commission (CEA) as the professional standard for energy compliance.

**The Home Energy Rating System (HERS) Program was established by the California Energy Commission (CEC) as required by Public Resources Code Section 25942 to establish regulations to certify home energy rating services in California. These services include field verification and diagnostic testing available through Commission-certified providers and their raters. The goal of the program is to provide reliable information to differentiate the energy efficiency levels among California homes and to guide investment in cost-effective home energy efficiency measures. More information on the Home Energy Rating System (HERS) can be found at http://www.energy.ca.gov/HERS/index.html. More information on home energy rating and certification services can be found at http://www.cheers.org.

City of Escondido – Community Development Department/Building Division
201 North Broadway, Escondido CA 92025 (760) 839-4647

Class 32 CEQA Exemption

Aspire Project

August 2019

Prepared for:

City of Escondido
Planning Division
201 North Broadway
Escondido California 92025
Contact: Peggy Chapin
(760) 717-1300

Prepared by:

Harris & Associates
600 B Street, Suite 2000
San Diego, California 92101
Contact: Diane Sandman
(619) 481-5013

This document is printed on recycled paper with 30 percent post-consumer content.

Table of Contents

Section 1 Project Description 5
1.1 Project Summary 5
1.2 Existing Setting and Neighboring Land Uses 5
1.3 Description of Project 6
Section 2 Categorical Exemption Criteria 15
2.1 Class 32 (In-Fill Development) 15
2.2 Exceptions 16
Section 3 CEQA Exemption Checklist 17
3.1 Criterion Section 15332(a): General Plan and Zoning Consistency 17
3.2 Criterion Section 15332(b): Project Location, Size, and Context 24
3.3 Criterion Section 15332(c): Endangered, Rare, or Threatened Species 24
3.4 Criterion Section 15332(d): Traffic 24
3.5 Criterion Section 15332(d): Noise 30
3.6 Criterion Section 15332(d): Air Quality 41
3.7 Criterion Section 15332(d): Water Quality 48
Section 4 Exceptions to Categorical Exemptions Checklist 52
4.1 Criterion Section 15300.2(a): Location 52
4.2 Criterion Section 15300.2(b): Cumulative Impact 52
4.3 Criterion Section 15300.2(c): Significant Effect 53
4.4 Criterion Section 15300.2(d): Scenic Highway 53
4.5 Criterion Section 15300.2(e): Hazardous Waste Sites 53
4.6 Criterion Section 15300.2(f): Historic Resources 54
Section 5 Report Preparation 58
Section 6 References 60

Figures

Figure 1. Regional Location 62
Figure 2. Project Site 64
Figure 3. Site Plan 66
Figure 4a. Project Perspective from Corner of West Valley Pkwy & Maple Street Looking Southeast 68
Figure 4b. Project Perspective from Maple Street Plaza Looking East 70
Figure 4c. Project Perspective from West Valley Parkway Looking Southwest 72
Figure 4d. Project Perspective from Pool Deck Looking East 74
Figure 5a. Landscape Conceptual Plan – Ground Floor 76
Figure 5b. Landscape Conceptual Plan – 2nd Floor 78

Tables

Table 1. Consistency with Applicable Downtown Specific Plan Guidelines 19
Table 2. Consistency with Applicable Zoning Regulations 23
Table 3. Project Trip Generation 26
Table 4. Existing Plus Project Street Segment LOS Summary 27
Table 5. Existing Plus Project Intersection LOS Summary 28
Table 6. Project Trip Generation during Construction 29
Table 7. Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA) 33
Table 8. Vibration Source Levels for Construction Equipment 35
Table 9. Project Traffic Noise Levels – Existing and Existing Plus Project 37
Table 10. Project Traffic Noise Levels – Existing Plus Cumulative With and Without Project 38
Table 11. Screening Level Criteria Thresholds for Air Quality Impacts 42
Table 12. Estimated Maximum Daily Construction Emissions (pounds/day) 43
Table 13. Estimated Maximum Daily Operational Emissions (pounds/day) 44
Table 14. Estimated Project Related GHG Emissions 48

Appendices

Appendix A. Traffic Impact Analysis
Appendix B. Noise Technical Memorandum
Appendix C1. Air Quality Technical Memorandum
Appendix C2. Greenhouse Gas Technical Memorandum
Appendix D. Drainage Study and Storm Water Quality Management Plan
Appendix E. Phase I ESA
Appendix F. Literature Search and Background Research Report

Section 1 Project Description

1.1 Project Summary

1. **Project Title:** Aspire

2. **Lead Agency Name and Address:**
City of Escondido
Planning Division
201 North Broadway
Escondido, California 92025

3. **Contact Person and Phone Number:**
Peggy Chapin
(760) 717-1300

4. **Project Location:**
137 West Valley Parkway
Escondido, California 92025
Assessor's Parcel Number 229-421-26

5. **Project Sponsor's Name and Address:**
Touchstone Communities
9909 Mira Mesa Boulevard, Suite 150
San Diego, California 92131

6. **Existing General Plan Designations:**
S-P-9

7. **Existing Zoning:**
S-P-9

8. **Requested Permits:** The applicant seeks approval of a Planned Development (Master and Precise Development Plans) application.

1.2 Existing Setting and Neighboring Land Uses

The 1.04-acre site of the Aspire project (project) is a rectangular-shaped site that is located south of West Valley Parkway, between South Maple Street and North Broadway, in the City of Escondido, California. (Figure 1, Regional Location, and Figure 2, Project Site). Topographically, the project site is generally flat-lying with a rough elevation of 652 feet above

mean seal level (AMSL). The site is currently an asphalt public surface parking lot with some landscaped planters and lighting.

The project site is located in the developed and urban area of downtown Escondido. According to the Downtown Specific Plan, the project site lies within the Historic Downtown District. Immediately surrounding land uses to the project site consist of primarily commercial and retail uses. Directly north of the project site lies West Valley Parkway, a major arterial road that serves the City, with City Hall and the California Center for the Arts on the north side of the road. A bank with surface parking lot borders the project site to the east and a one-way alley that services commercial businesses fronting Grand Avenue borders the site to the south. These commercial uses include restaurants, a salon, and bridal shop. Maple Street Plaza, a pedestrian plaza with a fountain, landscaping, lighting, benching, and trellises, borders the site to the west.

1.3 Description of Project

The project proposes to construct a 6-story mixed-use building that includes 131 residential units for rent, including 9 units reserved for Very Low Income Households, 4,289 square feet (sf) of commercial space, underground parking, an outdoor common area with pool, and other amenities on a 1.04-acre site bounded by West Valley Parkway on the north, a bank building on the east, Maple Street Plaza to the west and an alley to the south (Figure 3, Site Plan). The project would construct a single 6-story building totaling 179,530 sf, containing a mix of residential and commercial uses and underground parking. The proposed building would be 67 feet in height. The building would be constructed per the requirements of the California Building Code (CBC) that is in effect at the time building plans are submitted for permit approvals (including CALGreen requirements).

The Density Bonus Law (found in California Government Code, Sections 65915–65918) encourages the development of affordable and senior housing, by affording applicants/developers with up to a 35 percent increase in project densities, depending on the amount of affordable housing provided. The amount of the density bonus is based upon the percentage of affordable units provided at each income level. The maximum allowable gross density as of the date of application is 75 dwelling units per acre, or 79 total units. The project would reserve approximately 11 percent of the 79 base units, a total of 9 units, for Very Low Income Households. Providing this amount of affordable housing units would qualify the project for a density bonus of 35 percent over the maximum allowable gross density, or 28 additional units. An additional 24 units would be requested under the City's Density Transfer Program for a total of 131 dwelling units.

The Density Bonus Law allows for the waiver or reduction of development standards where these standards would physically preclude the construction of a density-bonus-qualifying project.

There is no limit on the number of development standard waivers or reductions that may be requested or granted for a project.

The project requests a waiver or reduction of certain development standards identified in Chapter III, Section B, of the Downtown Specific Plan. The project requests a waiver of the maximum building height and story development standard of 60 feet and 4 stories to allow for an average building height of 67 feet and 6 stories. The project also requests a reduction of the minimum usable open space development standard of 300 sf per unit to allow 212 sf of open space per unit.

The identified development standards fall squarely under the definition of "development standards" in California Government Code, Section 65915(o)(1). With the waiver of building height and reduction of open space development standards, the provisions are no longer applicable to the project (Wollmer v. City of Berkeley [2011] 193 Cal.App.4th 1329, 1347–1350.) Therefore, the project is consistent with applicable provisions of the Downtown Specific Plan.

In addition, since the project includes the maximum percentage of Very Low Income Households and is located within 0.5 mile of a major transit stop, as identified in the San Diego Association of Government's (SANDAG's) 2050 Regional Transportation Plan, the project requests that the City not impose a vehicular parking ratio that exceeds 0.5 space per bedroom, inclusive of handicapped and guest parking, pursuant to California Government Code, Section 65915(p)(2). Additionally, pursuant to California Government Code, Section 65915(p)(4), the project may provide on-site parking through tandem parking or uncovered parking. The project contains 186 bedrooms, resulting in a maximum parking requirement of 93 spaces. However, the project proposes 229 on-site parking spaces.

Project Components

Proposed Residential Units. The project would construct a six-story mixed use building that includes 131 residential units for rent, for a total of 109,900 square feet of residential space. The residential unit mix would include 30 studios, 46 one-bedroom units and 55 two-bedroom units. The residential component would include 9 units reserved for Very Low Income Households. A private balcony space would be provided with each unit. All units would provide heat and air conditioning. The heating, ventilation, and air conditioning (HVAC) units would be located on the roof. The first floor would consist of a 1,776 sf lobby that includes a resident's entry, mailroom, leasing office, parcel room, and a 474 sf resident common room or flex space. Hearths or wood-burning stoves would not be included in the proposed residential units.

Proposed Commercial Use. The project proposes two separate commercial spaces of 2,304 sf and 1,985 sf for a combined total of 4,289 sf of commercial space. The retail space would front Maple Street Plaza. Two outdoor seating patios enclosed by low metal decorative railings would be constructed fronting the project's retail spaces along Maple Street Plaza. Two outdoor cafes

with removable railing and gates would be constructed outside of the retail areas fronting Maple Street Plaza. Certain equipment and furniture within Maple Street Plaza would be removed and/or replaced to accommodate the project.

Proposed Architectural Design. The proposed building materials would incorporate sand finish stucco with thinset brick veneer and hardieplank wood slats. The main body colors of the building materials would be white, charcoal, blue, light gray, and burnt orange, with khaki brown siding and light gray brick veneer. Dark gray brick veneer would cover the ground floor of the proposed building. Other architectural features include aluminum framed roll up garage doors, operable glazing, horizontal metal railing, wood corner trellis, and aluminum overhang (Figures 4a, 4b, 4c, and 4d).

Resident Open Space Common Areas and Private Areas. The project would provide various common open space areas for project residents totaling 16,117 sf. The largest area would be a 9,797 sf outdoor space that would include a community pool and spa; lounge area with gas fire pits; artificial turf game space; barbeque grills; patio decking; and pool furniture (Figure 5a, Landscape Conceptual Plan – Ground Floor, and Figure 5b, Landscape Conceptual Plan – 2nd Floor). In addition to the outdoor amenities, the common open space area would also include a 3,010 sf indoor private recreation room, a 474 sf resident common room or flex space, and ground floor outdoor areas. In addition to the common open space areas, the project would include private balconies for each residential unit with an average size of approximately 88 sf for a total of 11,571 sf of private open space. In total, the project would provide approximately 27,688 sf of open space or 212 sf per residential dwelling unit.

Vehicular Access and Parking. The project would provide a total of 229 on-site parking spaces on 2 parking levels. The first floor street level would include 85 parking spaces, 76 of which would be allocated for shared use by the public and guests of the project during the daytime and resident parking overnight.

The below-grade basement level would serve project residents only and provide 144 parking spaces, 38 of which would be tandem spaces.

Vehicular access into and out of the project building would be from two 24-foot-wide driveways off of West Valley Parkway. The eastern access driveway would lead directly to the basement level parking area that is strictly reserved for residents. Residents would be provided key cards for access. The western access driveway would lead to the first floor street level parking area. The existing one-way eastbound alley would serve the 17 parking spaces provided on first floor street level behind the building along the south side. The current sidewalk along the project frontage on West Valley Parkway would be removed and reconstructed.

Bike Facility and Storage. The project would provide an 878 sf bike storage and repair room on the first floor street level along West Valley Parkway. Residential storage lockers (7) and wall-mounted storage spaces (50) totaling 10,575 cubic feet would be allotted for residential use on the basement parking level.

Stormwater Features. Raised planter boxes would be constructed in the outdoor courtyard and street level for treatment of stormwater runoff. The raised planter would be approximately 4.25 feet in height. In addition, roadside swales would be constructed on West Valley Parkway along the project's frontage. The stormwater features have been designed to meet the pollutant control standards required by the City's Storm Water Design Manual (City of Escondido 2016). Runoff from the site discharges directly into concrete-lined Escondido Creek which has obtained exemption from Hydromodification Management Requirements in the Carlsbad Watershed Management Area Analysis (CWMAA) (Rick Engineering 2014).

Landscaping. The proposed on-site landscape plan would consist of trees, shrubs, and groundcovers with moderate to low water requirements (Figure 5a and Figure 5b). The raised biofiltration planters described under the Stormwater Features section would be planted with various shrubs and groundcovers. Planters with various shrubs, interior accent trees, and palms would be planted on the second level in the community pool and spa area. All plantings and irrigation equipment would conform to the City's Article 62 Landscape Standards as well as the water budget requirements. The proposed trees, shrubs, and groundcovers selected have moderate to low water requirement.

The project would also include the installation of six trees along the proposed sidewalk fronting the project site on West Valley Parkway.

Utilities. The project's sewer and water laterals would connect to the City's public water and sewer pipelines. The project proposes the installation of single water and sewer service lateral that would connect to the existing water and sewer mains under the alley. The project would provide a fire service connection to the existing 10-inch water main under the alley. In addition, the project would install four fire hydrants, two at the project's frontage on West Valley Parkway and two at the adjacent alley. Two separate utility rooms totaling 1,041 sf and a 130 sf riser room would be on the first floor street level. Three separate utility rooms totaling 931 sf would be on the basement level.

Recycling and Trash Enclosures. One 655 sf trash and recycling enclosure would be provided on the first floor at the south side of the building and would be accessed from the adjacent alley. Floor drains and a water source hose bib would be included in the trash enclosure for maintenance. The concrete would be sloped, and the floor drains would be tied to the sewer system to avoid pollutant runoff.

Heating and Ventilation Systems. Heating, ventilation, and air conditioning (HVAC) units would be installed on the building roof on raised mechanical pads and outfitted with visual and acoustical enclosures such that noise generated would not exceed 50 dBA at the nearest receptor. Enclosures around the HVAC units would be designed to complement the building color, textures, and materials.

Project Design Features

The following design features have been incorporated into the project that would minimize the potential for impacts associated with these issues.

Endangered, Threatened, and Rare Species

PDF-BIO-1. Tree removal shall occur outside the bird-breeding season (February 1 through September 15). If the trees cannot be removed outside the bird breeding season, a qualified biologist shall conduct a nest survey within three days of the tree removal.

Noise

PDF-NOI-1. The construction contractor shall provide construction vibration notification to minimize the potential nuisance of vibration by allowing surrounding uses time to prepare for construction activities. The construction contractor shall provide written notification to all commercial land uses within 175 feet of the property boundary at least three weeks prior to the start of construction activities informing them of the estimated start date and duration of daytime vibration-generating construction activities. This notification shall include information warning about the potential for impacts related to vibration-sensitive equipment.

PDF-NOI-2. Prior to issuance of a building permit, as a condition of project approval, the applicant shall prepare an additional exterior-to-interior noise report completed by a qualified acoustical consultant for the proposed on-site residential units that would face West Valley Parkway. This report would be submitted with the building plans. The information in this report would include wall heights and lengths, room volumes, and window and door tables typical for a building plan, as well as information on any other openings in the building shell. The report shall also assume a "windows-closed" condition and that vehicles on West Valley Parkway are traveling at 35 miles per hour. With this specific building plan information, which is not currently available, the report would determine the predicted interior noise levels at the planned on-site buildings. If predicted noise levels are found to be in excess of 45 CNEL, the report would identify architectural materials or techniques that could be included in project design plans to reduce noise levels to 45 CNEL in habitable rooms. Standard measures such as glazing with Sound Transmission Class (STC) ratings from a STC 22 to STC 60, as well as walls with appropriate STC ratings (34 to 60), shall be considered. The report shall be submitted and approved by the City prior to the issuance of a building permit.

PDF-NOI-3. The HVAC units on the project rooftop would be installed within enclosures such that noise from HVAC operation does not exceed 55 dBA at the nearest off-site receptor. Although the exact specifications of the project HVAC units and selected enclosures are unknown at this time, enclosures providing at least a 12 dBA noise reduction would be required. Installation of HVAC units inside enclosures providing at least a 12 dBA noise reduction would reduce noise levels at the nearest commercial uses to 55 dBA or below. Enclosures around the HVAC units would be designed to complement the building color, textures, and materials.

PDF-NOI-4. Trash collection at the project site would be limited to between 8:00 a.m. and 5:00 p.m., Monday through Friday.

Cultural Resources

As a result of consultation under Assembly Bill (AB) 52, the San Luis Rey Band of Mission Indians has requested monitoring during construction. Therefore, to comply with AB 52, the following project design features would be made a condition of project approval, which is typical for projects in the City:

PDF-CR-1. The City recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the project location (Tribal Consolidation Area [TCA] Tribe) prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the applicant/owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.

PDF-CR-2. Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe has been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist confirming that the selected Native American monitor is associated with a TCA Tribe. Prior to any pre-construction meeting, the City shall approve all persons involved in the monitoring program.

PDF-CR-3. The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the

monitoring program, in addition to reviewing the grading plan to assist in determining the necessity of the Luiseño Native American monitor and archaeological monitor's presence.

PDF-CR-4. During the initial grubbing, site grading, excavation (including post-demolition activities to assess the condition of the subsurface stratigraphy), or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site where deemed appropriate and necessary by the archaeologist and Luiseño Native American monitor. If imported fill materials, or fill used from other areas of the project site, are to be incorporated at the project site, then those fill materials shall be absent of any tribal cultural resources. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in PRC Section 21074.

PDF-CR-5. In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance operations in the area of discovery to allow for evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so that the monitored grading can proceed.

PDF-CR-6. If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe, and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for treatment and disposition of the tribal cultural resource shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor, and shall be submitted to the City for review and approval.

PDF-CR-7. The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated under CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The qualified archaeologist, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

PDF-CR-8. In accordance with CEQA, all tribal cultural resources shall be treated with culturally appropriate dignity. If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during the collection and cataloging of those

resources. Moreover, if the qualified archaeologist does not collect the tribal cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the tribe's cultural and spiritual traditions. It is the preference of the City that all tribal cultural resources be repatriated to the TCA Tribe, as such preference would be the most culturally sensitive, appropriate and dignified. Therefore, any tribal cultural resources collected by the qualified archaeologist shall be provided to the TCA Tribe. Evidence that all cultural materials collected have been repatriated shall be in the form of a letter from the TCA Tribe to whom the tribal cultural resources have been repatriated identifying that the archaeological materials have been received.

Or,

Any tribal cultural resources collected by the qualified archaeologist shall be curated with its associated records at a San Diego curation facility or a culturally affiliated Tribal curation facility that meets federal standards per 36 CFR Part 79, and, therefore, would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records, including title, shall be transferred to the San Diego curation facility or culturally affiliated Tribal curation facility and shall be accompanied by payment of the fees necessary for permanent curation. Evidence that all cultural materials collected have been curated shall be in the form of a letter from the curation facility stating that the prehistoric archaeological materials have been received and that all fees have been paid.

PDF-CR-9. Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, that describes the results, analysis, and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner, to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.

Project Construction

Construction of the project is anticipated to take approximately 20 months to complete. Grading and site preparation would be accomplished first; construction of the buildings, including architectural coating, would occur subsequently. Standard equipment expected to be used on the site would include a bulldozer, front-end loader, backhoe, grader, forklift, air compressor, welders, and generator. The project would involve 19,000 cubic yards (cy) of cut associated with demolition of the existing paved parking lot and construction of the proposed below-grade parking level. The cut materials would be exported from the project site and disposed of at a permitted facility.

It is anticipated that construction traffic, especially heavy trucks and material deliveries, would use the nearest arterial road—the one-way couplet of West Valley Parkway and West 2nd Avenue—to gain access to and from the project site. Construction workers would be required to park at the City-owned Woodward Avenue parking lot or other off-site location convenient to the project until the project's garage can be used. In addition, as part of the Conditions of Project Approval, the Owner and/or Contractor would be required to prepare and implement a Construction Traffic Control Plan to the satisfaction of the City Traffic Engineer to avoid construction-related impacts to nearby streets and intersections, especially during peak-hour times.

Section 2 Categorical Exemption Criteria

Article 19 of the California Environmental Quality Act (CEQA Guidelines, Sections 15300–15333), includes a list of classes of projects that have been determined to not have a significant effect on the environment and as a result, are exempt from review under CEQA. The analysis contained in this document provides substantial evidence that the project qualifies for an exemption pursuant to CEQA Guidelines, Section 15332, as a Class 32 in-fill development project, and would not have a significant effect on the environment.

In summary, this document demonstrates that the project qualifies for an exemption under CEQA Guidelines, Section 15332, as an infill development project as it: (1) is consistent with the General Plan designation and policies and zoning regulations; (2) is located within the City limits, surrounded by urban uses and is less than 5 acres in size; (3) has no value for endangered, rare or threatened species; (4) would not result in any significant effects related to traffic, noise, air quality or water quality; and (5) can be adequately served by all required utilities and public services.

Additionally, this document demonstrates that the project or its circumstances would not result in any exceptions identified in CEQA Guidelines, Section 15300.2, and that the project qualifies for a CEQA Exemption as a Class 32 in-fill development project.

2.1 Class 32 (In-Fill Development)

Among the classes of projects that are exempt from CEQA review are those projects that are specifically identified as urban in-fill development. CEQA Guidelines, Section 15332, defines in-fill development (Class 32 exemptions) as being applicable to projects meeting the following conditions:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.
- The project site has no value as habitat for endangered, rare or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

The analysis presented in the following section provides substantial evidence that the project properly qualifies for an exemption under CEQA Guidelines, Section 15332, as a Class 32 in-fill development, and would not have a significant effect on the environment.

2.2 Exceptions

Even if a project is ordinarily exempt under any of the potential categorical exemptions, CEQA Guidelines, Section 15300.2, provides specific instances where exceptions to otherwise applicable exemptions apply. Exceptions to a categorical exemption apply in the following circumstances, effectively nullifying a CEQA categorical exemption:

- **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply in all instances except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.
- **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity would have a significant effect on the environment due to unusual circumstances.
- **Scenic Highways.** A categorical exemption shall not be used for a project that may result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements that are required as mitigation by an adopted negative declaration or certified EIR.
- **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site that is included on any list compiled pursuant to Section 65962.5 of the California Government Code.
- **Historic Resources.** A categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historic resource.

The following analysis presents substantial evidence that there are no exceptions that apply to the project or its site, that the project would not have a significant effect on the environment, and that the Class 32 exemption is applicable.

Section 3 CEQA Exemption Checklist

3.1 Criterion Section 15332(a): General Plan and Zoning Consistency

Yes	No	
☒	☐	The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The current project site land use designation is Specific Plan Area (SPA) #9 and site zoning is Specific Plan Area (SPA) #9, which indicates the project site lies within the boundaries of the Escondido Downtown Specific Plan and is subject to the policies and regulations of the Downtown Specific Plan. The General Plan and the Downtown Specific Plan contain guidelines and regulations to promote higher density urban residential growth in the Downtown Specific Plan. The project site lies within the Downtown Specific Plan Historic Downtown District, which is "a successful specialty retail shopping and office employment area that is comfortable, attractive, and safe for pedestrians and employees. Grand Avenue, Escondido's Civic Center, and Grape Day Park are the focus and heart of Downtown. New development, higher densities, residential opportunities and pedestrian places and courtyards are encouraged to provide an optimal setting for urban living in close proximity to entertainment, retail and professional offices" (City of Escondido 2013a).

The project proposes to construct 131 stacked residential units on the 1.04-acre project site. Under the Downtown Specific Plan, the maximum allowable gross density as of the date of application is 75 du/ac or a total of 79 units. The project would reserve 11 percent of the 79 base units, a total of 9 units, for Very Low Income Households. Providing this amount of affordable housing units would qualify the project for a density bonus of 35 percent over the maximum allowable gross density, or 28 additional units. An additional 24 units would be requested under the City's Density Transfer Program for a total of 131 dwelling units. The City's Density Transfer Program is an amendment to the Downtown Specific Plan to help facilitate a density credit pool, which is an assembly of available, unused density units from undeveloped, developed, or developing properties that can be used to increase the density of a developing parcel without increasing the total number of dwelling units allowed in the Downtown Specific Plan Area.

The identified development standards fall squarely under the definition of "development standards" in California Government Code, Section 65915(o)(1). With the waiver of building height and reduction of open space development standards, the provisions are no longer applicable to the project (Wollmer v. City of Berkeley [2011] 193 Cal.App.4th 1329, 1347–1350.) Therefore, the project is consistent with applicable provisions of the Downtown Specific Plan.

Overall, the project would conform to the development and design regulations outlined in the Downtown Specific Plan. The project would be consistent with the following relevant guidelines under the Downtown Specific Plan and Zoning Regulations that were adopted for the purpose of avoiding or mitigating an environmental effect, as noted in Tables 1 and 2.

Table 1. Consistency with Applicable Downtown Specific Plan Guidelines

Land Use Guidelines	Consistency Evaluation
A1. Smart Growth Policies, Standards and Guidelines Guideline 2) a) Proposed projects should preserve, respect and promote the existing character, scale, architecture and the patterns of the historically significant downtown.	**Consistent.** The project would enhance the visual quality of the project site by introducing an aesthetically cohesive development with associated landscaping. The proposed building materials would incorporate sand finish stucco with thinset brick veneer and hardieplank wood slats. The main body colors of the building materials would be white, charcoal, blue, light gray, and burnt orange, with khaki brown siding and light gray brick veneer. The architectural features of the building would be consistent with the architectural styles within the Downtown Historic District. The proposed building averages 67 feet in height and would be 6-stories high. The Downtown Specific Plan has a maximum height limit of 60 feet and 4 stories. In order for the project to provide affordable housing units pursuant to the Density Bonus Law (Section 65915(b), the project is requesting a waiver to the building height and stories requirements. The existing development standards of 60 feet and 4 stories would physically preclude the construction of the project as designed. The project site is 1.04 acres; therefore, the project building height must be increased by 7 feet and number of stories must be increased by two stories to fit all of the project components including the affordable housing units.
A2.Complete Street Policies, Guidelines, and Standards Guideline a. 2) e) Bicycling in the downtown areas should be promoted as a common mode of transportation and recreation to help reduce traffic congestion and improve public health.	**Consistent.** The project would provide secure bicycle storage for residents, which would promote the use of bicycles as a common mode of transportation.
A2.Complete Street Policies, Guidelines, and Standards Guideline a. 2) g) Noise and other impacts of truck traffic and deliveries in residential and mixed-use neighborhoods should be minimized by limiting when these can occur.	**Consistent.** The project proposes a central trash collection room located within the first floor of the building and adjacent to the alley. The enclosure would be accessed from the alley on the southern boundary of the project site. Trash service would be provided by Escondido Disposal. The schedule for waste collection has not yet been established; however, trash collection is anticipated be required several times per week for solid waste and recyclable materials. The existing commercial uses surrounding the project site currently require waste disposal services. The existing commercial uses currently use dumpsters and have disposal requirements similar to what would be required for the project. The dumpsters for adjacent commercial uses are located in the same alley that would be accessed for project waste pickup. Section 17-232 of the City's Noise Ordinance limits trash collection to the hours between 6:00 a.m. and 10:00 p.m. However, as a project feature, trash collection at the project site would be limited to between 8:00 a.m. and 5:00 p.m., Monday through Friday (PDF-NOI-4). Given the short duration and relative infrequency of individual collection events, scheduling collection during prime activity hours, and the existing waste collection service in the adjacent alley, the addition of one additional waste collection customer in the project site would have little impact on the operation of

Table 1. Consistency with Applicable Downtown Specific Plan Guidelines

Land Use Guidelines	Consistency Evaluation
	surrounding land uses and would not be noticeably different than existing conditions. In addition, construction of the project would utilize a variety of trucks for hauling excavated soil and for worker and material delivery trips. However, the project is located in the commercial area of Downtown Escondido and surrounded by retail and commercial uses. Therefore, the project would minimize construction noise between 7:00 a.m. to 6:00 p.m., Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday.
A2.Complete Street Policies, Guidelines, and Standards Guideline a. 2) h) Development that supports the use of electric vehicles (i.e., battery charging stations, preferred parking areas, etc.) are encouraged.	**Consistent.** The proposed parking garage would encourage electric vehicle (EV) use by designating four EV charging parking spaces.
A2.Complete Street Policies, Guidelines, and Standards Guideline c. 2) a) Projects should include narrow turning radiuses and corner "bulb-outs" where appropriate to slow vehicular traffic and enhance pedestrian safety.	**Consistent.** The project proposes to remove and reconstruct the project frontage sidewalk along West Valley Parkway which would improve pedestrian safety.
A2.Complete Street Policies, Guidelines, and Standards Guideline d. 2) b) The safety and efficiency of accessing the public street network from private properties should be considered by controlling driveway access locations, installing medians and access controls, maintaining minimum distances from intersections, consolidating driveway access, and encouraging interconnected parking lots.	**Consistent.** Vehicular access into and out of the project would be from two 24-foot-wide driveways off of West Valley Parkway. The easterly driveway would lead directly to the basement level parking area provided strictly for residents. A second westerly driveway would lead to the first floor parking structure where the public, residents, and guests would park. Secondary and minor access would be provided via the existing one-way eastbound alley to the south of the project site, which would provide 17 parking spaces adjacent to the alley.
B. Development Standards Guideline B. 1. Parking. On-site parking shall be provided according to Article 39 of the Escondido Zoning Code, in conjunction with the provisions stipulated in the Downtown Specific Plan.	**Consistent.** The project proposes 131 multi-family residential units consisting of 30 studios, 46 one-bedroom units, and 55 two-bedroom units. Based on the requirement of Article 39 of the Escondido Zoning Code, the project is required to provide 196 resident parking spaces and 33 guest spaces for a total of 229 parking spaces. The project would provide a total of 229 on-site parking spaces. The project includes 9 units reserved for Very Low Income Households. In addition, the project is located within 0.5 mile of a major transit stop, the Escondido Transit Center. A major transit stop, as identified in the SANDAG 2050 Regional Transportation Plan, is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The multi-modal Escondido Transit Center is located approximately 0.5 mile to the southwest of the project site at 700 West Valley Parkway. Therefore, pursuant to Section 65915, subdivision (p)(2), of the California Government Code, the City shall not impose a parking ratio that exceeds 0.5 space per bedroom (186 total

Table 1. Consistency with Applicable Downtown Specific Plan Guidelines

Land Use Guidelines	Consistency Evaluation
	bedrooms), or 93 on-site spaces total, inclusive of handicapped and guest parking. The project includes 153 residential on-site spaces, which exceeds the required 93 spaces by 60 spaces. In addition, the project also provides 76 parking spaces on the first floor street level and along the alley that may be used by the public, residents, and guests of the project.
B1. Parking Guideline b) 1) At least one parking space for each residential unit shall be covered, or enclosed, except for guest parking.	**Consistent.** The project would meet this guideline because it would include a two floors of parking within the proposed building that would provide 153 enclosed spaces reserved for the 131 residential units.
B1. Parking Guideline b) 3) Tandem parking proposed for residential development shall be processed through the Planned Development application.	**Consistent.** The project proposes to process a Planned Development application to permit 19 tandem parking stalls for 38 tandem spaces on the below-grade basement level of the proposed parking garage. Pursuant to Section 65915, subdivision (p)(4), of the California Government Code, a development may provide on-site parking through tandem parking.
B1. Parking Guideline b) 5) A maximum 25 percent of residential units may be provided with tandem spaces.	**Consistent.** The project would include 38 tandem parking spaces in the garage for residents. This represents 29 percent of the total residential units, which is above the maximum 25 percent allowed. However, pursuant to Section 65915, subdivision (p)(4), of the California Government Code, a development may provide on-site parking through tandem parking.
Guideline B 4. Refuse Areas. Trash and storage enclosures shall be of a size, type, and quantity approved by the City. All enclosures shall be attractive in design and integrated into the main building's architecture. They shall be shielded from view within a building or within an area enclosed by a solid wall not less than six feet in height and constructed with a roof structure that screens the enclosure from higher elevations. Said storage areas shall be located so that they are oriented away from public streets, and residential areas, secured from unauthorized entry, and easily accessible to collection vehicles as well as meet all National Pollution Discharge and Elimination System (NPDES) requirements.	**Consistent.** The project proposes a central trash collection room enclosed within the parking garage. The enclosure would be accessed from the alley on the southern boundary of the project site.
Guideline B. 5. Landscaping. Landscaping shall conform to Article 62 of the Escondido Zoning Code. Deviations from the code may be approved on a case-by-case basis through the Planned Development process, providing justification is documented to support the request to the satisfaction of the City.	**Consistent.** The project would cover 84 percent of the lot. Due to the limited space the project would include minimal landscaping and would consist of trees, shrubs and groundcovers with moderate to low water requirements. As stated on the landscape concept plan, (Figures 5a and 5b) all planting and irrigation would conform to the City's Article 62 Landscape Standards as well as the water budget requirements.
B6. Usable Open Space Guideline 6 b). A minimum of 300 square feet of usable open space shall be provided per residential unit. Required open space may be reduced up to 50% subject to Planned Development and Development Agreement approval in exchange for alternative open space benefitting the public.	**Consistent.** The project would provide various common open space areas totaling 16,117 sf. The largest area would include a 9,797 sf outdoor space that would include a community pool and spa; lounge area; gas fire pits; artificial turf game space; barbeque grills; patio decking; and pool furniture. The common open space area would also include a 3,010 sf indoor private recreation room, a 474-resident common room or flex space, and

Table 1. Consistency with Applicable Downtown Specific Plan Guidelines

Land Use Guidelines	Consistency Evaluation
	ground floor outdoor areas. In addition to the common open space areas, the project would include private balconies for each residential unit with an average square feet of approximately 88 sf for a total of 11,571 sf of private balcony space. The project would provide a total of 27,688 sf of open space or 212 sf per residential dwelling unit. The project proposes less than the required 300 square feet per residential unit. In order for the project to provide affordable housing units pursuant to the Density Bonus Law, the project is requesting a waiver to the usable open space standard of 300 square feet per residential unit. The existing development standards would physically preclude the construction of the permitted density under the Density Bonus Law. The project site is 1.04 acres; therefore, the project's open space requirement would need to be decreased to provide all of the project components including the affordable housing units. The project site does not have the physical area to meet the required amount of open space. Therefore, with approval of the waiver, the usable open space standard would not apply and the project would be consistent.

Table 2. Consistency with Applicable Zoning Regulations

Zoning Guidelines	Consistency Evaluation
Article 18 Specific Plan	**Consistent.** See Table 1 for the project's consistency with applicable Downtown Specific Plan Guidelines.
Article 35. Outdoor Lighting	**Consistent.** Outdoor lighting would be utilized as needed for parking areas, sidewalks, roof top deck, and security within the project site. All outdoor lighting would be required to comply with Chapter 33, Article 35, Outdoor Lighting, of the Escondido Municipal Code, which provides regulations to minimize glare, light trespass, and artificial sky glow.
Article 40. Historical Resources.	**Consistent.** The project site is located in the highly developed and urban area of downtown Escondido. The project site is currently a City public parking lot, with no structures and limited landscaping. A records search was conducted at the South Coastal Information Center (SCIC) at San Diego State University by Richard L. Carrico on April 20, 2018, for the project site. The records search did not identify any historic resources on the project site.
Article 47 Environmental Quality	**Consistent.** The project's Categorical Exemption is being prepared pursuant to CEQA Guidelines, Section 15332, as a Class 32 in-fill development project.
Article 55 Grading and Erosion Control	**Consistent.** Construction of the project would require grading and excavation of 19,000 cy of materials, which would loosen sediment and could result in erosion or siltation. However, construction of the project requires City approval of a grading and erosion control plan. The grading and erosion control plan and Stormwater Pollution Prevention Program are required for plan check and approval by the Land Development Engineer, as well as the Planning Division, prior to provision of permits for the project, and would include construction best management practices (BMP) to reduce erosion or siltation.
Article 62 Water Efficient Landscape Regulations	**Consistent.** The on-site landscaping for the project would consist of trees, shrubs, and groundcover with moderate to low water requirements (Figure 5a and Figure 5b). The biofiltration basins described under the Stormwater Features discussion in Section 1.3, Description of Project, would be planted with shrubs and groundcover. Plants have been selected with consideration for varying soil conditions. An automatic irrigation system shall be installed to provide coverage for all planting areas. Low precipitation equipment shall provide sufficient water for plant growth with minimum water loss due to water run-off.

The design of the project meets the criteria of CEQA Guidelines, Section 15332(a), as being consistent with the General Plan and applicable zoning regulations for the project site.

3.2 Criterion Section 15332(b): Project Location, Size, and Context

Yes	No	
☒	☐	The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses

The approximately 1.04-acre project site is located in the highly developed and urban area of downtown Escondido. The project site is surrounded by parcels developed with urban land uses and/or paved public streets. CEQA Section 21072 defines a qualified urban use as "any residential, commercial, public institutional, transit, or transportation passenger facility, or retail use, or any combination of those uses." The project is on a site within City limits that is no more than 5 acres and substantially surrounded by urban uses.

3.3 Criterion Section 15332(c): Endangered, Rare, or Threatened Species

Yes	No	
☒	☐	The project site has no value as habitat for endangered, rare or threatened species.

The project site is located in the highly developed and urban Downtown Specific Plan Area of the City. The project site is currently a City public parking lot, with no structures and limited landscaping. The project site does not contain habitat suitable for candidate, sensitive, or special status species. In addition, no riparian habitat, other sensitive natural community, or potential jurisdictional features are located within the project site or within a 100-foot boundary from the project site. The project requires the removal of mature trees associated with the parking lot landscaping. As project design feature, tree removal would occur outside the bird-breeding season (February 1 through September 15). If the trees cannot be removed outside the bird breeding season, a qualified biologist would conduct a nest survey within three days of the tree removal (PDF-BIO-1). The project site has no value as a habitat or special-status species and, therefore, adheres to the criteria of CEQA Guidelines, Section 15332(c).

3.4 Criterion Section 15332(d): Traffic

Yes	No	
☒	☐	Approval of the project would not result in any significant effects relating to traffic.

The project would not result in any significant traffic or transportation-related impacts, as discussed below. There is no exception to the Class 32 exemption related to traffic or transportation criteria. A Traffic Impact Analysis for the project was prepared by Linscott, Law and Greenspan, Engineers (LLG 2019) as provided in Appendix A and is summarized below.

Existing Conditions

The project site is located at 137 West Valley Parkway, bound by West Valley Parkway to the north. West Valley Parkway is an east–west roadway that is currently built as a three-lane roadway with one-way westbound travel and on-street parking provided on both sides of the roadway near the project site.

The project traffic study area includes the following two existing street segments and eight intersections. These locations were selected using the methodology published in the City's Impact Study Guidelines (2013b).

Street Segments

- West Valley Parkway between North Escondido Boulevard to North Broadway
- West Grand Avenue between North Escondido Boulevard to North Broadway
- South Broadway between Valley Parkway to Grand Avenue
- South Broadway between Grand Avenue to 2nd Avenue

Intersections

- West Valley Parkway/North Escondido Boulevard
- West Valley Parkway/City Hall Driveway
- Valley Parkway/North Broadway
- West Grand Avenue/South Escondido Boulevard
- West Grand Avenue/South Maple Street
- West Grand Avenue/South Broadway
- North Escondido Boulevard/Alley
- North Broadway/Alley

Project-Generated Traffic

Operation

The project traffic generation calculations were conducted using the trip generation rates published in SANDAG's "Not so Brief Guide of Vehicular Traffic Generation Rates for San Diego Region" (April 2002). Based on the type and density of homes proposed by the project, SANDAG specifies a residential trip rate of 6 ADT/du. This SANDAG "Apartment" rate applies to any multi-family housing in excess of 20 du/acre, which corresponds to the project's proposed 131 DU on the 1.04-acre site.

The "Restaurant (sit down, high turnover)" rate was used for the project's proposed ground floor retail. This space may include a mix of retail and food service. To be conservative, the higher restaurant rate was applied to 100 percent of the commercial square footage. Based on City staff guidance, the 5 percent transit reduction and a 2 percent mixed reduction were applied to the

project's gross trip generation, taking into account the project's on-site retail and its proximity to other commercial development within the downtown core and the Escondido Transit Center.

Table 3 shows a summary of the traffic generated by the project. The project would generate 1,292 daily trips with 103 total AM peak-hour trips (34 inbound/69 outbound) and 106 total PM peak-hour trips (70 inbound/36 outbound).

Table 3. Project Trip Generation

		Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
				% of	In:Out	Volume			% of	In:Out	Volume		
Land Use	Size	Rate[1]	Volume	ADT	Split	In	Out	Total	ADT	Split	In	Out	Total
Apartment	131 du	6/du[2]	786	8	20:80	13	50	63	9	70:30	50	21	71
Restaurant (sit-down, high turnover)	4,289 sf	160/sf	1686	8	50:50	27	28	55	8	50:50	33	22	55
Pass-By	__	__	(82)	__	__	(3)	(3)	(6)	__	__	(7)	(4)	(11)
Primary Trips Subtotal	—	—	1,390	—	—	37	75	112	—	—	76	39	115
Transit Reduction (5%)	__	__	(70)	__	__	(2)	(4)	(6)	__	__	(4)	(2)	(6)
Mixed Use (2%)	__	__	(28)	__	__	(1)	(2)	(3)	__	__	(2)	(1)	(3)
Net Trip Generation	__	__	1,292	__	__	34	69	103	__	__	70	36	106

Source: LLG 2019.

Notes:

[1] Rate is based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002).

[2] DU = Dwelling Unit

Street Level of Service

The majority of the project traffic is anticipated to access the project site via the proposed driveways on West Valley Parkway, which serves the parking garage. Secondary and minor access would be provided via the existing one-way eastbound alley, which would provide 17 on street parking spaces. The majority of the alley-related traffic is anticipated to enter the alley via Maple Street and Grand Avenue. As shown in Table 4, the study segments are currently operating at acceptable LOS C or better. With the addition of project traffic, all the study segments would continue to operate at acceptable LOS C or better as shown in Table 4. Therefore, under the Existing Plus Project condition, project-related street segment impacts would be less than significant.

Table 4. Existing Plus Project Street Segment LOS Summary

Street Segment	Capacity[1]	Existing			Existing Plus Project				Impact?
		ADT[2]	LOS[3]	V/C[4]	ADT	LOS	V/C	Δ[5]	
West Valley Parkway North Escondido Boulevard to North Broadway	30,000	18,026	C	0.601	18,633	C	0.621	0.020	No
West Grand Avenue North Escondido Boulevard to North Broadway	20,000	8,843	B	0.442	8,985	B	0.449	0.007	No
North Broadway Valley Parkway to Grand Avenue	20,000	7,319	B	0.366	7,700	B	0.385	0.019	No
North Broadway Grand Avenue to 2nd Avenue	10,000	5,590	C	0.559	5,861	C	0.586	0.027	No

Source: LLG 2019.

Notes:

[1] Capacities based on the City's Roadway Classification

[2] Average Daily Traffic

[3] Level of Service

[4] Volume to Capacity ratio

[5] Project Attributable increase in V/C. Decreases related to rerouting of traffic due to conversion of Ivy Street to one-way southbound.

Intersection Level of Service

As shown in Table 5, all existing study area intersections operate at LOC C or better. With the addition of project traffic, all study area intersections would continue to operate at acceptable LOS C or better. Therefore, under the Existing Plus Project condition, project-related intersection impacts would be less than significant.

Table 5. Existing Plus Project Intersection LOS Summary

Intersection	Control Type	Peak Hour	Existing		Existing Plus Project			Impact?
			Delay[1]	LOS[2]	Delay	LOS	Δ[3]	
West Valley Parkway/North Escondido Boulevard	Signal	AM	26.1	C	26.4	C	0.3	No
		PM	28.8	C	28.9	C	0.1	
West Valley Parkway/City Hall Driveway	Signal	AM	2.6	A	2.6	A	0.0	No
		PM	3.9	A	3.9	A	0.0	
Valley Parkway/North Broadway	Signal	AM	12.7	B	13.0	B	0.3	No
		PM	17.1	B	17.7	B	0.6	
West Grand Avenue/South Escondido Boulevard	Signal	AM	14.3	B	14.3	B	0.0	No
		PM	15.0	B	15.0	B	0.0	
West Grand Avenue/South Maple Street	AWSC[4]	AM	8.4	A	8.4	A	0.0	No
		PM	9.9	A	10.0	A	0.1	
West Grand Avenue/South Broadway	Signal	AM	14.8	B	14.8	B	0.0	No
		PM	19.3	B	19.3	B	0.0	
North Escondido Boulevard/Alley	MSSC[5]	AM	9.3	A	9.4	A	0.1	No
		PM	17.1	C	17.3	C	0.2	
North Broadway/Alley	MSSC	AM	10.2	B	10.2	B	0.0	No
		PM	10.5	B	10.5	B	0.0	

Source: LLG 2019.

Notes:

[1] Average delay expressed in seconds per vehicle.

[2] Level of Service.

[3] Δ denotes an increase in delay due to project.

[4] AWSC: All Way Stop Controlled intersection.

[5] MSSC: Minor street Stop Controlled intersection. Minor street left turn delay is reported.

Construction

Construction activities would include demolition, excavation, grading, concrete pours, and building of the structures. The project's construction trip generation is based on the grading phase, which is estimated to last 2 months and would require 32 truck trips per day. The grading phase would generate the highest number of truck trips for the overall construction period. Table 6 shows a summary of the traffic generated by the project for the duration of construction. The project construction would generate 96 daily trips, with 12 total AM peak-hour trips (6 inbound and 6 outbound) and 12 total PM peak-hour trips (6 inbound and 6 outbound).

Table 6. Project Trip Generation during Construction

Construction Trips	Vehicles	Daily Trip Rate	PCE[1]	ADT[2]	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trucks[3]	32	2	1.5	96	6	6	12	6	6	12

Source: LLG 2019.

Notes:

[1] Passenger Car Equivalents. Based on the Highway Capacity Manual's Exhibit 11-10, a Passenger Car Equivalent (PCE) factor of 1.5 for level terrain was applied.

[2] Average Daily Trips.

[3] Given that heavy vehicle traffic will occur throughout a 9-hour workday, four trucks were conservatively assumed to access the site during both the AM and PM peak hours (six with PCE factor of 1.5/vehicle).

Traffic generated by project construction would be less than the project's trip generation on both an ADT and peak-hour basis. Neither scenario would result in significant impacts (refer to Tables 4 and 5). It is anticipated that construction traffic, especially heavy trucks and materials deliveries, would use the nearest arterial road—the one-way couplet of West Valley Parkway and West 2nd Avenue—to gain access to and from the project site. Therefore, construction-related traffic impacts would be less than significant.

Pedestrian, Bicycle, and Vehicle Safety

The project would remove and reconstruct a 14-foot sidewalk along the project frontage on West Valley Parkway to improve pedestrian safety in the area. The project would provide a private secure bicycle parking facility for residents on the first floor of the project. The existing and proposed pedestrian and bicycle facilities would provide safe non-vehicular access and circulation to public transit to include direct access via West Valley Parkway to the Escondido Transit Center located approximately 0.5 mile to the southwest. The existing and proposed facilities would also provide safe non-vehicular access to the retail commercial uses that are located to the north and east of the project site in the Downtown Specific Plan.

Vehicular access into and out of the project parking structure would be from two 24-foot-wide driveways off of West Valley Parkway. The first driveway located at the northeast side of the proposed building would lead directly to the basement level parking area provided strictly for residents. A second driveway to the northwest of the building would lead to the first floor parking structure where both residents and guests would park. Secondary and minor access would be provided via the existing one-way eastbound alley, which would provide 17 on-street parking spaces.

Transit Service

The project site is served by light rail, standard bus and bus rapid transit options. The Escondido Transit Center is located approximately 0.5 mile southwest of the project site and provides access to the NCTD's SPRINTER light rail line and BREEZE bus rapid transit lines. The NCTD BREEZE bus line provides stops within 0.25 mile of the project site that service Route 217 (San

Jacinto-Hemet-Temecula-Escondido), 350 (Escondido to Del Lago), 354 (Orange Grove High School), 358/359 (North Broadway/Country Club/El Norte Parkway, 371 (Flex), 351/352 (Escondido Circulator), Route 355/357 (El Norte Parkway and Valley Parkway) and Route 388 (Escondido to Pala).

Changes in Air Traffic Patterns

The nearest airports to the project site are McClellan-Palomar Airport, located 13 miles to the west, and Ramona Airport, located 20 miles to the southeast. Project traffic would not cause an increase in air traffic levels, or create a physical impediment that would necessitate an alteration of flight patterns. The project would not result in any changes in air traffic patterns.

3.5 Criterion Section 15332(d): Noise

Yes	No	
☒	☐	Approval of the project would not result in any significant effects relating to noise.

The project would not result in any significant effects relating to noise, as discussed below. There is no exception to the Class 32 exemption related to noise criteria. A Noise Technical Memorandum for the project was prepared by Harris and Associates (Harris 2019a) as provided in Appendix B and is summarized below.

General Information on Noise

The California Department of Transportation defines noise as sound that is loud, unpleasant, unexpected, or undesired. Sound pressure levels are quantified using a logarithmic ratio of actual sound pressures to a reference pressure squared, called "bels." A bel is typically divided into tenths, or decibels (dB). Sound pressure alone is not a reliable indicator of loudness because frequency (or pitch) also affects how receptors respond to the sound. To account for the pitch of sounds and the corresponding sensitivity of human hearing to them, the raw sound pressure level is adjusted with a frequency-dependent A-weighting scale that is stated in units of decibels (dBA) (Caltrans 2013).

A receptor's response to a given noise may vary depending on the sound level, duration of exposure, character of the noise sources, the time of day during which the noise is experienced, and the activity affected by the noise. Activities most affected by noise include rest, relaxation, recreation, study, and communications. In consideration of these factors, different measures of noise exposure have been developed to quantify the extent of the effects from a variety of noise levels. The community noise equivalent level (CNEL) is the average equivalent A-weighted sound level over a 24-hour period. This measurement applies weights to noise levels during evening and nighttime hours to compensate for the increased disturbance response of people at those times. CNEL is the equivalent sound level for a 24-hour period with a +5 dBA weighting

applied to sound occurring between 7:00 p.m. and 10:00 p.m. and a +10 dBA weighting applied to sound occurring between 10:00 p.m. and 7:00 a.m. (City of Escondido 2012a).

The dB level of a sound decreases (or attenuates) as the distance from the source of that sound increases. For a single point source, such as a piece of mechanical equipment, the sound level typically decreases by approximately 6 dBA for each doubling of distance from the source. Sound that originates from a linear, or "line" source, such as vehicular traffic, attenuates by approximately 3 dBA per doubling of distance. Other contributing factors that affect sound reception include ground absorption, natural topography that provides a natural barrier, meteorological conditions, and the presence of human-made obstacles such as buildings and sound barriers (Caltrans 2013).

General Information on Vibration

The Federal Transit Administration (FTA) describes groundborne vibration as vibration that can cause buildings to shake and rumbling sounds to be heard. In contrast to airborne noise, groundborne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Common sources of groundborne vibration are trains; buses on rough roads; and construction activities such as blasting, pile driving, and operation of heavy earth-moving equipment. The effects of groundborne vibration include feel-able movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is typically only a factor in the case of blasting and pile driving during construction. Groundborne vibration related to potential building damage effects is generally related to the peak particle velocity (PPV) in inches per second (FTA 2018).

Ambient Noise Levels

Noise-sensitive land uses include noise receptors (receivers) where an excessive amount of noise would interfere with normal activities. The City's General Plan Community Protection Element lists residential development, care facilities, schools, churches, transient lodging, hospitals, healthcare facilities, libraries, museums, cultural facilities, golf courses, and passive recreational sites as sensitive receptors. Community noise sources defined as common indoor and outdoor noise sources are also identified in the Community Protection Element. Commercial, general office, and industrial land uses are not considered noise-sensitive land uses. Specific community noise sources of note include the City's roadway network (including Interstate 15 and State Highway 78), the NCTD Sprinter commuter rail service, two firing ranges, and flight operations to and from McClellan-Palomar Airport and helicopter travels to and from Palomar-Pomerado Hospital (City of Escondido 2012a).

Vehicle noise is the main source of ambient noise in the vicinity of the project site. No project-specific noise measurements were conducted for the project because noise contours for vehicular traffic in the Downtown Specific Plan Area were calculated under existing and horizon year conditions for the Escondido General Plan Update, Downtown Specific Plan Update, and Climate Action Plan Final Environmental Impact Report (EIR) (City of Escondido 2012b). These noise contours are considered adequate and conservative to represent noise conditions on the project site because the Future 2030 Noise Contour scenario assumes buildout conditions on the project site. Therefore, these contours assume a higher traffic volume than existing conditions and demonstrate higher associated traffic noise. According to the General Plan EIR, the northern portion of the project site is within the existing 65 dBA CNEL and 60 dBA CNEL noise contours for West Valley Parkway (Figure 4.12-1, City of Escondido 2012b). Under the Future 2030 Noise Contour scenario, the northern portion of the project site is within the 70, 65, and 60 dBA CNEL contours for West Valley Parkway and the western portion of the site is within the 60 dBA CNEL contour for West Grand Avenue. The anticipated primary project operational noise sources include vehicular traffic; heating, ventilation, and air conditioning (HVAC) systems; trash and recycling removal; and nuisance noise.

Thresholds of Significance

The project would result in a significant impact if it violates the Escondido Municipal Code (City of Escondido 2018), which restricts the times of day when construction may occur (7:00 a.m. to 6:00 p.m., Monday through Friday; 9:00 a.m. to 5:00 p.m. on Saturday; and not at all on Sunday or public holidays). The City also has a maximum 1-hour average construction noise limit of 75 dB at noise-sensitive land uses unless a variance has been obtained from the City Manager in advance.

Based on the City General Plan Community Protection Element standards (City of Escondido 2012a), a significant impact would occur if project construction activities would expose vibration-sensitive uses to vibration levels that exceed 65 vibration decibels (VdB), residences and buildings where people normally sleep to 80 VdB, or institutional land uses with primarily daytime uses to 83 VdB. The FTA damage thresholds indicate that, for buildings not extremely sensitive to vibration, a damage threshold of between 0.2 inches per second to 0.5 inches per second would apply depending on the type of building.

As stated in the City's General Plan Community Protection Element (City of Escondido 2012a), the noise level goal for multi-family residential uses is 65 dBA CNEL at the exterior use areas. In addition, General Plan Noise Policy 5.4 establishes an interior noise standard of 45 dBA CNEL. A significant impact would occur if operation of the project would cause noise levels in excess of the established standards.

A significant direct impact would occur from project-generated traffic if buildings where people normally sleep and institutional land uses with primarily daytime and evening uses are exposed

to noise level increases in excess of the incremental noise standards on Figure VI-14 of the General Plan Community Protection Element (City of Escondido 2012a) (Table 7).

Table 7. Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)

Residences and Buildings Where People Normally Sleep[1]		Institutional Land Uses with Primarily Daytime and Evening Uses[2]	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour L_{eq}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Source: City of Escondido 2012a.

Notes: dBA = A-weighted decibel; L_{dn} = day-night average sound level; L_{eq} = equivalent continuous sound level

Noise levels are measured at the property line of the noise sensitive land use.

[1] This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.

[2] This category includes schools, libraries, theaters, and churches where it is important to avoid interference with activities such as speech, meditation, and concentration on reading material.

Project Construction Noise

Construction would result in a temporary noise increase on and around the project site. Construction of the project would take place within the hours specified in Section 17-234 of the Escondido Municipal Code. No special construction techniques (i.e., pile driving or blasting) are anticipated to be necessary for construction of the project. Noise levels from the anticipated construction activities were modeled using the Federal Highway Administration Roadway Construction Noise Model to estimate the worst-case project construction noise level at a distance of 50 feet from the project site. Equipment used during site preparation and grading would include an excavator, concrete saw, graders, rubber tired dozers, and tractors, loaders, or backhoes. In addition, a dump truck may be used for hauling excavated soil off site. During building construction, equipment would include welders, a generator set, a forklift, a crane, an air compressor, and a tractor, loader or backhoe. In addition, construction would involve the use of light-duty and heavy-duty trucks for worker and material delivery trips.

According to the noise modeling results, which assumes simultaneous operation of the three nosiest pieces of equipment (dozer, concrete saw, and grader), the worst-case construction noise would be approximately 86 A-weighted decibels (dBA) sound level equivalent (Leq) at a distance of 50 feet. The results of the RCNM model are included in Attachment A. Construction of the project would have the potential to exceed 74 dBA up to approximately 175 feet from the project site. The project is located in the commercial area of Downtown

Escondido and surrounded by retail and commercial uses. There are no residences or sensitive receptors located within 175 feet of the project site. The nearest sensitive receptor to the project site is the Escondido Public Library located approximately 700 feet southeast of the project site. Therefore, construction noise levels at the nearest noise-sensitive land use would not exceed the City's maximum 1-hour construction noise limit of 75 dB. Impacts during construction would be less than significant.

Groundborne Vibration

Construction and operation of the project could result in groundborne vibration.

Construction Vibration. The FTA Transit Noise and Vibration Impact Assessment Manual (FTA 2018) describes equipment typically used in transportation construction projects; however, the information can be used to understand possible vibration impacts from other types of construction projects as well. The FTA damage thresholds indicate that, for buildings not extremely sensitive to vibration, a damage threshold of between 0.2 inches per second to 0.5 inches per second would apply depending on the type of building. As stated previously, the nearest receptors (commercial) are located approximately 20 feet south of the project site, across the alley serving the project site. There are no known vibration-sensitive uses within 100 feet of the project site.

Table 8 identifies various vibration velocity levels for typical construction equipment. As shown in Table 8, construction equipment has the potential to disturb receptors when they are in close proximity to construction activities (i.e., as close as 25 feet away).

Table 8. Vibration Source Levels for Construction Equipment

Construction Equipment	At 25 Feet		At 60 Feet		At 100 Feet	
	Approximate VdB	PPV (in/sec)	Approximate VdB[1]	PPV (in/sec)[2]	Approximate VdB[1]	PPV (in/sec)[2]
Large Bulldozer	87	0.089	76	0.024	69	0.011
Loaded Trucks	86	0.076	75	0.020	68	0.010
Jackhammer	79	0.035	68	0.009	61	0.004
Small Bulldozer	58	0.003	47	0.001	40	0
Caisson Drilling	87	0.089	76	0.024	69	0.011
Roller	94	0.210	83	0.056	76	0.026
Pile Driver (impact, upper range)	112	1.518	101	0.408	94	0.190
Pile Driver (sonic, upper range)	105	0.734	94	0.197	87	0.011

Source: City of Escondido 2012b.

Notes: in/sec = inches per second; PPV = peak particle velocity; VdB = vibration decibel

[1] Based on the formula $PPV_{equip} = PPV_{ref} \times (25/d)^{1.5}$ provided by the FTA (2018), where d is the distance from the source of vibration to the receptor.

[2] Based on the formula VdB = VdB(25 feet) − 30log(d/25) provided by the FTA (2018), where d is the distance from the source of vibration to the receptor.

Equipment used during site preparation and grading would include an excavator, concrete saw, graders, small rubber tired dozers, and tractors, loaders, or backhoes. In addition, a dump truck may be used for hauling excavated soil off site. During building construction, equipment would include welders, a generator set, a forklift, a crane, an air compressor, and a tractor, loader or backhoe. In addition, construction would involve the use of light-duty and heavy-duty trucks for worker and material delivery trips. Based on the information presented in Table 8, vibration levels from project construction activities would not have the potential to exceed the primarily daytime uses threshold of 83 VdB or 0.2 PPV at distances of more than 35 feet from construction equipment. The closest receptors to the proposed building would be the commercial and retail buildings directly south of the project site on West Grand Avenue, located as close as approximately 20 feet from the proposed building. Vibration from the project would not exceed the building damage threshold as described previously, but would have the potential to result in nuisance vibration at adjacent commercial uses. The portions of the adjacent commercial uses within 35 feet of the site generally encompass rear alley entrance areas. Beyond the approximately 20-foot alley, approximately 15 feet of the building areas adjacent to the alley would potentially be exposed to vibration, and only when equipment is operating adjacent to the southeast project site boundary. As such, it is unlikely that vibration would interfere with daily operation at the adjacent businesses.

In order to comply with the City's General Plan Construction Vibration Thresholds the following project design feature would be implemented as a condition of project approval:

PDF-NOI-1. The construction contractor shall provide construction vibration notification to minimize the potential nuisance of vibration by allowing surrounding uses time to prepare for construction activities. The construction contractor shall provide written notification to all commercial land uses within 175 feet of the property boundary at least three weeks prior to the start of construction activities informing them of the estimated start date and duration of daytime vibration-generating construction activities. This notification shall include information warning about the potential for impacts related to vibration-sensitive equipment.

Operational Vibration. No permanent noise sources that would expose persons to excessive groundborne vibration or noise levels would be located within the project site. In addition, long-term operational activities associated with the project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration.

Operational Noise

The following sections describe the project's long-term noise impacts from traffic and stationary noise sources.

Transportation Noise Affecting the Project Site

This analysis of operational on-site transportation noise used the traffic volumes from the Traffic Impact Analysis (LLG 2019) under the Existing Plus Project scenario and standard noise modeling equations adapted from the FHWA noise prediction model (FHWA 2008) to conservatively estimate on-site exterior noise levels from traffic. Four street segments were evaluated for Existing and Existing Plus Project noise levels, as shown in Table 9. The resulting noise levels on West Valley Parkway from North Escondido Boulevard to North Broadway are estimated to be 68 dBA CNEL, which would exceed the City's standard of 65 dBA CNEL by 3 dBA CNEL with and without project traffic. The 68 dBA CNEL noise level is consistent with the City's General Plan EIR, Future 2030 Noise Contour scenario, which shows the northern portion of the project site would be within the 70 dBA CNEL contour for West Valley Parkway. The project's contribution would be 1 dBA CNEL and would result in a negligible increase in the existing ambient noise level without the project due to the traffic noise on South Broadway from West Valley Parkway to West Grand Avenue and West Grand Avenue to West 2nd Avenue. The existing ambient noise level is above the noise goal for multi-family residential uses identified in the City's General Plan Community Protection Element. However, the outdoor community use area would be shielded from surrounding roadways by the proposed structure and existing commercial development along West Grand Avenue. Conservatively assuming a 5 dBA reduction in noise exposure due to the break the line of sight between the outdoor use area and surrounding roadways, exterior noise levels would be reduced to below 65 dBA (FTA 2018). Therefore, noise impacts on the project's exterior use area associated with traffic noise would not result in a significant impact.

Table 9. Project Traffic Noise Levels – Existing and Existing Plus Project

Segment	Existing Noise Level (dBA CNEL)	Existing Plus Project Noise Level (dBA CNEL)	Change in Noise Level	Allowable Increase[1]	Significant Impact?
West Valley Parkway North Escondido Boulevard to North Broadway	68	68	0	+1	No
West Grand Avenue North Escondido Boulevard to North Broadway	65	65	0	+1	No
South Broadway Avenue Valley Parkway to Grand Avenue	64	65	+1	+1	No
South Broadway Avenue Grand Avenue to 2nd Avenue	60	61	+1	+2	No

Sources: Harris 2019a; LLG 2019.

Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel

[1] **Source:** Figure VI-14, City of Escondido 2012a.

Traditional architectural materials are normally able to reduce exterior to interior noise by up to 15 dBA (City of Escondido 2012a). Thus, an exterior noise level of 60 dBA would be necessary in order to reach the interior noise standard of 45 dBA CNEL. According to the Future 2030 Noise Contours in the City's General Plan EIR, portions of the project site would fall within the 65 or 70 dBA noise contours. Furthermore, as shown in Table 9, existing exterior noise levels currently exceed 60 CNEL along the West Valley Parkway project frontage. Traditional architectural materials with a noise reduction of 15 dBA would not be expected to attenuate interior noise of the proposed residential units facing West Valley Parkway to a level of 45 CNEL. In order to comply with the City's General Plan Community Protection Element interior noise standard, the following project design feature would be included as a condition of project approval:

PDF-NOI-2. Prior to issuance of a building permit the applicant would prepare an additional exterior-to-interior noise report completed by a qualified acoustical consultant for the proposed on-site residences that would face West Valley Parkway. This report would be submitted with the building plans. The information in this report would include wall heights and lengths, room volumes, and window and door tables typical for a building plan, as well as information on any other openings in the building shell. The report shall also assume a "windows-closed" condition and that vehicles on West Valley Parkway are traveling at 35 miles per hour. With this specific building plan information, which is not currently available, the report would determine the predicted interior noise levels at the planned on-site buildings. If predicted noise levels are found to be in excess of 45 CNEL, the report would identify architectural materials or techniques that could be included in project design plans to reduce noise levels to 45 CNEL in habitable rooms. Standard measures such as glazing with Sound Transmission Class (STC) ratings from a STC 22

to STC 60, as well as walls with appropriate STC ratings (34 to 60), should be considered. The report would be submitted and approved by the City prior to the issuance of a building permit.

Note that this would be considered a condition of project approval because this issue concerns the impact of the existing ambient noise environment on the project, not the project's impact on the environment. CEQA is intended to protect the existing environment from impacts that would result from the project. Generally, CEQA does not consider impacts of the existing environment on a proposed land use to be significant (South Orange County Wastewater Authority v. City of Dana Point 2011). However, in cases where a project may exacerbate existing conditions, such as noise exposure, the CEQA analysis must consider the impact of future residents or users of a project (California Building Industry Association v. Bay Area Air Quality Management District 2015).

Off-Site Transportation Noise

Traffic noise is the primary source of ambient noise in the project site. Increases in traffic volumes as a result of cumulative projects in the study area and the project would have the potential to increase traffic noise levels in the project site. A comparison of future noise levels with cumulative development, with and without the project, are provided in Table 10. Based on data from the traffic impact analysis (LLG 2019) and standard equations from the Federal Highway Administration, there would be no change in noise level on study area segments from existing conditions with the addition of vehicle trips from the project and cumulative projects." Therefore, impacts from off-site transportation noise would be less than significant.

Table 10. Project Traffic Noise Levels – Existing Plus Cumulative With and Without Project

Segment	Existing Plus Cumulative Noise Level (dBA CNEL)	Existing Plus Cumulative Plus Project Noise Level (dBA CNEL)	Change in Noise Level	Allowable Increase[1]	Significant Impact?
West Valley Parkway North Escondido Boulevard to North Broadway	68	68	0	+1	No
West Grand Avenue North Escondido Boulevard to North Broadway	65	65	0	+1	No
South Broadway Avenue Valley Parkway to Grand Avenue	65	65	0	+1	No
South Broadway Avenue Grand Avenue to 2nd Avenue	61	61	0	+2	No

Sources: Harris 2019a; LLG 2019.

Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel

[1] **Source:** Figure VI-14, City of Escondido 2012a.

On-Site Heating, Ventilation, and Air Conditioning Systems

Stationary operational noise sources are regulated by the limits within City Municipal Code, Section 17-229, which states that noise in commercial zones shall not exceed 60 dBA LEQ from 7:00 a.m. to 10:00 p.m. or 55 dBA LEQ from 10:00 p.m. to 7:00 a.m. The HVAC units for the project would be installed in four clusters with 24 to 35 units in each cluster, for approximately 131 units. Clusters would be set back from the edge of the rooftop by 20 feet or more at all locations. The specifications and locations of the HVAC systems that would be installed on the project rooftop are unknown at this time. Therefore, the specifications for the HVAC systems of a similar multi-family residential project are assumed (ABC Acoustics 2018). Individual HVAC units not installed within an enclosure would have the potential to generate a noise level of up to 79 dBA LEQ at the unit (approximately 3 feet). Combined noise levels from multiple units would be higher at the source. Combined noise level from 35 units simultaneously operating at 79 dBA LEQ would be approximately 94 dBA at 3 feet. This estimate is conservative because it assumes that noise would occur an equal distance from all units, and simultaneous operation of all 35 units. The closest receptors to the proposed building would be the commercial and retail buildings directly south of the project site on West Grand Avenue, located as close as approximately 20 feet from the proposed building. With an additional 20-foot rooftop setback, unenclosed HVAC units would generate a noise level of approximately 72 dBA LEQ at the nearest commercial building.

The proposed residential building would be six stories tall. The surrounding commercial and residential uses are two stories tall. This difference in height would likely break the line of sight exposure between the HVAC units and receptors, so that the project itself would provide an approximately 5 dBA reduction in HVAC noise exposure (FTA 2018). Noise levels at the nearest commercial uses would be approximately 67 dBA without installation of noise-reducing features. In order to comply with the City's Municipal Code 17-229 the following project design feature would be implemented as a condition of project approval:

PDF-NOI-3. The HVAC units on the project rooftop would be installed within enclosures such that noise from HVAC operation does not exceed 55 dBA at the nearest off-site receptor. Although the exact specifications of the project HVAC units and selected enclosures are unknown at this time, enclosures providing at least a 12 dBA noise reduction would be required. Installation of HVAC units inside enclosures providing at least a 12 dBA noise reduction would reduce noise levels at the nearest commercial uses to 55 dBA or below.

Recycling and Trash Collection Noise

The project proposes a central trash collection room located adjacent to the first floor parking garage. The enclosure would be accessed from the alley on the southern boundary of the project site. Trash service would be provided by Escondido Disposal. The schedule for waste collection has not yet been established; however, trash collection is anticipated to be required several times

per week for solid waste and recyclable materials. The existing commercial uses surrounding the project site currently require waste disposal services. The existing commercial uses currently use dumpsters and have disposal requirements similar to what would be required for the project. The dumpsters for adjacent commercial uses are also located in the alley that would be accessed for project waste pickup. Section 17-232 of the City's Noise Ordinance limits trash collection to the hours between 6:00 a.m. and 10:00 p.m. Given the short duration and relative infrequency of individual collection events, scheduling collection during prime activity hours, and the existing trash removal service occurring in the adjacent alley from neighboring commercial uses, the addition of one new waste collection customer in the project site would have little impact on the operation of surrounding land uses and would not be noticeably different than existing conditions.

In order to comply with the City's Noise Ordinance the following project design feature will be implemented as a condition of approval:

PDF-NOI-4. Trash collection at the project site would be limited to between 8:00 a.m. and 5:00 p.m., Monday through Friday.

Landscape Equipment and Nuisance Noise

Noise from residential land uses is typically limited to nuisance noise, such as yelling or loud music. Additionally, the project would provide an outdoor open space area on the second floor that would increase human activity in the project site and be a potential source of nuisance noise. This area would include a community pool and spa, lounge area, gas fire pits, artificial turf area, bar with gas fire pit feature, barbeque grills, and pool furniture. The common area would primarily provide gathering spaces and noise would generally be limited to typical conversation levels that would not be audible at surrounding properties, with the exception of the pool. The pool would potentially result in louder conversational noise levels from more active use, such as children playing. As a project feature, lease agreements would include rules related to nuisance noise, including music, at the pool to limit noise exposure at nearby uses.

General residential noise sources such as landscape equipment and other intermittent or neighborhood noise such as yelling, amplified music, or barking dogs (often characterized as nuisance noise) are regulated by the limits within the Escondido Municipal Code, Sections 17-237 and 17-240, of the Noise Ordinance. Nuisance noise is difficult to control due to the variety of noise sources and intermittent nature of the impact. Additionally, the project site is located in a developed urban area that currently experiences ambient traffic noise and nuisance noise. It is unlikely that intermittent audible residential noise would be significantly different or excessive compared to existing conditions. Intermittent landscaping activities at the project site would be similar to the existing landscaping requirements for surrounding commercial properties and City Hall. Compliance with the City's Noise Ordinance would limit exposure to nuisance noise. Therefore, a significant impact would not occur.

3.6 Criterion Section 15332(d): Air Quality

Yes	No	
☒	☐	Approval of the project would not result in any significant effects relating to air quality.

The project would not result in any significant effects relating to air quality, as discussed below. There is no exception to the Class 32 exemption related to air quality. An Air Quality Technical Memorandum for the project was prepared by Harris and Associates (Harris 2019b) as provided in Appendix C1 and is summarized below. Additionally, a Greenhouse Gas Technical Memorandum (Harris 2019c) is included as Appendix C2.

General Information on Air Quality

The project site is located within the San Diego Air Basin (SDAB). The San Diego Air Pollution Control District (SDAPCD) manages air quality in the SDAB. The SDAPCD operates a network of ambient air monitoring stations throughout the SDAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). The City operates the Escondido–East Valley Parkway Monitoring Station located on East Valley Parkway, which measures ozone (O_3), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$) concentrations. No carbon monoxide (CO) data are available from monitoring sites in the SDAB after 2012, and no data are available for sulfur dioxide (SO_2) after 2013. However, with one exception for CO during the firestorms of October 2003, the SDAB has not violated the state or federal standards for CO or SO_2 in the last 20 years (SDAPCD 2017).

Concentrations of 1-hour O_3 exceeded CAAQS in 2017, and 8-hour O_3 CAAQS and NAAQS were exceeded in 2015, 2016, and 2017. The NAAQS and CAAQS for PM_{10} were not exceeded in any of the 3 years. The monitored 24-hour $PM_{2.5}$ values were not exceeded either. Likewise, the 1-hour and annual NAAQS and CAAQS for NO_2 were not exceeded.

The following sections describe the project's construction- and operation-related air quality impacts and CO impacts.

Significance Thresholds

The thresholds listed in Table 11 represent screening-level thresholds that can be used to evaluate whether project-related emissions could cause a significant impact on air quality.

Table 11. Screening Level Criteria Thresholds for Air Quality Impacts

Pollutant	Emission Rate		
	(pounds/hour)	(pounds/day)	(tons/year)
PM_{10}	—	100	15
$PM_{2.5}$	—	55	10
NO_X	25	250	40
SO_X	25	250	40
CO	100	550	100
Pb	—	3.2	0.6
VOC	—	75	13.7

Sources: County of San Diego 2007; SDAPCD 2018.

Notes: CO = carbon monoxide; NOX = oxides of nitrogen; Pb = lead and lead compounds; PM_{10} = particulate matter less than 10 microns; $PM^{2.5}$ = particulate matter less than 2.5 microns; SO_X = oxides of sulfur; VOC = volatile organic compounds

Emissions below the screening-level thresholds would not cause a significant impact. For nonattainment pollutants (O_3, with O_3 precursors NO_X and VOCs, and PM_{10}), if emissions exceed the thresholds shown in Table 11, the project could result in a cumulatively considerable net increase in these pollutants and, thus, could have a significant impact on the ambient air quality.

Construction-Phase Criteria Pollutant Emissions

Construction of the project would result in temporary air pollutants associated with soil disturbance, dust emissions, employee and material delivery vehicle exhaust, off-gassing from paving and coating activities, and combustion pollutants from off-road construction equipment. Construction-related air pollution emissions can vary from day to day, depending on the level of activity, type of activity, and prevailing weather conditions. The primary air pollutants of concern from construction activities are particulate matter (including both PM_{10} and $PM_{2.5}$), CO, and O_3 precursors (including VOCs) and oxides of nitrogen (NO_x).

The project is smaller than the air quality study criteria presented in Table 4.3-12 of the City's General Plan EIR that would trigger the need for an air quality impact assessment (the level for apartment land uses with a density of 20 or more dwelling units per acre is 420 dwelling units) (City of Escondido 2012b). Nonetheless, anticipated air pollution emissions were quantified to further demonstrate consistency with the SDAPCD thresholds. The project's criteria pollutant emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2, based on information provided by Touchstone Communities. Table 12 shows the estimated maximum daily construction emissions associated with construction of the project.

Table 12. Estimated Maximum Daily Construction Emissions (pounds/day)

Construction Year	VOC	NO_x	CO	PM_{10}	$PM_{2.5}$
2019	4.2	52.5	25.9	5.1	2.7
2020	46.2	33.6	27.3	3.1	1.7
2021	45.8	30.0	26.2	2.9	1.5
Maximum Daily Emissions	46.2	52.5	27.3	5.1	2.7
Significance Threshold	75	250	550	100	55
Level Exceeded?	No	No	No	No	No

Sources: Harris 2019b; County of San Diego 2007; SDAPCD 2018.

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; VOC = volatile organic compound

Assumes watering of construction site would occur twice daily, use of low-VOC paints, and reduction of construction vehicle speed in compliance with Regulation 4, Rule 52, Particulate Matter; Rule 55, Fugitive Dust Rule; and Rule 67, Architectural Coatings, of the SDAPCD's rules and regulations and the City's General Plan EIR Mitigation Measure Air-1.

Construction of the project would be short term and temporary lasting approximately 20 months. As shown in Table 12, daily construction emissions would not exceed the significance thresholds for VOC, NO_X, CO, PM_{10}, or $PM_{2.5}$. This impact would be less than significant.

Operational-Phase Criteria Pollutant Emissions

After construction is completed, the project would be associated with ongoing air pollution associated with mobile vehicle sources; energy consumption; and "area" sources of emissions, which include landscaping, off-gassing from painting, and other consumer products.

The main operational emissions sources associated with the project would be from traffic. Project-specific estimates of daily vehicle trips were obtained from the Transportation Impact Analysis (LLG 2019). CalEEMod defaults were used for trip length, distribution, purpose, weekday/weekend ratios, vehicle mix, and vehicle emissions factors. Operational energy source emissions would result from on-site natural gas use. Emissions associated with area sources, such as consumer product use and landscaping, would also be generated. Based on the project plans (Summa 2019), it is assumed that the project would not include hearths or wood-burning stoves in the proposed residential units.

As with construction emissions, the project's criteria pollutant emissions were calculated using CalEEMod, version 2016.3.2. Table 13 presents a summary of maximum daily operational emissions for the project at full buildout and compares these emissions with the SDAPCD air quality impact analysis significance thresholds.

Table 13. Estimated Maximum Daily Operational Emissions (pounds/day)

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area	4.8	0.1	10.9	<0.1	<0.1	<0.1
Energy	<0.1	0.2	0.1	<0.1	<0.1	<0.1
Mobile	2.1	8.1	22.1	<0.1	6.14	1.7
Maximum Daily Emissions	6.9	8.46	33.0	<0.1	6.14	1.7
Significance Threshold	75	250	550	250	100	55
Level Exceeded?	No	No	No	No	No	No

Sources: Harris 2019b; County of San Diego 2007; SDAPCD 2018.

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; SO_x = sulfur oxide; VOC = volatile organic compound

In compliance with Rule 67, Architectural Coatings, of the SDAPCD's rules and regulations, assumes use of low-VOC paints. Assumes no hearths or wood-burning stoves, per the project plans (Summa 2019).

As shown in Table 13, operational emissions for the project would be substantially below the significance thresholds for criteria pollutants. This impact would be less than significant.

Consistency with Applicable Air Quality Plans

The SDAPCD manages air quality in the SDAB. Air quality plans applicable to the SDAB include the RAQS, addressing state requirements, and applicable portions of the California State Implementation Plan (SIP), addressing federal requirements. The RAQS and SIP outline the SDAPCD's plans and control measures designed to attain state and federal air quality standards. The RAQS and SIP were most recently updated in 2016.

The RAQS and SIP rely on SANDAG's growth projections, which are based in part on the City of Escondido and County of San Diego (County) General Plans. As such, projects that propose development consistent with the growth anticipated by the applicable general plans are consistent with the RAQS and applicable portions of the SIP. In the event that a project proposes development that is less dense than anticipated within the General Plan, the project would be consistent. If a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project may conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality. Cumulative projects located in the SDAB would have the potential to result in a cumulative impact to air quality if, in combination, they would conflict with or obstruct implementation of the RAQS. Individual projects that are inconsistent with the regional planning documents upon which the RAQS is based would have the potential to result in cumulative operational impacts if they represent development and population increases beyond regional projections.

The SDAB has been designated as a federal nonattainment area for O_3 and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. Emissions of PM_{10} and $PM_{2.5}$ associated with construction generally result in short-term impacts. As discussed previously, the emissions of criteria pollutants from project construction would be below the significance levels. Construction would

be short term and temporary in nature. Once construction is complete, construction-related emissions would cease. Long-term operation of the facility would include customers and employees of the commercial space; residents of 131 units living in the building; and associated services to serve and maintain the building, such as mail delivery, trash removal, and landscape and pool maintenance. Projected ongoing operational emissions generated by the project from area, mobile, and energy sources would not exceed the significance thresholds for criteria pollutants VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ as shown in Table 13. As such, the project would result in less than significant impacts related to criteria pollutant emissions from construction and operation.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the applicable general plan for the City is the May 2012 General Plan (City of Escondido 2012a). The project proposes to construct housing at a density of 131 dwelling units per acre on a site with a land use designation that anticipates 79 dwelling units per acre. However, by relying on the State Density Bonus Law and the City's Density Transfer Program, the level of development proposed by the project would not conflict with the overall growth forecasted in the General Plan for the Downtown Specific Plan Area. Therefore, the project would be consistent with SANDAG and the City's General Plan growth projections and would not conflict with or obstruct implementation of the SIP or RAQS. Therefore, the project's contribution to cumulative air quality impacts would be less than significant.

Carbon Monoxide

A Carbon Monoxide (CO) hotspot is an area of localized CO pollution caused by high vehicle intensity, such as congested intersections and parking garages. If a project increases average delay at signalized intersections operating at level of service E or F or causes an intersection that would operate at level of service D or better without the project to operate at level of service E or F with the project, a quantitative screening is required. The intersections relevant to the analysis of the project's potential for CO hotspots are those included in the study area for the Transportation Impact Analysis (LLG 2019), which are the intersections with the potential to accommodate the most project traffic. According to the Transportation Impact Analysis (LLG 2019), the study area intersections are forecasted to continue to operate at an acceptable level of service with the project. There would be no potential for a CO hotspot or exposure of sensitive receptors to substantial, project-generated, local CO emissions. Impacts related to CO hotspots would be less than significant.

Toxic Air Contaminants

According to the County Guidelines for Determining Significance – Air Quality (County of San Diego 2007), diesel particulate matter is the primary Toxic Air Contaminates (TAC) of concern for typical land use projects that do not propose stationary sources of emissions regulated by the

SDAPCD. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer time period. Health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, are typically based on a 70-year exposure period; however, such assessments should be limited to the period or duration of activities associated with a project.

Project construction would result in short-term emissions of diesel particulate matter from the exhaust of off-road, heavy-duty diesel equipment. As presented in Table 12, maximum daily particulate emissions, which include diesel particulate matter, would be relatively low compared to the significance thresholds. Additionally, the construction period would be relatively short (20 months) compared to the typical 70-year analysis considered for potential health risk assessments. Combined with the dispersive properties of diesel particulate matter, construction-related emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. Therefore, impacts would be less than significant.

As the project would involve the development of multi-family residential uses, project operation would not introduce any new stationary sources of TACs such as diesel-fueled backup generators that are more commonly associated with large commercial and industrial uses. In addition, the project is sited more than 1 mile from the nearest freeway (Interstate 15), which is well over the 500-foot threshold set by the CARB (CARB 2005) to avoid exposure of residents to TACs. The site is not within buffer distances included in the City's General Plan EIR that would require preparation of a health risk assessment (within 500 feet of a waste transfer facility or 1 mile of operating industrial land uses, medical facilities, or research and development facilities that generate a substantial source of TACs). As discussed previously, the project would not have the potential to expose sensitive receptors to TACs from hotspots resulting from mobile sources to an extent that health risks could result, and associated impacts would be less than significant.

Odors

Typical odor sources are generally associated with municipal, industrial, or agricultural land uses, such as wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of receptors. The project would not involve land uses typically associated with odor complaints. Odors may be generated from vehicles and equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to emissions from tailpipes of construction equipment and architectural coatings. Such odors are temporary and generally occur at magnitudes that would not affect substantial

numbers of people. Therefore, odor impacts resulting from project construction and operation would be less than significant.

Greenhouse Gas Emissions

The total amount of project-related Greenhouse Gas (GHG) emissions from construction and operation were estimated using the CalEEMod2 using the same inputs as the air quality analysis. CalEEMod quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, and water use.

Construction Impacts. Construction GHG emissions include emissions from site preparation, heavy construction equipment, and worker trips. The project includes GHG emissions from construction activities amortized over a 30-year project lifetime and added to operation emissions, as outlined in the City's Climate Action Plan (E-CAP), to determine the significance of project emissions (City of Escondido 2013c). As shown in Table 14, the total GHG emissions that are anticipated from construction of the project would be approximately 1,391.9 metric tons (MT) CO_2e or 46.4 MT CO_2e annually for 30 years.

Operational Impacts. During operation, area and indirect emissions sources associated with the project would primarily result from electricity and natural gas consumption, water and wastewater transport, and solid waste generation. GHG emissions from electricity consumed on site by the project would be generated off site by fuel combustion at the electricity provider. GHG emissions from water and wastewater transport are also indirect emissions resulting from the energy required to transport water from its source, and the energy required to treat wastewater and transport it to its treated discharge point. Residential uses at the project site would also generate mobile source emissions from motor vehicle trips generated by residents and visitors. The various operational GHG emissions associated with the project are shown in Table 14. The total GHG emissions that are anticipated from operation of the project would be approximately 1,700.9 MT CO_2e per year. Overall, the project's total annual GHG emissions resulting from construction and operational activities would be 1,747.3 MT CO_2e per year and would not exceed the City's threshold of 2,500 MT CO_2e per year. Impacts would be less than significant.

Table 14. Estimated Project Related GHG Emissions

Emission Source	Emissions ($MT CO_2e$)
Construction	
Construction Subtotal	1,391.9
Annual Construction Emissions (Total Emissions Amortized over 30 years)	46.4
Operations (Annual)	
Area	1.6
Electricity	365.8
Natural Gas	52.8
Mobile	1,171.2
Waste	32.6
Water	76.9
Operational Subtotal	*1,700.9*
Total Annual Project Emissions	**1,747.3**
City Screening Threshold	*2,500*
Significant Impact?	**No**

Sources: Harris 2019; CalEEMod, version 2016.3.2; City of Escondido 2013c.

Notes: According to project plans, assumes the residential units do not include hearths or woodstoves. Mobile sources based on the Traffic Impact Analysis prepared for the project by LLG 2019.

3.7 Criterion Section 15332(d): Water Quality

Yes	No	
☒	☐	Approval of the project would not result in any significant effects relating to water quality.

The project would not result in any significant effects relating to water quality, as discussed below. There is no exception to the Class 32 exemption related to Water Quality criteria. A Storm Water Quality Management Plan (SWQMP) prepared for the project by Touchstone Development, Inc. (Touchstone Development, Inc. 2019) is provided in Appendix D and summarized below.

The project is located within the Escondido Hydrologic Sub-Area (HSA 904.62), which is part of the Escondido Creek Hydrologic Area (HA 904.60) and Carlsbad Hydrologic Unit (HU 904.00). The site is relatively flat and slopes gently to the north.

The project site is located within the jurisdiction of the San Diego Regional Water Quality Control Board (RWQCB). The San Diego RWQCB requires a permit for municipalities to discharge stormwater into local waterways. The City is subject to the requirements of the San Diego Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit, Order No. No. R9-2013-0001 as amended by R9-2015-0001 and R9-2015- 0100 (San Diego MS4 Permit). City compliance with the San Diego MS4 Permit is required by state and federal law. Compliance with these existing stormwater regulations and the City's SCAs would ensure that the project would not result in significant effects relating to water quality, consistent

with the requirement of the Class 32 exemption under CEQA Guidelines, Section 153332(d). Potential water quality concerns associated with the project are discussed below.

Groundwater Conservation

The project would connect to the existing municipal water system and would not use groundwater on the site. The project would result in a 3 percent change in amount of impervious groundcover on the project site. Thus, the site does not currently provide much groundwater recharge potential under the existing condition and would provide even less under the project condition. However, per the City's Urban Water Management Plan (UWMP), the City does not depend on groundwater sources in its water supplies (City of Escondido 2011). Therefore, the project would not substantially deplete or interfere with groundwater supplies and impacts would be less than significant.

Stormwater Runoff

Construction Impacts. Construction of the project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute receiving waters.

These types of water quality impacts during construction of the project would be prevented through implementation of a grading and erosion control plan that is required by the City's Grading and Erosion Control Ordinance (Article 55 of the Municipal Code) and the State General Permit to Discharge Stormwater Associated with Construction Activities (NPDES No. CAS000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer. The grading and erosion control plan and SWPPP are required for plan check and approval by the Land Development Engineer, as well as the Planning Division, prior to provision of permits for the project, and would include construction BMPs such as:

- Silt Fence, Fiber Rolls, or Gravel Bag
- Street Sweeping and Vacuuming
- Sedimentation Basin
- Storm Drain Inlet Protection
- Stabilized Construction Entrance/Exit
- Vehicle and Equipment Maintenance, Cleaning, and Fueling
- Hydroseeding
- Material Washout
- Stockpile Management

- Spill Prevention and Control
- Solid Waste Management
- Concrete Waste Management

Adherence to applicable requirements and implementation of the appropriate BMPs would ensure that potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operational Impacts. The on-site runoff currently sheet flows northerly onto West Valley Parkway and then via street curb and gutter into the City's stormwater drainage system and ultimately into Escondido Creek. Post construction, runoff from the west portion of building roof and outdoor deck would be directed to raised planters located in the outdoor deck and street level for treatment prior to discharging to a curb inlet at the southeast intersection of West Valley Parkway and Maple Street. Runoff from the eastern portion of the roof and outdoor deck would discharge to a proposed curb inlet on West Valley Parkway that discharges into an existing 36-inch reinforced concrete pipe that flows west on West Valley Parkway. The pavement associated with the parking stalls in the alley and newly constructed sidewalk would be treated in roadside swales on West Valley Parkway. Runoff from the site and surrounding areas would discharge into the concrete-lined Escondido Creek located 0.2 mile north of the site.

The proposed raised planters and roadside swales would treat runoff before it leaves the project site to remove any coarse sediment before it enters the off-site drainage area. The project's landscaped areas would also minimize the erosion of surficial soils. With implementation of the operational treatment control biofiltration basin BMPs that would be required pursuant to the City's Storm Water Design Manual (City of Escondido 2016), potential pollutants would be reduced to the maximum extent feasible. Therefore, development of the project would not violate any water quality standards or waste discharge requirements, including but not limited to increasing pollutant discharges to receiving waters. Impacts would be less than significant.

This page intentionally left blank.

Section 4 Exceptions to Categorical Exemptions Checklist

In addition to investigating the applicability of CEQA Guidelines, Section 15332 (Class 32), this CEQA document also assesses whether any of the exceptions to qualifying for the Class 32 categorical exemption for an in-fill project are present. The following analysis compares the criteria of CEQA Guidelines, Section 15300.2 (Exceptions), to the project.

4.1 Criterion Section 15300.2(a): Location

Yes	No	
☐	☒	Is there an exception to the Class 32 exemption for the project due to its location in a particularly sensitive environment, such that the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies?

This exception applies to CEQA exemptions under Classes 3, 4, 5, 6, and 11. The project qualifies as a Class 32 urban in-fill exemption, and therefore this criterion section is not applicable. The project site is located within a developed urban area and there are no environmental resources of hazardous or critical concern that are designated, precisely mapped, or officially adopted in the vicinity of the project site, or that could be adversely affected by the project. Therefore, the exception under CEQA Guidelines, Section 15300.2(d), does not apply to the project.

4.2 Criterion Section 15300.2(b): Cumulative Impact

Yes	No	
☐	☒	Is there an exception to the Class 32 exemption for the project due to significant cumulative impacts of successive projects of the same type and in the same place, over time?

In general, the geographic context for cumulative impacts is the Downtown Specific Plan Area. Future growth and development projects within the Downtown Specific Plan Area have the potential to impact a variety of resources discussed in the CEQA Guidelines. It is anticipated that development of future cumulative projects would undergo CEQA review. Future development would be subject to federal, state, and local regulations and would be required to comply with the goals and policies in the City's Downtown Specific Plan. All resource topics associated with the project have been analyzed in accordance with CEQA and the CEQA Guidelines and were found to pose no impacts, less than significant impacts. Therefore, the project would not make a cumulatively considerable contribution to a significant cumulative impact. Therefore, the exception under CEQA Guidelines, Section 15300.2(d), does not apply to the project.

4.3 Criterion Section 15300.2(c): Significant Effect

Yes	No	
☐	☒	Is there an exception to the Class 32 exemption for the project because there is a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances?

There are no known unusual circumstances applicable to the project or project site that could result in a significant effect on the environment. The project site is currently used as a surface parking lot in a highly developed and urban area and no unusual circumstances are present. Therefore, the exception under CEQA Guidelines, Section 15300.2(c), does not apply to the project.

4.4 Criterion Section 15300.2(d): Scenic Highway

Yes	No	
☐	☒	Is there an exception to the Class 32 exemption for the project because the project may result in damage to scenic resources including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway?

The project site is not located in the vicinity of any designated or eligible state scenic highway. The project site is not located within the Interstate 15 scenic corridor as defined in the City's General Plan Resource Conservation Element (City of Escondido 2012a). Additionally, the Resource Conservation Element does not identify any local scenic roadways (City of Escondido 2012a). Therefore, the exception under CEQA Guidelines, Section 15300.2(d), does not apply to the project.

4.5 Criterion Section 15300.2(e): Hazardous Waste Sites

Yes	No	
☐	☒	Is there an exception to the Class 32 exemption for the project because the project is located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code?

The project site is currently used as a City public parking lot, with no structures and limited landscaping. A Phase I ESA was conducted in 2018 and is provided in Appendix E. As part of the Phase I ESA (Christian Wheeler 2018), a computerized record search was performed by Environmental Data Resources, Inc. (EDR), in May 2018. The search included all documented environmental incidents and operating permits within a 0.25-mile to 1-mile radius of the subject property. Based on the results of this search, which were negative, it was confirmed that the project site is not located on a hazardous materials site pursuant to California Government Code, Section 65962.5. Therefore, the project would not result in a significant hazard to the public or the environment due to the presence of hazardous materials sites identified pursuant to California

Government Code, Section 65962.5. Therefore, the exception under CEQA Guidelines, Section 15300.2(e), does not apply to the project.

4.6 Criterion Section 15300.2(f): Historic Resources

Yes	No	
☐	☒	Is there an exception to the Class 32 exemption for the project because the project may cause a substantial adverse change in the significance of a historic resource?

Historic Resources

The project site is within the urban area of the Historic Downtown District in the Escondido Downtown Specific Plan Area. The City's history began on the land that composed the Rancho Rincon del Diablo. In 1886, the ranch was purchased by the Escondido Land & Town Company (Escondido History Center 2019). Escondido was one of many Southern California towns that was established during the 1880s land boom, which included free land being offered to anyone who would build a church or school. Two years after the Escondido Land & Town Company was formed, the City was incorporated on October 8, 1888 (Escondido History Center 2019). The City grew slowly over time, first as an agricultural center for grapes and citrus and later for avocados before eventually becoming a commercial center serving North San Diego County.

The project site is currently a public parking lot, with no structures and limited landscaping. A Literature Search and Background Research Report was prepared by Recuerdos Research on April 20, 2018 (Recuerdos Research 2018), and is provided in Appendix F. As part of the report, a records search was conducted at the South Coastal Information Center (SCIC) at San Diego State University by Richard L. Carrico on March 22, 2018, for the project site. The record search did not identify any historic resources within the project site as defined by Section 15064.5 (Recuerdos Research 2018).

The adjacent buildings may be more than 45 years old and could meet the eligibility requirements for designation as historic resources. However, development of the project site would not impact any surrounding buildings and therefore would not necessitate the evaluation of off-site structures. The architectural features of the proposed building would be consistent with the architectural styles within the Downtown Historic District. The project would provide a benefit to the viability of the downtown district by providing social, cultural, economic, and residential focus to the area. The project would not result in a substantial adverse change to a historic resource. Therefore, the exception under CEQA Guidelines, Section 15300.2(f), does not apply to the project.

Archaeological Resources

A records search was conducted at the SCIC at San Diego State University by Richard L. Carrico of Recuerdos Research on March 22, 2018, for the project site. One archaeological site (SDI-5209) was identified during the records search that is located approximately 4,000 feet southeast of the project site on a slight rise above the Escondido Valley floor. Site SDI-5209 is recorded as a dense set of bedrock milling features containing more than 70 milling slicks and 1 shallow mortar (Recuerdos Research 2018). Due to the distance of this recorded site to the project site, the project would have no impact on this site.

The lack of recorded resources within or in proximity to the project site is consistent with the general settlement pattern for the Escondido Valley and with previous archaeological studies in the immediate area. Precontact native populations used the area extensively but the focus of their settlement was on the hills above the flat valley and near water sources (Recuerdos Research 2018). Therefore, it is unlikely that any evidence of pre-contact or historic-period archaeological cultural resources exists at the project site and no further testing or monitoring is required. However, the San Luis Rey Band of Mission Indians has requested monitoring during construction as a result of consultation under AB 52. Therefore, in order to comply with AB 52, the following project design features would be made a condition of project approval:

PDF-CR-1. The City Planning Division recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the project location (TCA Tribe) prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the applicant/owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.

PDF-CR-2. Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe has been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist confirming that the selected Native American monitor is associated with a TCA Tribe. Prior to any pre-construction meeting, the City shall approve all persons involved in the monitoring program.

PDF-CR-3. The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program, in addition to reviewing the grading plan to assist in determining the necessity of the Luiseño Native American monitor and archaeological monitor's presence.

PDF-CR-4. During the initial grubbing, site grading, excavation (including post-demolition activities to assess the condition of the subsurface stratigraphy), or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site where deemed appropriate and necessary by the archaeologist and Luiseño Native American monitor. If imported fill materials, or fill used from other areas of the project site, are to be incorporated at the project site, then those fill materials shall be absent of any tribal cultural resources. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in PRC Section 21074.

PDF-CR-5. In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance operations in the area of discovery to allow for evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so that the monitored grading can proceed.

PDF-CR-6. If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe, and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for treatment and disposition of the tribal cultural resource shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor, and shall be submitted to the City for review and approval.

PDF-CR-7. The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated under CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The qualified archaeologist, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.

PDF-CR-8. In accordance with CEQA, all tribal cultural resources shall be treated with culturally appropriate dignity. If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during the collection and cataloging of those resources. Moreover, if the qualified archaeologist does not collect the tribal cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the tribe's cultural and spiritual traditions. It is the preference of the City that all tribal cultural resources be repatriated to the TCA Tribe, as such preference would be the most culturally sensitive, appropriate and dignified. Therefore, any tribal cultural resources collected by the qualified archaeologist shall be provided to the TCA Tribe. Evidence that all cultural materials collected have been repatriated shall be in the form of a letter from the TCA Tribe to whom the tribal cultural resources have been repatriated identifying that the archaeological materials have been received.

Or,

Any tribal cultural resources collected by the qualified archaeologist shall be curated with its associated records at a San Diego curation facility or a culturally affiliated Tribal curation facility that meets federal standards per 36 CFR Part 79, and, therefore, would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records, including title, shall be transferred to the San Diego curation facility or culturally affiliated Tribal curation facility and shall be accompanied by payment of the fees necessary for permanent curation. Evidence that all cultural materials collected have been curated shall be in the form of a letter from the curation facility stating that the prehistoric archaeological materials have been received and that all fees have been paid.

PDF-CR-9. Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, that describes the results, analysis, and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner, to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.

With implementation of the project design features, the exception under CEQA Guidelines, Section 15300.2(f), does not apply to the project.

Section 5 Report Preparation

Harris & Associates (Categorical Exemption Report, Air Quality, Greenhouse Gas Emissions and Noise Studies)

Diane Sandman, AICP, Project Director
Sharon Toland, Senior Air Quality, Greenhouse Gas Emissions, and Noise Specialist
Esther Daigneault, Senior Environmental Analyst
Kelsey Hawkins, Environmental Analyst
Andrew Turpin, GIS/Graphics
Lindsey Messner, Technical Editor

Christian Wheeler Associates (Phase I ESA)

Shawn Caya, RGE, Registered Professional Engineer
Troy S. Wilson, CEG, Certified Engineering Geologist
David R. Russell, CEG, Certified Engineering Geologist

KTU+A (Visual Simulations)

Mike Singleton, Principal
Stephen Nunez, Senior Designer/Planner

Linscott, Law & Greenspan Engineers (Traffic Impact Analysis)

John Keating, Principal
Roman Lopez, Transportation Planner II

Recuerdos Research (Cultural Resources)

Richard Carrico, Principal/Owner

Touchstone Development, Inc. (Drainage and Stormwater)

Alberto Sandoval, Registered Professional Engineer

This page intentionally left blank.

Section 6 References

ABC (ABC Acoustics, Inc.). 2018. Acoustical Analysis Report: 101 Coast Mixed Use Solana Beach, California. April 13.

California Building Industry Association v. Bay Area Air Quality Management District. 2015. Cal.4th. December 17.

Caltrans (California Department of Transportation). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September.

CARB (California Air Resources Board). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April.

Christian Wheeler Engineers. 2018. Report of Preliminary Environmental Site Assessment (Phase I ESA) Proposed Mixed Use Development 137 W. Valley Parkway, Escondido, California. September 9.

City of Escondido. 2011. City of Escondido Urban Water Management Plan. July. Accessed January 30, 2019. https://www.escondido.org/Data/Sites/1/media/pdfs /Utilities/2010UrbanWaterManagementPlan.pdf.

City of Escondido. 2012a. City of Escondido General Plan. May.

City of Escondido. 2012b. Escondido General Plan Update, Downtown Specific Plan Update, and Climate Action Plan Environmental Impact Report. April 23.

City of Escondido. 2013a. Escondido Downtown Specific Plan. Adopted August 7.

City of Escondido. 2013b. Transportation Impact Analysis Guidelines. October 10.

City of Escondido. 2013c. City of Escondido Greenhouse Gas Emissions Adopted CEQA Thresholds and Screening Tables. Prepared by Atkins. December 4, 2013. Accessed February 12, 2019. https://www.escondido.org/Data/Sites/1/media/PDFs/Planning /ClimateActionPlan/CEQAThresholdsAndScreeningTables.pdf.

City of Escondido. 2016. Escondido Stormwater Design Manual. Adopted January 13.

City of Escondido. 2018. Escondido Municipal Code. Current through April 2018.

County of San Diego. 2007. Guidelines for Determining Significance – Air Quality. March 19.

Escondido History Center. 2019. “Escondido – A Timeline.” Accessed on July 31, 2019. https://www.escondidohistory.org/escondido-history.

FHWA (Federal Highway Authority). 2008. Federal Highway Administration’s Roadway Construction Noise Model (RCNM). Version 1.1. December 8.

FTA (Federal Transit Administration). 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. September. Accessed January 8, 2019. https://www.transit.dot.gov/sites/fta .dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

Harris (Harris and Associates). 2019a. Noise Technical Memorandum. July 31.

Harris. 2019b. Air Quality Technical Memorandum. July 31.

Harris. 2019c. Greenhouse Gas Technical Memorandum. July 31.

LLG (Linscott, Law and Greenspan). 2019. Transportation Impact Analysis for Aspire Project. July 17.

Recuerdos Research. 2018. Literature Search and Background Research for the Aspire Project. April 20.

Rick Engineering. 2014. Carlsbad Watershed Management Area Analysis Report. October 3. Accessed on March 21, 2019. http://www.projectcleanwater.org/download/carlsbad-car-watershed-management-area-analysis-wmaa-draft-report-october-3-2014/.

SDAPCD (San Diego Air Pollution Control District). 2017. San Diego Air Pollution Control District Annual Network Plan 2013. Submitted for U.S. Environmental Protection Agency review on June 30, 2017.

SDAPCD. 2018. "Rule 20.2: New Source Review – Non-Major Stationary Sources." In Regulation II, Permits. Revision adopted April 27, 2016, effective November 5, 2018. Accessed January 8, 2019. https://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Permits/APCD_20.2-2016.pdf.

South Orange County Wastewater Authority v. City of Dana Point. 2011. 196 Cal. App. 4th 1604; 127 Cal Rptr. 3d 636; 2011 Cal. App. LEXIS 859. June 30.

Summa (Summa Architecture). 2019. Design Plans for the Aspire Project. February 12.

Touchstone Development, Inc. 2019. City of Escondido Priority Development Project SWQMP for Aspire. March 11.

Figure 1. Regional Location

This page intentionally left blank.

Figure 2. Project Site

This page intentionally left blank.

Figure 3. Site Plan

This page intentionally left blank.

Figure 4a. Project Perspective from Corner of West Valley Parkway & Maple Street Looking Southeast

This page intentionally left blank.

Figure 4b. Project Perspective from Maple Street Plaza Looking East

This page intentionally left blank.

Figure 4c. Project Perspective from West Valley Parkway Looking Southwest

This page intentionally left blank.

Figure 4d. Project Perspective from Pool Deck Looking East

This page intentionally left blank.

Figure 5a. Landscape Conceptual Plan – Ground Floor

This page intentionally left blank.

Figure 5b. Landscape Conceptual Plan – 2nd Floor

This page intentionally left blank.

Appendix A. Traffic Impact Analysis

This page intentionally left blank.

Appendix B. Noise Technical Memorandum

This page intentionally left blank.

Appendix C1. Air Quality Technical Memorandum

This page intentionally left blank.

Appendix C2. Greenhouse Gas Technical Memorandum

This page intentionally left blank.

Appendix D. Drainage Study and Storm Water Quality Management Plan

This page intentionally left blank.

Appendix E. Phase I ESA

This page intentionally left blank.

Appendix F. Literature Search and Background Research Report

This page intentionally left blank.

ESCONDIDO
City of Choice

CITY COUNCIL STAFF REPORT

Public Hearing Item No. 8 **October 9, 2019** **File No. 0800-10**

SUBJECT: Tentative Subdivision Map, Master and Precise Development Plan, and a Development Agreement for 555 W. Grand Avenue Project (SUB 18-0008 and PHG 18-0021)

DEPARTMENT: Community Development Department, Planning Division

RECOMMENDATION:

It is requested that the City Council introduce Ordinance No. 2019-15 and adopt Resolution No. 2019-143 approving the Tentative Subdivision Map, Master and Precise Development Plan and the Development Agreement.

PROJECT DESCRIPTION:

A Master and Precise Development Plan to construct a four (4) story, mixed-use development within the Mercado District of the Downtown Specific Plan consisting of thirty-two (32) condominium units, 300 square feet ("SF") of flex office space and a ground floor parking garage that would accommodate forty-three (43) parking spaces ("Project"). The Project contains a mix of one (1) and two (2) bedroom units ranging from 700 SF to 1,123 SF; podium and roof deck level common outdoor spaces, and individual private balconies. The building is approximately fifty-seven (57) feet in height at its tallest point, and incorporates an art deco/moderne style of architectures with a mix of muted colors and stone/tile facade elements, as well as landscaped wall "living wall" features. Zoning provisions require a minimum of sixty-one (61) parking spaces and the project is requesting a reduction in the parking requirement to provide forty-three (43) standard and four (4) motorcycle spaces within the parking garage, along with three (3) new on-street spaces along Grand Avenue. The Project includes the purchase of an approximately 2,275 SF City-owned parcel fronting onto Second Avenue and vacation of a portion of the adjacent alley that would be used for access, utilities, storm water quality improvements, loading and landscaping. Purchase of the City-owned property will be considered by the City Council as a separate hearing item and Resolution at a subsequent Council date.

A Development Agreement is requested to allow a reduction in open space (approximately sixteen [16] percent reduction) where the zoning provisions currently require 300 SF per unit; and a credit for Art Fees in exchange for the development of a dynamic construction/art feature incorporated into the building design. The Project also includes a request to adopt a Class 32 Exemption in accordance with the California Environmental Quality Act (CEQA).

LOCATION:

The approximately 0.45-acre site is located at the southeastern corner of W. Grand Avenue and Quince Street, north of Second Avenue, addressed as 555 W. Grand Avenue (APNs. 233-022-01,

-02, -21 and portion of -23) and is depicted as an attachment to the Planning Commission staff report, which itself is attached hereto as Attachment "1."

FISCAL ANALYSIS:

The proposed Project is a private development project that will require the payment of fees in effect at the time permits are requested. The proposed Development Agreement requires the payment of a per-square-foot in-lieu fee of $20,000 to offset the reduction in open space and to receive a contractual vested rights to develop the project at a later time. The applicant also is proposing to incorporate a dynamic type of art feature into the exterior façade of the building. Staff has recommended a reduction in the public art fee (up to $0.30 per SF of building area per the 2019 Citywide Fee Schedule) to offset the ultimate cost of the art feature and to ensure that it is included in the final design.

PLANNING COMMISSION RECOMMENDATION:

On September 10, 2019, the Planning Commission voted 5-0 (Commissioners McNair and Garcia absent) to recommend the City Council approve the Project and Development Agreement based upon the findings and conditions of approval. Overall, the Planning Commission spoke in support of the project and design features, but did express some preliminary concerns over the amount of parking provided. The September 10, 2019 Planning Commission staff report proposed a parking management program as a condition of approval. The condition would require the owner or property management to monitor on-site parking provisions and supplement on-site parking if necessary. One proposed measure is to bond and install future mechanical vehicle parking lifts. The Commissioners agreed the required parking management program would alleviate parking concerns. However, the Commission modified the parking requirement to require a minimum of five (5) mechanical vehicle parking lifts be installed within the garage upon initial occupancy of the structure. This effectively adds an additional five (5) parking spaces to the site. The Commissioners also recommended the applicant work with staff on the final design of the eastern facade of the building to include some additional material/color and relief type features to further address the mass and scale of this elevation. Public testimony provided during the Planning Commission meeting is summarized in the Public Input section later in this staff report. The September 10, 2019 Planning Commission staff report and Planning Commission meeting minutes are provided as Attachments 1 and 2, respectively.

BACKGROUND:

The proposed project site is located towards the western end of Escondido's downtown urban core, on the southeastern corner of West Grand Avenue and Quince Street, north of Second Avenue. The property previously was the site of a gasoline station and auto repair business that have been removed. A twenty (20) foot alley borders the southern side of the project site with an approximately 2,275 SF triangle shaped City-owned property that is proposed to be purchased by the applicant and incorporated into the project. Surrounding land uses include a mix of commercial development to the north, east and west, and commercial development and a single-family residence to the south. Situated within the Mercado District of the Downtown Specific Plan (DSP) area, the site is in close proximity to a variety of services, theaters, restaurants, and retail shops. The Escondido Transit

Center is located approximately one (1) block north of the site, which offers bus and Sprinter rail transit services to areas around San Diego County.

Project Design

The building utilizes an art deco/moderne style of architecture that would be compatible with other buildings along the Grand Avenue corridor with similar art deco/moderne designs. The building would incorporate varying rooflines and wall planes, with square and rounded corner and tower elements. The building primarily utilizes a stucco exterior finish with decorative stone, block and tile accents. The main body colors of the building would be white and light sand/tans, as shown on the architectural color scheme included with Exhibit "D" to draft Planning Commission Resolution 2019-20 and attached to draft City Council Ordinance No. 2019-15 as Exhibit "D." The project's commercial tenant space and primary pedestrian entry (that contains a lobby, mailboxes, elevator, stairway to podium level and restroom) fronts onto Grand Avenue and utilizes a glass storefront design. Other design features include individual unit balconies and metal balcony railings, as well various building eyebrows elements and a second story trellis feature located towards the southwestern corner of the building facing Second Avenue/Quince Street, along with a landscaped podium deck and roof deck that orient towards Grand Avenue. Some of the upper-level eyebrow type features will project over the right-of-way, but would not affect use of the right-of-way or pedestrian movement. A small encroachment into the front setback also is proposed to accommodate the curved architectural/stairway features towards the northwestern corner of the building. Modifications to setback provisions are permitted through the Planned Development process.

Access to the ground-level garage would be provided from a new driveway from Second Avenue, and would be gated. Residents would be provided with remotes to activate the gate. Second Avenue is a one (1) way street and access is restricted to left-in and left-out only. The project would close off the existing driveways along Quince Street and Grand Avenue. The Grand Avenue driveway entrance would be redesigned to provide three (3) new on-street parking spaces which will be signed for short-term parking during peak morning/afternoon hours, and then unlimited open parking during the evening and early morning hours. The project would be responsible for upsizing the existing six (6) inch water main in Quince Street (from W. Valley Parkway to Second Avenue) to a twelve (12) inch main.

The parking garage would provide a total of forty-three (43) on-site parking spaces for residents including two (2) accessible spaces and up to seven (7) compact spaces. The garage also will provide space for four (4) motorcycles. The parking garage would provide any necessary infrastructure to support electric vehicle (EV) charging, as required by the building code. The proposed parking garage also would provide individual secure storage space (min. 80 cubic feet per unit). Appropriate ventilation is required for the garage that would be provided by wire mesh grills along the Grand Avenue, Quince Street and Second Avenue facades. The ventilation features along Grand Avenue have been designed with heavier metal vertical and horizontal supports to mimic a store-front window design. A raised planter will be installed along the Grand Avenue building frontage (within the right-of-way) to provide appropriate landscaping to help break up the mesh design and screen pedestrian views into the garage. The DSP allows for project-related landscaping and landscape elements within the public right-of-way provided a minimum sidewalk width of six (6)

feet is maintained. The screens along the Quince Street frontage will incorporate hanging planters (living wall) to break up the mass and scale of the screens. A raised planter that also serves as a biofiltration/storm water feature also will be installed along the Quince Street frontage, which will provide appropriate screening of the ventilation screens and incorporate required street trees. Two (2) of the garage vents/screens along the Second Avenue frontage also will incorporate the living wall elements, but there are certain landscape limitations along the southern elevation of the building facade due to existing utilities/utility easement and paved alley. Mechanical equipment located on the roof would be screened from public viewing and street level areas.

The project would provide common open space areas totaling approximately 8,118 SF, which consists of a podium level landscaped courtyard (2,300 SF), a roof deck landscape area (1,809 SF), ground-level landscape area fronting Second Avenue, and individual unit balconies (approximately 2,369 SF). The podium and rooftop common areas would contain various seating areas, raised landscape planters, trellis structures, and BBQs. The podium level (second floor) landscape area is open to the sky. The rooftop landscape area is provided on the fourth floor and a bridge provides a pedestrian connection to portions of the fourth floor units and rooftop landscape area. The ground-level landscape area is conditioned to provide an upgraded landscape design and street trees along the Second Avenue frontage, as well as appropriate shrubs to help separate and screen the lower areas of the vehicle loading space from the landscape green space. A project monument sign will be incorporated into the Second Avenue landscaping.

ANALYSIS:

1. **General Plan / Zoning**

The City's General Plan and the DSP encourage high-density residential development in urbanized areas that are within close proximity to commercial uses, offer recreational opportunities, and provide convenient access to public transit. The subject property is located approximately one block south of the Escondido Transit Center, within the Mercado District of the DSP, which makes it a prime candidate for this type of high-density development. The existing residential land use density permitted is 100 units per acre. Based on the property size of approximately 0.45 acres (0.40-acre site plus purchase of 0.05 city-owned triangle parcel), current zoning would allow up to forty-five (45) units and a four (4) story structure up to sixty (60) feet in height. The request associated with the proposed project is to construct 32 units and a four (4) story structure up to approximately fifty-seven (57) feet in height, with a proposed density of 71.1 units per acre. Therefore, the proposed project is consistent with the land use density and height standards envisioned for this area. The project has a density/yield that falls short of the maximum density allowed on the subject property. As conditioned, the unused balance of residential density would be transferred to the Density Transfer Program.

2. **Planned Development (Master and Precise Development Plan)**

The DSP contains provisions enabling an applicant to request modifications to standards contained in the DSP pursuant to approval of a Planned Development Application (DSP pp. III-19 and III-27). A description of the proposed modifications to the development standards are described below.

Parking Requirements for Multi-Family Housing Projects

The applicant proposes a reduction in the required number of parking spaces (sixty-one [61] spaces required in accordance with the DSP parking requirements) to provide a total forty-three (43) spaces on-site for residents within the ground-floor parking garage, along with four (4) motorcycle spaces. This results in a 29.5 percent reduction from the parking standard. The existing driveway entrance to the site from Grand Avenue would be converted/modified to provide three (3) on-street spaces. However, these spaces would not be dedicated to the project, but would be open public spaces.

The City's DSP encourages a shift in orientation from building streets primarily for automobiles and to facilitate the broader vision of directing downtown's and the City's circulation system toward a truly 'multimodal' transportation network. The reduced parking encourages the use of alternate transportation such as bus and rail transit, bicycling, and walking. The project is located within 1/4 mile (approx. 1,000 linear feet or 4.5-minute walk) to the Escondido Transit Center. The Escondido Transit Center is a multi-modal station that is serviced by North County Transit District (NCTD) various bus lines/services and the Sprinter light rail. Within the vicinity of the site, Class II bicycle lanes are provided on Centre City Parkway, and there are Class I bicycle paths that connect the Escondido Creek Trail at the transit center to the Inland Rail Trail regional bikeway system. Section III.B.1 "Parking" of the DSP allows for modifications to the parking requirements through the Planned Development application project, with appropriate justification.

A Parking Assessment was prepared for the project by Michael Baker (Attachment 3 to Planning Commission Staff Report) to evaluate alternate parking rates based on SANDAGs Smart Growth parking rates/strategies that specifies various parking demand rates for higher density developments in close proximity to transit. According to the SANDAG Smart Growth Concept Map, the project site is located within the Town Center Smart Growth Opportunity Area, which features numerous civic and cultural features anchored by the Escondido Transit Center. The study indicates that Smart Growth development which feature dense, mixed land uses with pedestrian and bicycle amenities, especially areas within 1/3 mile of a light rail station generate a lower parking demand than elsewhere in the San Diego region with a number of owned vehicles (between 1.0 – 1.3) substantially lower than the national average of 2.0 vehicles per household. Therefore, the study recommended a parking supply rate of 1.25 spaces per unit or a minimum of forty (40) spaces, and the project would provide forty-three (43) on-site spaces.

Based on the parking analysis and proximity to transit services, staff supports the requested reduction in parking. However, the project would implement additional measures to ensure sufficient parking is provided to include the following:

Parking Management Plan (to include):

- Parking Assignment Plan for all residents for the one (1) and two (2) bedroom units (at least one space for each unit, with limited spaces for the two-bed units.
- Potential flex spaces for guest parking during certain timeframes
- Secure bicycle parking (short and long term)

- Parking Monitoring Plan to adjust the parking management plan as needed.
- Transit Pass Assistance Program where the developer provides incentives for residents and employees who utilize monthly transit passes.
- Vehicle Lifts. In order to support two (2) bedroom units, mechanical vehicle lifts (e.g. automotive stackers or vertical tandem spaces) could be installed in the parking garage where feasible. The lifts would provide two (2) parking stalls within the floor area of a single stall and would be assigned to the same unit (similar to tandem parking). This could potentially increase the parking supply by up to twenty (20) additional spaces if a lift is provided for every two (2) bedroom unit. As conditioned by the Planning Commission, the applicant is required to install five (5) of these mechanical vehicle parking lifts, prior to occupancy.

The project has been conditioned to provide a final Parking Management Plan, as well as provide security (e.g. surety bond) for the installation of the lifts. The project has been conditioned to ensure the plans include the appropriate infrastructure as part of the project initial construction in order to install any future vehicle lifts (e.g. pads/foundations, electrical conduit, power source, etc.). The Planning Commission also recommended that at least five (5) vehicle lift be installed in order to monitor the effectiveness of its use, which has been incorporated into the project conditions of approval as presented in draft Ordinance No. 2019-15.

Open Space Requirements

The DSP currently requires a minimum of 300 SF of open space per dwelling unit. At thirty-two (32) units, a minimum of 9,600 SF of open space is required to meet this open space standard. In order to accommodate the proposed project's site design and achieve the desired density, the project proposes approximately 8,118 SF of open space consisting of a podium level landscaped courtyard (2,300 SF), a roof deck landscape area (1,809 SF), ground-level landscape area fronting Second Avenue, and individual unit balconies (approximately 2,369 SF). Collectively, the project provides functional common and private open space areas that enhance the quality of life for the occupants. However, due to the density, the project has a deficiency of up to 1,482 SF of open space (sixteen [16] percent of the total required). As of this writing, the DSP allows for a reduction in required open space (up to fifty [50] percent of common open space) to be considered on a case-by-case basis through the entitlement process in exchange for alternative open space benefiting the public such as paying a per-square-foot in-lieu that contributes toward the cost of installing, improving and/or expanding parkland or facilities in the downtown area or providing on-site publically accessible outdoor, street-level open space.

In order to satisfy the DSP open space reduction requirements, the project has been conditioned to provide enhanced landscape features along the Second Avenue frontage, which would not be fenced. However, the extent of the landscaping/features that could be provided is somewhat limited due to potential conflicts with existing underground utilities and necessary storm water/drainage improvements. In addition, the applicant will be required to pay an in-lieu fee of $12.50 per square foot reduction of open space for the total amount of open space deficiency. The proposed reduction of 1,482 SF of open space amount to an in-lieu fee of $18,525. Because the amount of open space

provided at project implementation will likely change due to a project condition to expand the driveway's turn radius along Second Avenue, the fee included in the draft Development Agreement is $20,000. In staff's opinion, the project's proposed site design (and in consideration of the in-lieu contribution amount of $20,000) meets the spirit of the open space provisions contained in the DSP and contributes a reasonable amount of open space on a per-unit basis that contributes to a cleaner environment and a healthier, more livable project setting.

The City currently is processing an amendment to the Downtown Specific Plan to modify the open space requirements so that less open space is required for higher density projects. The amendment is being processed as a companion to a 145-unit senior housing project (City File No. PHG17-0028; "Quince Street Senior Housing Project") located at the northeastern corner of Quince Street and West Valley Parkway. The Amendment to the Specific Plan was recommended for approval by the Planning Commission on August 13, 2019 (vote 7-0), and considered by the City Council on September 25, 2019. The Council continued the item, which is tentatively scheduled for the October 23, 2019 Council hearing. Although the requested amendment might change the open space requirement for future projects within the DSP; rather than waiting for the effective date, the project applicant elected to move forward with the project and the in-lieu fee recommendation of $20,000. Because the applicant obtains specific development rights under the Development Agreement request, the fee assignment of $20,000 would be recommended regardless of the status of the code amendment.

3. Development Agreement Request

Development Agreements are administered pursuant to Article 58 of the Zoning Code. A Development Agreement is a voluntary legal agreement between the City and the developer. Generally, a developer receives increased certainty for constructing a project in return for providing more public benefit than normally required. The proposed Development Agreement is necessitated by the applicant's request to receive a reduction in open space per Section III.B.6 of the DSP and to receive a Public Art Fee waiver and vesting rights. The DSP requires a 9,600 SF total of open space and the applicant is requesting a reduction of 1,482 SF. The project would pay a per-square-foot in-lieu fee of $20,000 to offset the reduction in open space. The applicant is also proposing to incorporate a dynamic type of art feature into the exterior facade of the building. Staff has recommended a reduction in the public art fee (up to $0.30 per SF of building area per the 2019 Citywide Fee Schedule) to offset the ultimate cost of the feature and to ensure the final design includes the feature.

The Development Agreement Terms identified above set forth the individual points in the proposed agreement as recommended by the City Attorney, City Manager's Office, Engineering Division and Community Development Department, and negotiated with the project applicant. Staff supports the proposed terms of the agreement and believes the terms provide for a public benefit through a cash payment of $20,000 towards the cost of installing, improving and/or expanding parkland or facilities within the downtown area. The Development Agreement also provides other benefits to the applicant including contractual vested rights by providing a "freeze period" during which conflicting laws and

regulations enacted after project approval will not affect the approved development. The full draft Development Agreement document is provided as Exhibit "F" of Council Ordinance No. 2019-15.

PUBLIC INPUT:

Several public speakers addressed the Planning Commission during the September 10, 2019 hearing on this item. Staff also received three (3) letters/emails, including one from the Mercado District (Maria Bowman) expressing support for the project (Attachment 2 of Planning Commission staff report). The majority of the speakers at the hearing supported the project, but some expressed concerns with the requested reduction in parking and potential impacts any overflow parking needs would have to their nearby businesses and parking lots. The project applicant (Ed McCoy) in response to questions from commissioners and concerns from business owners noted that in order to provide the higher densities envisioned throughout the downtown area, current open space requirements at 300 SF per unit were not realistic for this high-density urban type of development, and that providing additional parking (such as underground parking) would be cost prohibitive without allowing additional stories/units (above the Mercado District limit of four [4]) to offset the additional construction costs. The applicant also felt the project's parking management provisions ensure adequate parking would be provided for the project, and that five (5) vehicle lifts could be installed with the initial occupancy of the building. He also felt the project would provide those needed residents to continue to support the Downtown and Mercado District and could spur additional development.

ENVIRONMENTAL REVIEW:

CEQA Guidelines lists classes of projects that have been determined not to have a significant effect on the environment and as a result are exempt from review under CEQA. The project site is located within a developed urban area of the City, is currently vacant, previously disturbed by past development, and has been cleared of all structures. The proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA) under Section 15332, Class 32, In-fill Development Project. The CEQA Notice of Exemption prepared for the "in-fill development" demonstrates the project qualifies for the exemption and does not have significant effect on the environment.

CONCLUSION:

The proposed project is consistent with the General Plan and the DSP as it encourages higher density urban residential growth in the DSP area. The project site lies within the DSP's Mercado District, which envisions high-density residential uses that benefit from the proximity to the transit center. The project would further the Land Use and Community Form goals in Chapter II of the Escondido General Plan, including those related to community character and smart growth, as well as the Housing goals in Chapter IV of the General Plan, which include planning for sustainable growth and providing housing opportunities for all income groups and household types, in addition to others. The additional residents downtown ultimately would improve the overall economics of the downtown and the business community. Without adequate residential housing opportunities to generate enough

pedestrian activity to support restaurants, stores, and businesses, the downtown will not meet its goals. Residential growth requires expanding the existing housing stock by encouraging and securing multi-family development.

Both the Planning Commission and staff recommend the City Council approve the proposed Tentative Subdivision Map, Master and Precise Development Plan and Development Agreement for a four (4) story, thirty-two (32) unit mixed-use development. The proposed project is consistent with the guiding principles for the Specific Plan Area (SPA 9) identified in the Land Use and Community Form Element of the Escondido General Plan because they accommodate the type of high-density urban development envisioned for the area. Furthermore, the proposed Planned Development (Master and Precise Development Plan) provides for a well-designed project that will be beneficial to its future residents and provide visual appeal in an area that is currently undergoing significant revitalization.

APPROVED AND ACKNOWLEDGED ELECTRONICALLY BY:

Bill Martin, Director of Community Development
10/3/2019 9:42 a.m.

Jay Paul, Senior Planner
10/3/2019 9:46 a.m.

ATTACHMENTS:

1. Attachment 1 – Planning Commission staff report (September 10, 2019)
2. Attachment 2 – Planning Commission Minutes (September 10, 2019)
3. Resolution No. 2019-143
4. Resolution No. 2019-143 – Exhibits A, B, C and D
5. Ordinance No. 2019-15
6. Ordinance No. 2019-15 – Exhibits A, B, C, D, E and F

ESCONDIDO
City of Choice

ATTACHMENT 1

PLANNING COMMISSION

Agenda Item No.: G.1
Date: September 10, 2019

PROJECT NUMBER / NAME: SUB 18-0008 and PHG 18-0021 "555 W. Grand"

REQUEST: A one-lot Tentative Subdivision Map, Master and Precise Development Plan, and Development Agreement to construct a four-story, 32-unit air-space condominium development with 300 SF of flex office space and a ground floor parking garage. The project includes a request for a 29.5 percent reduction in the parking requirement and a 16 percent reduction in the open space requirement. The applicant would also be purchasing an adjacent City-owned parcel (approximately 2,275 SF) to incorporate into the project for open space and site access The project also includes a request to adopt a Class 32 Exemption in accordance with the California Environmental Quality Act (CEQA).

LOCATION: 555 W. Grand Avenue

APPLICANT: 555 W. Grand LLC

APN / APNS: 233-022-01, -02, -21 and portion of -23

PRIMARY REPRESENTATIVE: Ed McCoy

GENERAL PLAN / ZONING: SPA-9 / Mercado District and Downtown Specific Plan

DISCRETIONARY ACTIONS REQUESTED: Tentative Subdivision Map, Master and Precise Development Plan, and Development Agreement

PREVIOUS ACTIONS: None

PROJECT PLANNER: Jay Paul, Senior Planner, jpaul@escondido.org

CEQA RECOMMENDATION: Exemption - Class 32 CEQA Guidelines Section 15332

STAFF RECOMMENDATION: Recommend approval by the City Council, as conditioned

REQUESTED ACTION: Approve Planning Commission Resolution No. 2019-20

CITY COUNCIL HEARING REQUIRED: ☒ YES ☐ NO

REPORT APPROVALS:

☐ Bill Martin, Community Development Director
☒ Mike Strong, Assistant Planning Director

A. BACKGROUND:

Downtown Escondido is a dynamic city center offering cultural events, retail, services, businesses, and medical offices, employment opportunities, and a range of housing within the core and in adjacent communities. The proposed project is located at the towards the western end of the Escondido's downtown urban core, on the southeastern corner of West Grand Avenue and Quince Street, north of 2nd Avenue within the Mercado District (refer to Attachment 1). The property was previously the site a gasoline station and auto repair business. All the structures have been removed except for the building foundations, asphalt paving and remaining palm trees. A twenty (20) foot alley borders southern side of the project site with an approximately 2,275 SF triangle shaped City-owned property that is proposed to be purchased by the applicant and incorporated into the project. The property is flat with no topography. Surrounding land uses include a mix of commercial development to the north, east and west, and commercial development and a single-family residence to the south. The Escondido Transit Center is located approximately one (1) block north of the site.

The applicant proposed to construct a four (4) story, 32-unit air-space condominium development with 300 SF of flex office space and a ground floor parking garage on an approximate 0.45-acre site within the Mercado District of the Downtown Specific Plan (DSP). The project proposal results in a density of 71.1 units per acre. The project contains a mix of one (1) and two (2) bedroom units ranging from 700 SF to 1,123 SF; a ground-floor garage that would accommodate 43 parking spaces; podium level common outdoor spaces and individual private balconies. The building is approximately 57 feet in height at its tallest point, and incorporates an art deco/moderne style of architectures with a mix of muted colors and stone/tile façade elements, as well as landscaped walls "living wall" features. Zoning provisions require a minimum of 61 parking spaces and the project is requesting a reduction in the parking requirement to provide 43 standard and four (4) motorcycle spaces within the parking garage, along with three (3) new on-street spaces along Grand Avenue. The project includes the purchase of an approximately 2,275 SF City-owned parcel fronting onto 2nd Avenue, a vacation of a portion of the alley that would be used for access, utilities, storm water quality improvements, and landscaping. A Development Agreement also is requested to allow a 16 percent reduction in open space; and a credit for Public Art Fees in exchange for the development of a dynamic construction/art feature incorporated into the building design. Project plans are attached to draft Planning Commission Resolution No. 2019-20 as Exhibit "D."

B. PROJECT ANALYSIS:

1. General Plan / Zoning

The City's General Plan and the DSP encourage high-density residential development in urbanized areas that are within close proximity to commercial uses, offer recreational opportunities, and provide convenient access to public transit. The subject property is located approximately one block south of the Escondido Transit Center, within the Mercado District of the DSP, which makes it a prime candidate for this type of high-density development. The existing residential land use density permitted is 100 units per acre. Based on the property size of 0.45 acres (0.40-acre site plus purchase of 0.05 city-owned triangle parcel), current zoning would allow

up to 45 units and a four (4) story structure up to 60 feet in height. The request associated with the proposed project is to construct 32 units and a four (4) story structure ranging in height from up to approximately 57 feet in height. This is a proposed density of 71.1 units per acre. Therefore, the proposed project is consistent with the land use density and height standards envisioned for this area. The project has a density yield that falls short of the maximum density allowed on the subject property. As conditioned, the unused balance of residential density would be transferred to the Density Transfer Program.

2. Specific Plans Goals and Objectives:

The proposed project would be consistent with the goals and objectives of the DSP. The project would increase the residential population downtown thereby increasing the volume of shoppers, frequency of diners, and patrons to the local businesses. The additional residents downtown and within the Mercado District would ultimately improve the overall economics of the downtown and the business community.

The DSP guidelines specifically state that "higher density, pedestrian-oriented and mixed-use projects are encouraged that add to the economic viability of the downtown (DSP pp III-11). Additional downtown goals are summarized below:

- Ensure its economic viability,
- Create a local and regional destination,
- Foster a vibrant atmosphere that offers mixed uses,
- Provide for street level and human scale design elements,
- Offer higher residential densities that support downtown commercial,
- Expand pedestrian connections and alternative transportation modes.
- Promote and achieve DSP goals require an active population who live, work, and play within the downtown.

Without adequate residential housing opportunities to generate enough pedestrian activity to support restaurants, stores, and businesses, the downtown will not meet its goals. Residential growth requires expanding the existing housing stock by encouraging and securing multi-family development.

3. Planned Development (Master and Precise Development Plan):

The DSP contains provisions enabling an applicant to request modifications to standards contained in the SDP pursuant to approval of a Planned Development Application (DSP pp. III-19 and III-27). A description of the proposed modifications to the development standards are described below.

Parking Requirements for Multi-Family Housing Projects

The applicant proposes an exemption from the required number of parking spaces (61 spaces required in accordance with the DSP parking requirements below) to provide a total 43 spaces

on-site for residents within the ground-floor parking garages, along with four (4) motorcycle spaces. This results in a 29.5 percent reduction from the parking standard. The existing driveway entrance to the site from Grand Avenue would be converted/modified to provide three (3) on-street spaces. However, these spaces would not be dedicated to the project, but would be open public spaces. A loading area for delivery/moving vehicles would be provided along the southern side of the project adjacent to the 2nd Avenue driveway entrance to the parking garage. Trash service also would be provided from the driveway and adjacent public alley.

Parking Summary Table

Parking Summary	**Required per DSP**
Unit Type	**Spaces per unit**
Studio – 0 units 1 bedroom – 12 units 2 bedroom – 20 units Guest	1.00 per unit = 0 1.50 per unit = 18 1.75 per unit =35 0.25 per 4 unit = 8
	Total Required – 61 Total Provided – 43 (29.5 percent reduction)

Justification: The City's DSP encourages a shift in orientation from building streets primarily for automobiles and to facilitate the broader vision of directing downtown's and the City's circulation system toward a truly 'multimodal' transportation network. The reduced parking encourages the use of alternate transportation such as bus and rail transit, bicycling, and walking. The project is located within 1/4 mile (approx. 1,000 linear feet or 4.5-minute walk) to the Escondido Transit Center. The Escondido Transit Center is a multi-modal station that is serviced by North County Transit District (DCTD) various bus lines/services and the Sprinter light rail. Within the vicinity of the site, Class II bicycle lanes are provided on Centre City Parkway there are Class I bicycle paths that connect the Escondido Creek Trail at the transit center to the Inland Rail Trail regional bikeway system. Section III.B.1 "Parking" of the DSP allows for modifications to the parking requirements through the Planned Development application project, with appropriate justification.

A Parking Assessment was prepared for the project by Michael Baker (Attachment 3) to evaluate alternate parking rates based on SANDAGs Smart Growth parking rates/strategies that specifies various parking demand rates for higher density developments in close proximity to transit. According to the SANDAG Smart Growth Concept Map, the project site is located within the Town Center Smart Growth Opportunity Area which features numerous civic and cultural features anchored by the Escondido Transit Center. The study indicates that Smart Growth development which feature dense, mixed land uses with pedestrian and bicycle amenities, especially areas within 1/3 mile of a light rail station generate a lower parking demand than elsewhere in the San Diego region with a number of owned vehicles (between 1.0 – 1.3) substantially lower than the national average of 2.0 vehicles per household. Therefore, the study recommended a parking

supply rate of 1.25 spaces per unit or a minimum of 40 spaces, and the project would provide 43 on-site spaces.

Based on the parking analysis and proximity to transit services, staff supports the requested reduction in parking. However, staff also recommends the project implement additional measures to ensure sufficient parking is provided to include the following:

Parking Management Plan (to include)

- Parking Assignment Plan for all residents for the one (1) and two (2) bedroom units (at least one space for each unit, with limited spaces for the two-bed units.
- Potential flex spaces for guest parking during certain timeframes
- Secure bicycle parking (short and long term)
- Parking Monitoring Plan to adjust the parking management plan as needed.
- Transit Pass Assistance Program where the developer provides incentives for residents and employees who utilize monthly transit passes.
- Vehicle Lifts. In order to support two (2) bedroom units, mechanical vehicle lifts (i.e. automotive stackers or vertical tandem spaces) could be installed in the parking garage where feasible. The lifts would provide two (2) parking stalls within the floor area of a single stall and would be assigned to the same unit (similar to tandem parking). This could potentially increase the parking supply by up to twenty (20) additional spaces if a lift is provided for every two (2) bedroom unit.

The project has been conditioned to provide a final Parking Management Plan, as well as provide security (i.e. surety bond) for the installation of the lifts. The project has been conditioned to ensure the plans include the appropriate infrastructure as part of the project initial construction in order to install any future vehicle lifts (e.g. pads/foundations, electrical conduit, power source, etc.). Staff also recommends that at least one (1) vehicle lift be installed in order to monitor the effectiveness of its use. It is important to note that City staff received one (1) letter for a nearby business owner expressing concern with the reduction in parking for the project. This correspondence has been attached to report (refer to Attachment 2).

Open Space Requirements

The DSP currently requires a minimum of 300 SF of open space per dwelling unit. At 32 units, a minimum of 9,600 SF of open space is required to meet this open space standard. In order to accommodate the proposed project's site design and achieve the desired density, the project proposes approximately 8,118 SF of open space, a podium level landscaped courtyard (2,300 SF), a roof deck landscape area (1,809 SF), ground-level landscape area fronting 2nd Avenue, and individual unit balconies (approximately 2,369 SF). Collectively, the project provides functional common and private open space areas that enhance the quality of life for the occupants. However, due to the density, the project has a deficiency of up to 1,482 SF of open space (16 percent of the total required). As of this writing, the DSP allows for a reduction in required open space (up to 50 percent of common open space) to be considered on a case-by-case basis through the entitlement process in exchange for alternative open space benefiting the public such as paying a per-square-foot in-lieu that contributes toward the cost of installing,

improving and/ or expanding parkland or facilities in the downtown area or providing on-site publically accessible outdoor, street-level open space.

Justification: In order to satisfy the DSP open space reduction requirements, the project has been conditioned to provide enhanced landscape features along the 2nd Avenue frontage, which would not be fenced. However, the extent of the landscaping/features that could be provided is somewhat limited due to potential conflicts existing underground utilities and necessary storm water/drainage improvements. In addition, the applicant will be required to pay an in-lieu fee of $12.50 per square foot reduction of open space for the total amount of space deficiency. The proposed reduction of 1,482 SF of open space amount to an in-lieu fee of $18,525. Because the amount of open space provided at project implementation will likely change due to a project condition to expand the driveway's turn radius along 2nd Avenue, the fee in included in the draft Development Agreement is $20,000. In staff's opinion, the project's proposed site design (and in consideration of the in-lieu contribution amount of $20,000) meets the spirit of the open space provisions contained in the DSP and contributes a reasonable amount of open space on a per-unit basis that contributes to a cleaner environment and a healthier, more livable project setting.

The City is currently processing an amendment to the Downtown Specific Plan to modify the open space requirements so that less open space is required for higher density projects. The amendment is being processed as a companion to a 178-unit senior housing project (City File No. PHG17-0028; "Quince Street Senior Housing Project") located at the northeastern corner of Quince Street and West Valley Parkway Projects. The Amendment to the Specific Plan was recommended for approval by the Planning Commission on August 13, 2019 (vote 7-0) and is scheduled for City Council consideration on September 25, 2019. The amendment would become effective 30-day after the second reading of the implementing ordinance. Although the amendment, if approved, would change the required open space for future projects within the DSP; rather than waiting for the effective date, the project applicant would like to move forward with the project and the in-lieu fee recommendation of $20,000. The Development Agreement provides other benefits to the applicant. The Development Agreement affords contractual vested rights by providing a "freeze period" during which conflicting laws and regulations enacted after project approval will not affect the approved development.

4. Development Agreement Request

Development Agreements are administered pursuant to Article 58 of the Zoning Code. A Development Agreement is a voluntary legal agreement between the City and the developer. Generally, a developer receives increased certainty for constructing a project in return for providing more public benefit than normally required. The proposed Development Agreement is necessitated by the applicant's request to receive a reduction in open space per Section III.B.6 of the DSP and to receive a Public Art Fee waiver and vesting rights. The DSP requires a 9,600 SF total of open space and the applicant is requesting a reduction of 1,482 SF. The project would pay a per-square-foot in-lieu fee of $20,000 to offset the reduction in open space per the following open space methodology:

General Plan Quality of Life Standard #6 requires 11.8 acres per 1,000 DU

Park Fee for 1,000 multi-family DU = $6,405,000
Therefore, assumption is that the City could purchase 11.8 acres of parkland for $6,405,000.
1 acre would cost $543,000 ($6,405,000 / 11.8 acres)
1 sq. ft. would cost $12.50 ($543,000 / 43,560)

Project deficiency of 1,482 SF of open space x $12.50 cost per sq. ft. of parkland = $18,525, which has been rounded to $20,000 for the reasons stated earlier in this report.

The applicant also is proposing to incorporate a dynamic type of art feature into the exterior façade of the building. Staff has recommended a reduction in the public art fee (up to $0.30 per SF of building area per the 2019 Citywide Fee Schedule) to offset the ultimate cost of the feature and to ensure the final design includes the feature.

The Planning Commission acts as an advisory body to the City Council on applications for Development Agreements and Planned Developments. The Development Agreement Terms sets identified above set forth the individual points in the proposed agreement as recommended by the City Attorney, City Manager's Office, Engineering Division and Community Development Division, and negotiated with the project applicant. Staff supports the proposed terms of the agreement and believes the terms provide for a public benefit through a cash payment of $20,000 towards the cost of installing, improving and/or expanding parkland or facilities within the downtown area. The full draft Development Agreement document is provided as Exhibit "E" in draft Planning Commission Resolution No. 2019-20.

C. PROJECT COMPONENTS:

1. Design:

The building utilizes an art deco/moderne style of architecture that would be compatible with other buildings along the Grand Avenue corridor with similar art deco/moderne designs. The building would incorporates varying rooflines and wall planes, with square and rounded corner and tower elements. The building primarily utilizes a stucco exterior finish with decorative stone, block and tile accents. The main body colors of the building would be white and light sand/tans, as shown on the architectural color scheme included with Exhibit "D" to draft Planning Commission Resolution 2019-20. The project's commercial tenant space and primary pedestrian entry (that contains a lobby, mailboxes, elevator, stairway to podium level and restroom) fronts onto Grand Avenue and utilizes a glass storefront design. Other design features include individual unit balconies and metal balcony railings, as well various building eyebrows elements and 2nd story trellis feature located towards the southwestern corner of the building facing 2nd Avenue/Quince Street, along with a landscaped podium deck and roof deck that orient towards Grand Avenue.

Access to the ground-level garage would be provided from 2nd Avenue. Appropriate ventilation is required for the garage that would be provided by wire mesh grills along the Grand Avenue,

Quince Street and 2nd Avenue facades. The ventilation features along Grand Avenue have been designed with heavier metal vertical and horizontal supports to mimic a store-front window design. A raised planter will be installed along the Grand Avenue (within the public right-of-way) building frontage (within the right-of-way) to provide appropriate landscaping to help break up the mesh design and screen pedestrian views into the garage. The DSP allows for project-related landscaping and landscape elements within the public right-of-way provided a minimum sidewalk width of six (6) feet is maintained. The screens along the Quince Street frontage will incorporate hanging planters (green wall) to break up the mass and scale of the screens. A raised planter that also serves as a biofiltration/storm water features also will be installed along the Quince Street frontage, which will provide appropriate screening of the ventilation screens and incorporate required street trees. Two (2) of the garage vents/screens along the 2nd Avenue frontage also will incorporate the living wall elements, but there are certain landscape limitations along the southern elevation of the building façade due to existing utilities/utility easement and paved alley. Mechanical equipment located on the roof would be screened from public viewing and street level areas.

2. Open Space Common Areas and Private Areas:

The project would provide common open space areas totaling approximately 8,118 SF, which consists of a podium level landscaped courtyard (2,300 SF), a roof deck landscape area (1,809 SF), ground-level landscape area fronting 2nd Avenue, and individual unit balconies (approximately 2,369 SF). The podium and rooftop common areas would contain various seating areas, raised landscape planters, trellis structures, and BBQs. The podium level (2nd floor) landscape area is open to the sky. The rooftop landscape area is provided on the fourth floor and a bridge provides a pedestrian connection to portions of the 4th floor units and rooftop landscape area. The ground-level landscape area is conditioned to provide an upgraded landscape design and street trees along the 2nd Avenue frontage, as well as appropriate shrubs to help separate and screen the lower areas of the vehicle loading space from the landscape green space. A project monument sign will be incorporated into the 2nd Avenue landscaping.

3. Circulation and Parking

The project would provide a total of 43 on-site parking spaces for residents within a ground-floor garage, including two (2) accessible spaces and up to seven (7) compact spaces. The garage also will provide space for four (4) motorcycles. The parking garage would provide any necessary infrastructure to support electric vehicle (EV) charging, as required by the building code. The proposed parking garage would also provide individual secure storage space (min. 80 cubic feet per unit).

Access to the garage would be provided from a new driveway from 2nd Avenue, and would be gated. Residents would be provided with remotes to activate the gate. 2nd Avenue is a one (1) way street and access is restricted to right-in and right-out only. Access to the garage also is provide from public alley that intersects Pine Street to the east. As described earlier in this report, the project proposes a reduction in parking requirements as part of the Planned Development process. The project would close off the existing driveways along Quince Street and Grand

Avenue. The Grand Avenue driveway entrance would be redesigned to provide three (3) new on-street parking spaces which will be signed for short-term parking during peak morning/afternoon hours, and then unlimited open parking during the evening and early morning hours.

4. Infrastructure

The project would be responsible for upsizing the existing six (6) inch water main in Quince Street (from W. Valley Parkway to 2nd Avenue) to a twelve (12) inch main. Storm drain improvements would be required to convey storm water to the existing storm drain facilities in 2nd Avenue and to Quince Street. Existing utilities (e.g. sewer, gas, telco, and water) also are located within the alley along the southern boundary of the site) and within Quince Street. The existing overhead utility line located towards the southeastern corner of the site (within the alley) will need to be removed and the utilities undergrounded.

D. SUPPLEMENTAL DETAILS OF REQUEST

1.	Property Size:	0.45 acres on three (3) parcels. Includes two (2) privately owned parcels (0.401 acres) and a triangle-shaped city-owned parcel (0.052 acres) to be purchased by the applicant
2.	Number of Units:	32 air-space condo
3.	Unit Size/Mix:	Twelve (12) one (1) bedroom units and twenty (20) two (2) bedroom units ranging from 700 SF to 1091 SF
4.	Density:	71.1 dwelling units per acre (32 units on 0.45 acres)
5.	Yield:	Mercado District allows up to 100 du/ac 100 du/ac x 0.45 acres = maximum 45 units allowed (32 units proposed)
6.	Building Size:	58,953 SF (gross area) Ground Floor: 16,387 SF (includes 300 SF flex/office space) 2nd Floor-Podium Level: 13,370 SF (res. units, balconies, residential core) 3rd Floor 13,535 (res. units, balconies, residential core, roof deck) 4th Floor– rooftop deck: 15,301 SF (res. units, balconies, rooftop deck/open space, residential core)
7.	Building Height:	4 stories (ground floor garage and flex office with three residential stories above) up to approx. 57' at higher tower element. The Mercado District allows structures up to 4 stories and 60' in height.

8. Commercial Area: 300 SF flex space

	Required	Proposed
9. Parking:	61 spaces (includes 53 residents & 8 guest)	43 (within parking garage)

10. Setbacks	Required	Proposed
Street Front (E. 2nd):	14' from ultimate curb face	14' min. from ultimate curb face
Street Rear (S. Ivy St)	14' from ultimate curb face	14" min. from ultimate curb face actual ranges from approx. 16' to 80'
Street Side (Quince St)	14' from ultimate curb face	14' from ultimate curb face with minor encroachment (up to approx. 2' for curved stairway and bldg. element towards northwest corner
Interior Side (east)	None	None

Note: Several of the upper-story architectural elements (eyebrows and similar features) will encroach either encroach into the setback and/or public right-of-way. The Engineering Department allows such upper-story encroachments provided they do not affect pedestrian circulation or create a hazardous condition. A small encroachment (up to approximately two feet) into the side-street setback along Quince Street also is proposed to accommodate a curved stairway and building architectural element towards the northwestern corner of the building. This will not affect any pedestrian walkways or affect landscape features.

11. Signage: All building/wall signage and freestanding signage subject to conformance with the DSP and Article 66 (Sign Code), as well as concept plans included in the Master/Precise Development Plan as follows:

Monument Sign: one proposed to be incorporated into a freestanding architectural wall feature with planters. Max height of wall elements 5'-6". DSP allows up to six (6) feet in height. Individual lettering area not to exceed twenty (20) SF in area per DSP.

Wall Signs: two proposed (illuminated) with individual letters (approx. one (1) foot wide x twenty (20) feet high) mounted vertically on tower elements with one facing West Grand Avenue and one facing Quince Street.

Additional directional signage allowed for loading area, parking, office, and garage entry.

12. Landscaping:	New ornamental landscaping, irrigation, and street trees to be provided along Quince Street and 2nd Avenue. Raised planter/biofiltration basin along Quince Street frontage. Biofiltration basins are designed within the landscaped area. New raised planter (within right-of-way) along Grand Avenue.
13. Street Improvements	Existing driveway entrances along Grand Avenue and Quince Street to be closed. Three new parking spaces to be provided along the Grand Avenue frontage. New driveway entrance to be provided along 2nd Avenue.
14. Bicycle Lanes	The project would install a Class 2 bicycle lane along the eastern side of Quince Street across the project frontage in conformance with the Bicycle Master Plan. Parking is restricted along Quince Street and along the 2nd Avenue project frontage.
15. Loading:	Loading for deliveries and resident moving vehicles will be provided in a dedicated loading area along the 2nd Avenue frontage. Small truck/vehicle deliveries also can be made from the three new parking spaces along the Grand Avenue frontage. However, these spaces are open spaces for public use.
16. Trash:	Trash and recycling shoots on each residential floor; bins located in garage. Bins to be staged near garage entrance/loading area by staff on pick-up day(s). Trash collection service would be provided by Escondido Disposal.
17. Lighting	Light fixtures will be installed to illuminate building exterior, walkways, parking areas, roof top deck, and certain walkways to provide security for residents and guests. Prior to building permit, a lighting plan would be prepared for the project to ensure appropriate design, and to ensure potential glare on adjacent property or public streets is minimized.
18. Heating & Ventilation:	Heating, ventilation, and air conditioning (HVAC) units would be installed on the roof in clusters. All HVAC equipment would be installed on mechanical pads with visual screening and any necessary acoustical enclosures such that noise from HVAC operation does not exceed 50 dBA at the nearest off-site receptor. A mechanical room would be provided in the parking garage.

E. AVAILABILITY OF PUBLIC SERVICES

1. Effect on Police Service – The Police Department has expressed no concern regarding their ability to provide service to the site.

2. Effect on Fire Service – The site is served by Fire Station No. 1 (310 North Quince Street), which is within the seven and one-half minute response time specified for urbanized areas in the General Plan. Development of the site would contribute incremental increases in demand for fire services. Comments received from the Escondido Fire Department indicate that additional fire hydrants will constructed for the project and adequate turning radius for fire apparatus will be constructed at the entrance to the project along 2nd Avenue. The Fire Department has indicated that adequate services can be provided to the site and the proposed project would not impact levels of service.

3. Traffic – The project site is located at 555 W. Grand Avenue, bound by Quince Street on the east and 2nd Avenue on the south. An alley also is located along the southern side of the project site that provides access to Pine Street to the east and to 2nd Avenue. 2nd Avenue is a one-way street accommodating eastbound traffic. Primary access to the site will be provided by a new driveway from 2nd Avenue (right turn in and right out only). The existing driveways also Quince Street and Grand Avenue will be closed. According to the Engineering Division, the project does not materially degrade the levels of service on the adjacent streets.

4. Utilities – City sewer mains with sufficient capacity to serve the project are available within the adjacent roadways, and City water mains will be upsized in N. Quince Street in order to provide sufficient capacity and flow for residential and Fire Department needs. The project would not materially degrade the levels of service of the public sewer and water system.

5. Drainage – The project site is not located within a 100-year Flood Zone as indicated on current FEMA maps. There are no significant drainage courses within or adjoining the property. The project has provided a drainage study and designed drainage facilities to control runoff. Runoff from the project will be directed into a series of BMP treatment features to separate targeted pollutants from the runoff before it leaves the site. The project does not materially degrade the levels of service of the existing drainage facilities.

F. ENVIRONMENTAL STATUS:

The proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA) under Section 15332, Class 32 In-fill Development Project. CEQA Guidelines lists classes of projects that have been determined to not have a significant effect on the environment and as a result are exempt from review under CEQA. The site is currently vacant, disturbed, and cleared of all structures.

A Class 32 CEQA Exemption for 555 W. Grand Project demonstrates the project or its circumstances would not result in any exceptions identified in CEQA Guidelines, Section 15300.2. Among the classes of projects that are exempt from CEQA review are those projects that are specifically identified as urban in-fill development. CEQA Guidelines, Section 15332, defines in-fill development (Class 32 exemptions) as being applicable to projects meeting the following conditions:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.
- The project site has no value as habitat for endangered, rare or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

Based on the environmental analysis provided in the Class 32 CEQA Exemption, no circumstances previously evaluated in the previously certified Final EIR for the General Plan and Downtown Specific Plan (May 23, 2012) and the Addendum to the certified Final EIR (March 21, 2019) have changed with respect to the proposed development. In addition, the proposed project would not create substantial changes or bring to light new information of the substantial importance that was not previously examined in these Final EIR and Addendum. As a result, a Class 32 CEQA Exemption was prepared pursuant to the CEQA's requirements for an "in-fill development" within an urbanized area. The analysis presented in the Class 32 CEQA exemption demonstrates that the project qualifies for the exemption and does not have significant effect on the environment (Attachment 4).

G. CONCLUSIONS:

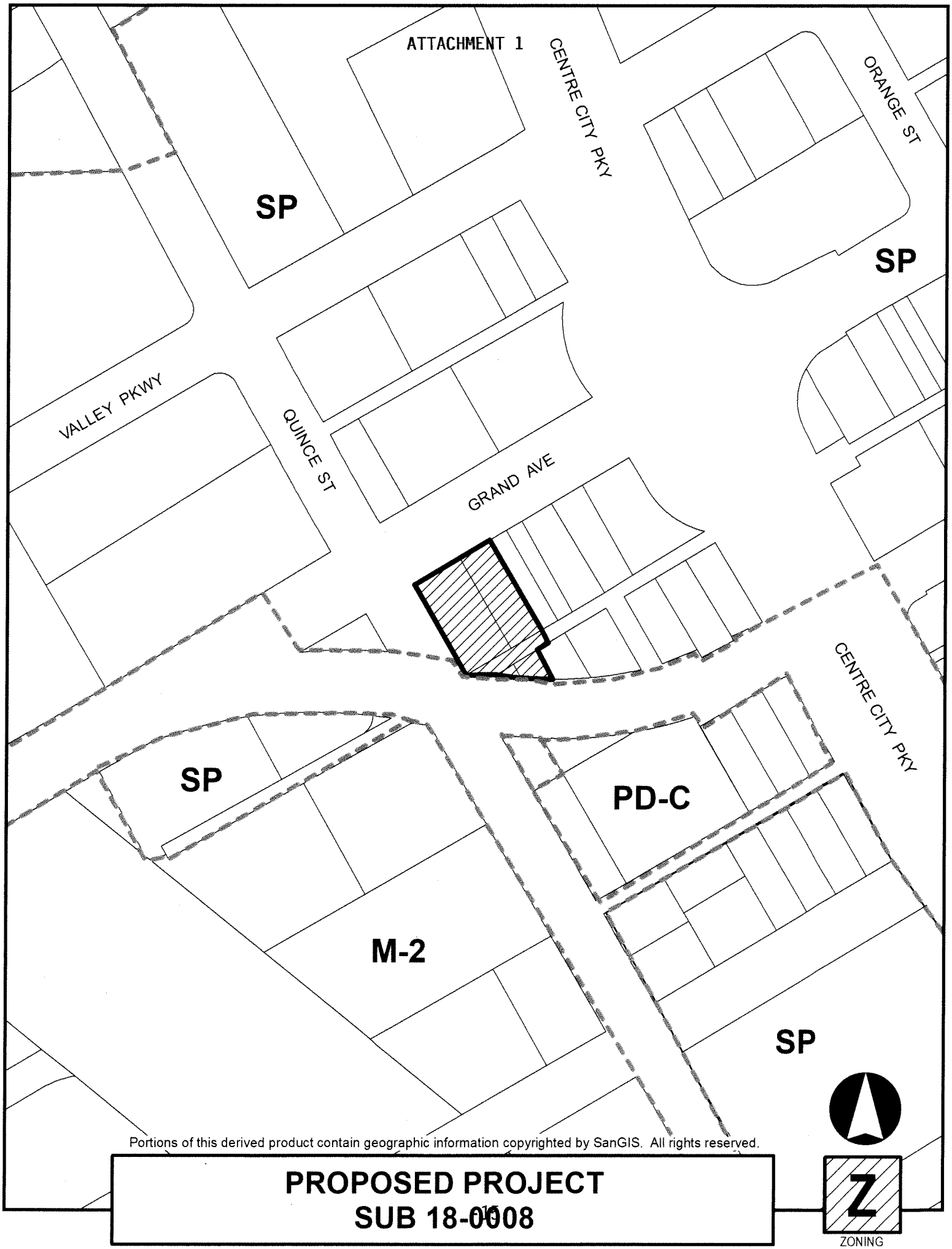
The proposed project is consistent with the General Plan and the DSP as it encourages higher density urban residential growth in the DSP area. The project site lies within the DSP's Mercado District, which envisions high-density residential uses that benefit from the proximity to the transit center. The project would further the Land Use and Community Form goals in Chapter II of the Escondido General Plan, including those related to community character and smart growth, as well as the Housing goals in Chapter IV of the General Plan, which include planning for sustainable growth and providing housing opportunities for all income groups and household types, in addition to others.

The Planning Commission acts as an advisory body to the City Council on applications for Development Agreements and Planned Developments. Staff believes that the proposed project is consistent with the guiding principles for the Specific Plan Area (SPA 9) identified in the Land Use and Community Form element of the Escondido General Plan because they accommodate the type of high-density urban development envisioned for the area. Staff also believes the proposed Planned Development (Master and Precise Development Plan) provides for a well-designed project that will be beneficial to its future residents and provide visual appeal in an area that is currently undergoing significant revitalization.

Staff recommends the Planning Commission adopt Resolution 2019-20, recommending approval of the proposed Development Agreement, Tentative Subdivision Map and Planned Development (Master and Precise Development Plan), described in this staff report, and as detailed in Exhibits "A" through "E."

ATTACHMENTS:

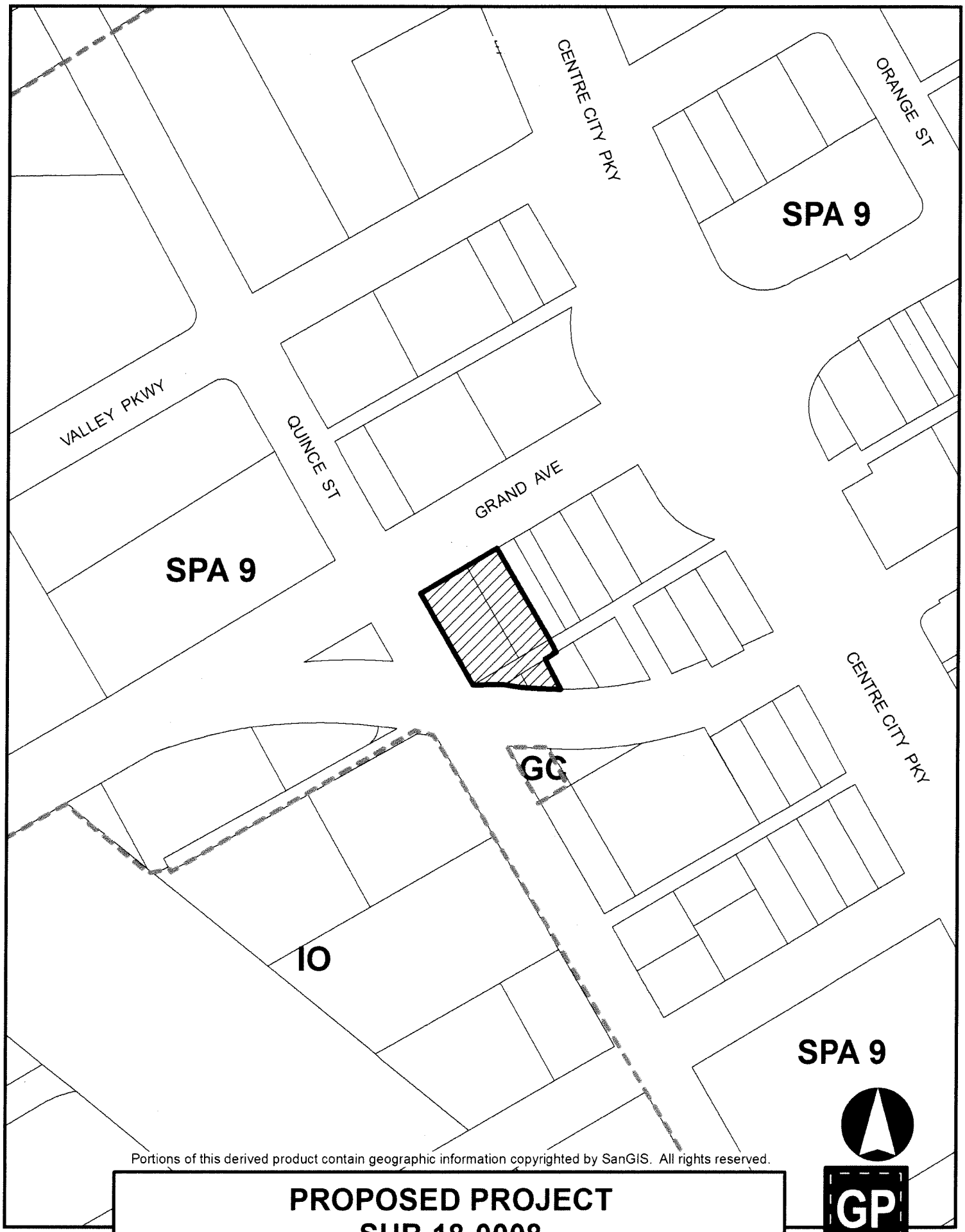
1. Location and General Plan Map
2. Comment letter(s)
3. Parking Study
4. CEQA Exemption
5. Resolution 2019-20 with Exhibits "A" through "E"



Portions of this derived product contain geographic information copyrighted by SanGIS. All rights reserved.

PROPOSED PROJECT
SUB 18-0008

Z
ZONING



Portions of this derived product contain geographic information copyrighted by SanGIS. All rights reserved.

PROPOSED PROJECT
SUB 18-0008

GP
GENERAL PLAN

ATTACHMENT 2

GRAND AVENUE FINANCIAL CENTER
613 W VALLEY PARKWAY
ESCONDIDO CA 92025

September 3, 2019

James Spann, Planning Commission Chairman
Mike Strong, Assistant Planning Director

RE: Case No. SUB 18-0008
PHG 18-0021

I am the General Partner of the 52,000 square foot office building located at 613 West Valley Parkway. I am concerned about the request for a reduction in parking for the project located at 555 W. Grand Ave. Zoning provisions require a minimum of 61 parking spaces, however the project is requesting reduction in the parking requirement to provide 43 standard and 4 motorcycle spaces, along with 3 new on-street spaces. 43 standard spaces with a minimum requirement of 61 is a reduction of 18 spaces or 30%. Even giving credit for the 3 on-street spaces the reduction is still significant at 25%. As tight and difficult as parking is in the area there is no guarantee the 3 on-street spaces will be available for the projects residences.
An example of a reasonable request for a reduction in parking can be found in the project under construction just west of my property where the old police station was located. That project has 126 units and were to have a minimum requirement of 246 spaces, they provided 226 so a reasonable reduction of 20 spaces or 8%.

I request that the Planning Commission and Staff take a hard look at the request for such a significant parking reduction for this project. Such a reduction will cause considerable difficulty and pressure on private parking lots in the area.

Mark N. Baker

Mark N Baker

Mercado Business
ASSOCIATION

City of Escondido,

Mercado Business Association is a non-profit organization that has grass roots in the heart of Escondido. The MBA is composed of business owners, residents and city organizers. The MBA's main purpose is to develop and implement strategy for the revitalization and economic growth of the district by combining its Hispanic history with the new vision of Mercado Escondido.

Our organization believes that this is one of those projects. We take pride in supporting the Mix-Use project for 555 West Grand vacant lot. This project will enhance the Gateway to Grand Avenue and energize the Master Plan for the Mercado and the City of Escondido. We feel that the current economic growth of the City is beneficial to the future of Downtown and this project only adds to our progress.

This project also adds walkability to stores and services that our Downtown provides as well as determent of the growing homeless population. New businesses not only enhance curb appeal, they also provide an increase in tax dollars for our community. We are excited to see this development come to fruition.

We fully support this project and thank you for your consideration of approval for the vacant lot located at
555. W. Grand Avenue, Escondido that has been purchased by Edward and Natalie McCoy. Any Questions or concerns please do not hesitate to contact us.

Best Regards,

Raymond J Alto
Chairman
Ray@MerccadoBusinessAssociation.com
(760)497-1007

Maria Bowman
Economic Development
MariaBowmanres@gmail.com
(760)390-3257

PHG 18-0021
SUB 18-0008

Michael Baker
INTERNATIONAL

May 8, 2019

Jay Paul
Senior Planner
City of Escondido
201 N Broadway
Escondido, California 92025

RE: Escondido 555 W. Grand Project Parking Assessment

Dear Mr. Paul,

Michael Baker International (Michael Baker) has completed a review of the parking requirements for the 555 W. Grand Project (project) and has developed the attached parking assessment for the project. The parking assessment includes a review of the City of Escondido requirements as well as alternative parking rates more applicable to the location of the project site.

The nature of this project's transit oriented development (TOD) with its higher densities, close proximity to transit, commercial, and retail, as well as the availability of convenient bicycle facilities encourage lower parking usage than what is currently required in the City's code. Recommended parking management strategies that could support the use of lower parking rates as well as facilitate parking operations are also included in this assessment.

Proposed Project

The project includes 32 multi-family dwelling units and approximately 300 square feet of flex commercial. This floor area will initially be used as a leasing office but may be converted to commercial use in the future. **Exhibit 1** shows the proposed site plan of the project.

The project is located within the City of Escondido *Mercado District* of the Downtown Specific Plan Area and is generally bound by West Grand Avenue to the north, South Quince Street to the west, and 2nd Avenue to the south. The site occupies approximately 0.401 acres. The project is located within ¼ mile of the Escondido Transit Center, or approximately 4.5-minute walk (1,000 linear feet).

The site will take access via a driveway on West 2nd Avenue approximately 90 feet east of Quince Avenue that will lead to a surface level parking garage. The project frontage and leasing office is located along West Grand Avenue.

Within the surface level parking garage, the project will provide 7 compact parking spaces, 34 standard spaces, and 2 ADA spaces for a total of 43 parking spaces. In addition, 4 motorcycle stalls will be provided within the garage and 3 new on-street angled parking spaces that are signed for short term parking will be provided on Grand Avenue. The additional motorcycle and on-street parking have not been included in the parking totals.

5050 Avenida Encinas, Suite 260, Carlsbad, CA 92008
Office: 760.476-9193 | Fax: 760.476.9198
Contact: robertdaivs@mbakerintl.com
JN 169782

Multi-Modal Transportation

The project is located within the *Mercado District* and fulfills the Specific Plan's desire to "increase opportunities for urban-style residential development that promotes residents to utilize alternative transportation modes" (Downtown Specific Plan, Page V-24).

Public Transit

The project is located within ¼ mile of the Escondido Transit Center, or approximately 4.5-minute walk (1,000 linear feet). The Escondido Transit Center is a multimodal station that is serviced by North County Transit District (NCTD) and provides access to 15 BREEZE bus lines, two San Diego Metropolitan Transit System (MTS) bus lines, Riverside Transit Agency bus Route 217, regional Greyhound bus lines, LIFT paratransit services, and the SPRINTER light rail line. The SPRINTER typically runs on 30 minute headways Monday through Friday and stops at 15 stations between Escondido and Oceanside including the Escondido Transit Center, the Vista Transit Center, and the Oceanside Transit Center. From the Oceanside Transit Center, riders can access the AMTRAK and COASTER commuter rail services to other regional destinations.

Exhibit 2 shows the existing transit services within the vicinity of the project site, including the Escondido Transit Center.

Bicycle Facilities

Within the vicinity of the project site, Class II bicycle lanes are provided on Center City Parkway in the north/south direction. The Inland Rail Trail links the regional bikeway system of Oceanside, Vista, San Marcos and Escondido to the west and connects to the Escondido Creek Trail at the transit center. The Escondido Creek Trail is a 6.5-mile long paved trail that spans the entire length of Escondido from Valley Center Road to Harmony Grove Road. The recent construction of Class I facilities along Valley Parkway have provided a crucial connection from City Hall to the transit center.

According to the City of Escondido Bicycle Master Plan, Class II bicycle lanes are proposed on Quince Street and 2nd Avenue/Crescent Rd/Grand Ave./Valley Parkway near the project site.

City of Escondido Parking Requirements

The project site is located within the City's Downtown Specific Plan Area. The Specific Plan outlines the parking requirements based on the City of Escondido Municipal Code (Chpt. 33 Art. 39 Sec. 33-765) for multifamily dwellings.

As shown in **Table 1**, the City acknowledges that the project is required to provide 53 spaces for residents and an additional 8 spaces for guests for a total of 61 parking spaces per the City code requirements. This equates to an average rate of 1.91 spaces per dwelling unit.

Table 1 - Required Parking Supply

Unit Type	Quantity	Parking Rate [1]	Required Parking
1 Bedroom	12 DU	1.5 / DU	18
2 Bedroom	20 DU	1.75 / DU	35
Guest	-	0.25 / DU	8
Total Parking Spaces Required per City Code			61
Total Parking Spaces Provided			43
Number of Deficient Parking Spaces			-18

[1] Source: Escondido Municipal Code Chpt. 33 Art. 39, Sec. 33-765

According to the most recent site plan dated January 2019, the proposed project will provide 43 parking spaces which is 18 spaces deficient of the City's requirements. The off-street parking rates required by the City's municipal code is a city-wide ordinance and provides an over-estimation of the actual parking demand that would be generated by the project given its location. The nature of this transit oriented development (TOD) with its higher densities, close proximity to transit, commercial, and retail, and the availability of convenient bicycle facilities encourage lower parking usage than what is currently required in the City's code.

Reduced Parking Requirements

Within the Downtown Specific Plan Area, the *Mercado District* is described as a "unique and lively area that accommodates visitors and pedestrian-oriented mixed land uses ... near the Downtown's primary entrance, and convenient access to the North County Transit Center multi-modal station." (Downtown Specific Plan, Page V-20). Because of the project's location near the City's hub for entertainment and retail, with immediate access to the transit center and convenient bicycle and pedestrian facilities, the project is anticipated to experience a lower parking demand than the rest of the city.

SANDAG Smart Growth

According to the SANDAG Smart Growth Concept Map, the project site is located within the Town Center Smart Growth Opportunity Area which features numerous civic and cultural features anchored by the Escondido Transit Center. The SANDAG *Parking Strategies for Smart Growth* (June 2010) states that Smart Growth developments which features dense, mixed land uses with pedestrian and bicycle amenities generate a lower parking demand than elsewhere in the San Diego region. In addition, the report states that areas within $^1/_3$ mile of a light rail station and more than ten miles from a central business district, the average number of owned vehicles per household is between 1.0–1.3 which is substantially lower than the national average of 2.0 vehicles per household (2000 U.S. Census).

The SANDAG *Parking Strategies* specifies various parking demand rates within transit oriented developments that average a blended rate of 1.12 parking spaces per dwelling unit regardless of the number of bedrooms. These parking demand rates are based on actual survey data for transit oriented developments. As recommended in the SANDAG study, a 10% buffer should be applied and to the demand rate and therefore recommends a rate parking supply rate of 1.25 spaces per dwelling unit (1.12*1.10=1.23, recommends 1.25).

Recommended Parking Supply

Based on a review of SANDAG's Smart Growth parking rates, as well as the location characteristics of the project with higher densities, proximity to transit, commercial, and retail, as well as the access to convenient bicycle and pedestrian facilities, a parking supply rate of 1.25 parking spaces per dwelling unit would be appropriate for this project.

As shown in **Table 2**, it is recommended that the proposed project supply a minimum of 40 parking spaces based on the SANDAG parking supply rate for multifamily dwelling units. According to the most recent site plan dated January 2019, the proposed project will provide 43 parking spaces which meets the recommended parking supply and provides a surplus of three spaces.

Table 2 - Recommended Parking Supply

Source	Quantity	Parking Rate	Recommended Parking
SANDAG [1]	32 DU	1.25 / DU	40
Total Parking Spaces Provided			43
Number of Surplus Parking Spaces			+3

[1] Source: SANDAG Parking Strategies for Smart Growth (June 2010).

It should be noted that SANDAG does not provide additional data regarding the number of bedrooms; however, Institute of Transportation Engineers *Parking Generation Manual* (4th edition) states that sites with less than 2.0 but greater than or equal to 1.5 average number bedrooms per dwelling unit typically experience a parking demand of 2% lower than average. The project site has 1.625 bedrooms per dwelling unit (52 rooms/32 units=1.625). The recommended parking rate does not take this into account.

Parking Management Plan

Although the proposed project is providing sufficient parking to satisfy the minimum recommended parking supply, it is recommended that the project implement additional measures that would further reduce the parking demand. The following parking management strategies have been identified to augment and support the use of lower parking rates.

Parking Assignment Plan

The project should implement a parking assignment plan for all residents. At a minimum, one parking space will be assigned per dwelling unit (minimum 32 spaces). A minimum of five additional spaces will be reserved and assigned to two-bedroom units as requested by individual tenants. The remaining parking spaces (maximum 6 spaces) will be designated as flex spaces for temporary guest parking during normal business hours (8 AM – 6 PM) and become available for residents overnight. Overnight guests will be provided a temporary use parking permit to park in the flex spaces overnight.

In order to better manage the parking facilities, the project developer will endeavor to restrict tenant units to 1 or 2 vehicles per unit. Lease agreements for tenants will also include detailed information regarding the following:

- Parking Assignment Plan
- Parking Restrictions
- Guest Parking
- Towing Policy

Bicycle and Pedestrian

In order to promote pedestrian and bicycle activity in the vicinity of the project site, the project developer should provide informational kiosks in the leasing office with lists and maps to local destinations within ½ mile of the site including entertainment venues, parks & public spaces,

restaurants, retail shops, etc. Transit information including BREEZE bus routes and schedules and SPRINTER schedules should also be included.

In addition, the project will also encourage active transportation by providing on-site bicycle storage. Short term bike racks as well as long-term bicycle storage within the parking garage will be provided for residents and guests.

Parking Monitoring

The project developer should monitor parking demand at the project site over a period of six months during the first year of project opening. If necessary, the Parking Management Plan should be adjusted to reflect the observed parking demand.

Potential Parking Demand Management Strategies

In addition to the Parking Management Plan discussed above, the project could consider implementing the following supplemental strategies to further reduce parking demand. Based on the results of the parking monitoring plan, one or more of these measures should be implemented if the observed parking demand is higher than expected

Unbundled Parking

Instead of assigning parking spaces to specific units, parking spaces could be unbundled from the lease agreement. Tenants would be required to purchase a parking space in addition to their rent. In traditional bundled parking agreements, the monthly rent includes the hidden cost of parking. By breaking out the fees for parking separate from the lease agreement, the price for renting the apartment would decrease and the parking would be charged separately. Unbundling parking helps tenants understand the true monetary cost of parking and would provide an incentive for reducing their own individual parking demand and may influence their choice of owning a car. This may also make housing more affordable by not forcing residents who do not own a car to pay for parking.

By unbundling parking, on-site parking demand would naturally decrease, however off-site parking demand could potentially increase in the surrounding area. The project would need to take this into account when considering this strategy.

According to SANDAG *Parking Strategies*, unbundled parking could potentially reduce parking demand by 5-10%.

Off-Site Joint Use Parking

As described in the Downtown Specific Plan, off-site joint use parking agreements can be used to offset parking demand experienced by a site. In order to maximize the potential effectiveness of a joint-use parking agreement, the project should consider an agreement with a use that experiences peak parking demand at a different time of day than the project. For example, offices, retail, and banks generally operate during normal business hours and are closed overnight. Residential peak parking typically occurs between the hours of 10 PM and 6 AM when these uses are non-operational.

The joint-use parking facility must be within ¼ mile of the site and there should be no conflicts in the operating hours of the principal use of the joint-use parking facility as described above.

Within the vicinity of the project site, there are several bank and office sites which may fit the criteria for a joint-use parking agreement.

Transit Pass Assistance Program

In order to encourage the use of public transportation, the project developer could provide incentives for residents and employees who utilize monthly transit passes. For example, upon the execution of a lease, new residents would be provided with a one-month NCTD pass. The project is located within ¼ mile of the Escondido Transit Center, or approximately 4.5-minute walk (1,000 linear feet). At the time this assessment was conducted, a NCTD pass that was valid for the SPRINTER and BREEZE had a cost of $59.00 per month. By providing incentives, such as free passes for new tenants or reimbursement (partial or full for employees), parking demand would inherently be lower due to the reduction residents or employees need for personal auto.

According to the SANDAG *Parking Strategies*, transit pass assistance programs could potentially reduce parking demand by 5-20%.

Vehicle Lifts

In order to support two-bedroom units, vehicle lifts (auto stackers) could be installed in the parking garage where feasible. The lifts would provide two parking stalls within the floor area of a single stall and would be assigned to the same unit. This could potentially increase the parking supply by a maximum of 47% (20 additional spaces) if a lift is provided for every two-bedroom unit.

Summary

As detailed in this assessment, current parking requirements in the region are overly conservative in estimating the actual parking demand of smart growth developments. When these disproportionate rates are applied to transit oriented developments, studies show that there is an excess supply of parking relative to the demand. Smart growth developments with high densities, close proximity to transit, commercial, and retail, as well as the availability of convenient bicycle facilities encourage lower parking usage than what is currently required by the City of Escondido's Municipal Code.

According to the City code, the project is required to provide 53 spaces for residents and 8 spaces for guests for a total of 61 parking spaces. This equates to an average rate of 1.91 spaces per dwelling unit.

According to the most recent site plan dated January 2019, the proposed project will provide 7 compact spaces, 34 standard spaces, and 2 ADA spaces for a total of 43 parking spaces in a surface level parking garage. In addition, 4 motorcycle parking stalls will also be provided within the parking garage but have not been included in the parking totals.

Additionally, while not accounted for in this parking assessment, the proposed project will also provide an additional 3 on-street short-term parking spaces on Grand Avenue adjacent to the leasing office.

Based on the SANDAG *Parking Strategies for Smart Growth*, a parking rate of 1.25 spaces per dwelling unit is recommended for developments that feature relatively dense development, mixes of compatible land use with pedestrian amenities, bicycle facilities, and optimal access to public transportation. The proposed project is located within the Town Center Smart Growth Opportunity Area and meets all of the requirements for a smart growth development.

When the recommended parking rate of 1.25 spaces per dwelling unit is applied to the project, the recommended parking supply should be a minimum of 40 spaces. The project is proposing a supply of 43 spaces, which results a surplus of 3 spaces above the recommended supply.

In addition, SANDAG has identified the Downtown area as being well situated for future shuttle services to the transit center. Other future transit improvements could see the extension of the SPRINTER line and the addition of high-frequency local bus routes. These further improvements to the extensive transit commodities could further reduce parking demands at the project site.

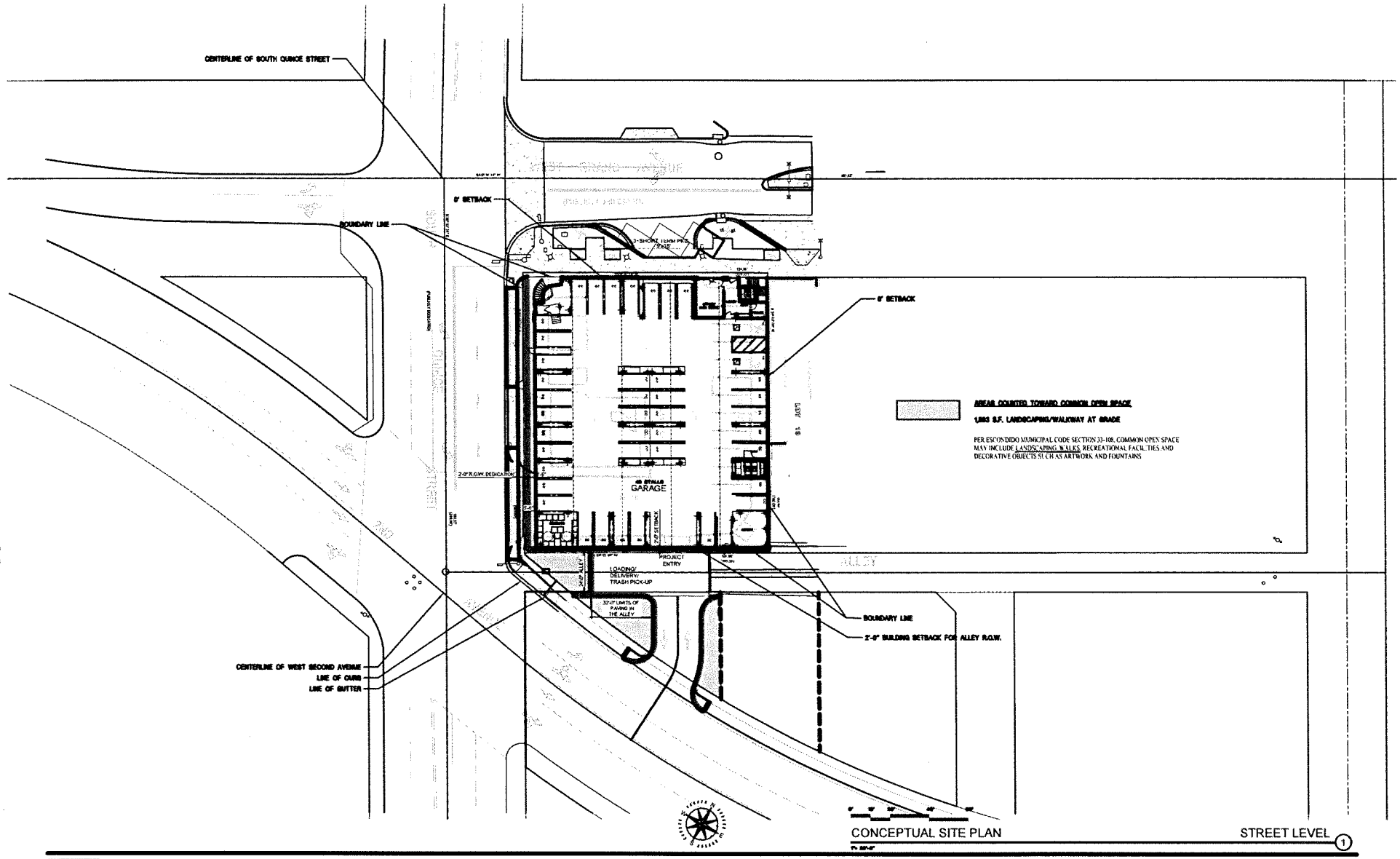
In summary, the proposed parking supply of 43 spaces is sufficient to satisfy the anticipated parking demand associated with this transit oriented development. In addition, the project is proposing additional parking management strategies that endeavor to further reduce parking demand and provide an additional level of confidence.

If you have any questions pertaining to the 555 W. Grand Project parking assessment summarized in this letter, please call me at (760) 603-6244.

Sincerely,

Robert A Davis

Robert Davis,
Senior Associate
Transportation Service



CONCEPTUAL SITE PLAN STREET LEVEL 1

CITY OF ESCONDIDO
555 WEST GRAND AVENUE
ESCONDIDO CALIFORNIA

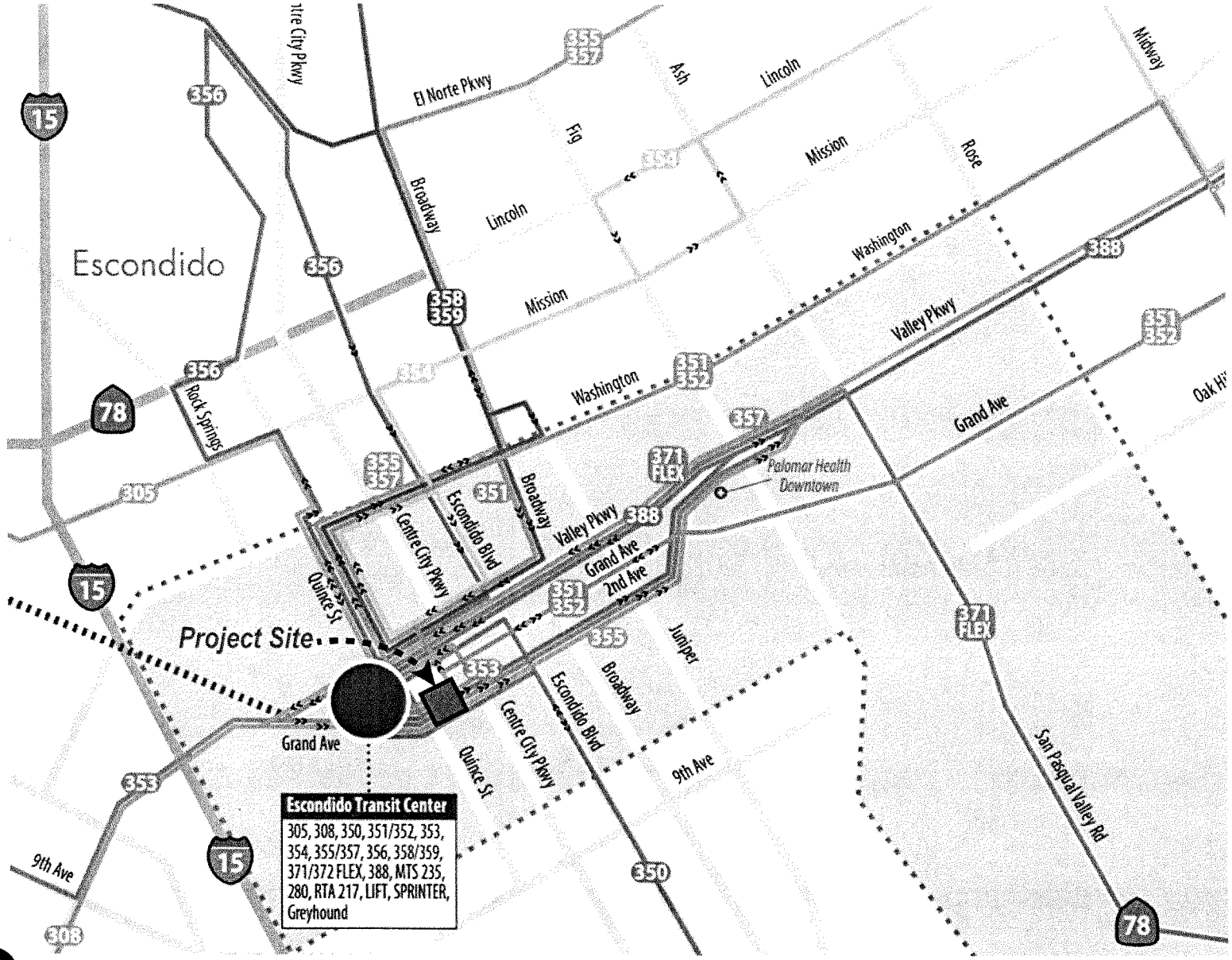
A1-1

Michael Baker INTERNATIONAL

May 2019
H:\PDATA\169782_555 W Grand LLC\Traffic\Parking Memo\Exhibits

555 W. Grand Project Site Plan

Exhibit 1



Not to Scale

Michael Baker INTERNATIONAL

May 2019
H:\PDATA\169782_555 W Grand LLC\Traffic\Parking Memo\Exhibits

Existing Transit Services

Exhibit 2

ATTACHMENT 4

CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

Notice of Exemption

To: San Diego Assessor/Recorder/County Clerk
Attn: Fish and Wildlife Notices
1600 Pacific Highway, Room 260
San Diego, CA 92101
MS A-33

From: City of Escondido
201 North Broadway
Escondido, CA 92025

Project Title/Case No.: TENTATIVE SUBDIVISON MAP, MASTER AND PRECISE DEVELOPMENT PLAN, AND DEVELOPMENT AGREEMENT – SUB 18-0008 and PHG 18-0021:

Project Location - Specific: The approximately 0.4-acre site (0.05 with city parcel added) generally is located on the southern side of W. Grand Avenue, east of Quince Street, north of 2nd Avenue and addressed at 555 W. Grand Avenue (APNs 233-022-01, -02, -21 and portion of -23).

Project Location - City: Escondido, **Project Location - County**: San Diego

Description of Project: A one-lot Tentative Subdivision Map and a Master and Precise Development Plan to construct a four-story, 32-unit air-space condominium development with 300 SF of flex office space and a ground floor parking garage within the Mercado District of the Downtown Specific Plan. The project contains a mix of one- and two-bedroom units ranging from 700 SF to 1,123 SF; a ground-floor garage that would accommodate 43 parking spaces; podium level common outdoor spaces and individual private balconies. The overall height of the approximately 57-foot high building is within the allowable limits of the Downtown Specific Plan. Zoning provisions require a minimum of 61 parking spaces and the project is requesting a reduction in the parking requirement to provide 43 standard and 4 motorcycle spaces within the parking garage, along with three new on-street spaces along Grand Avenue. The project includes the purchase of an approximately 2,275 sf City-owned parcel fronting onto 2nd Avenue and vacation of a portion of the alley that would be used for access, utilities, storm water quality improvements, and landscaping. A Development Agreement also is requested to allow a reduction in open space (up to approximately 16 percent or 253 SF per unit) where the zoning provisions currently require 300 SF per unit; and a credit for Art Fees in exchange for the development of a dynamic construction/art feature incorporated into the building design.

Name of Public Agency Approving Project: City of Escondido

Name of Person or Agency Carrying Out Project:

Name: 555 W. Grand LLC (Ed McCoy) Telephone: (858) 752-4121

Address: 3305 Jasmine Place Escondido, CA 92025

☒ Private entity ☐ School district ☐ Local public agency ☐ State agency ☐ Other special district

Exempt Status: Categorical Exemption. CEQA Sections 15332 "In-fill Development Projects."

Reasons why project is exempt:

The proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA) under Section 15332, Class 32 In-fill Development Project. CEQA Guidelines lists classes of projects that have been determined to not have a significant effect on the environment and as a result are exempt from review under CEQA. The approximately 0.40-acre site (0.05 with city parcel included) is currently vacant, disturbed, and cleared of all

structures, except for the previous foundations and asphalt paving. Vegetation primarily consists of ornamental landscaping, mature palm trees, various weeds and grasses from the previous development/activities.

The proposed project or its circumstances would not result in any exceptions identified in CEQA Guidelines, Section 15300.2. Among the classes of projects that are exempt from CEQA review are those projects that are specifically identified as urban in-fill development. CEQA Guidelines, Section 15332, defines in-fill development (Class 32 exemptions) as being applicable to projects meeting the following conditions:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than five (5) acres substantially surrounded by urban uses.
- The project site has no value as habitat for endangered, rare or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

No circumstances previously evaluated in the previously certified Final EIR for the General Plan and Downtown Specific Plan (May 23, 2012) and the Addendum to the certified Final EIR (March 21, 2019) have changed with respect to the proposed development. In addition, the proposed project would not create substantial changes or bring to light new information of the substantial importance that was not previously examined in these Final EIR and Addendum. As a result, the project qualifies for a Categorical Exemption pursuant to the CEQA's requirements for an "in-fill development" within an urbanized area as detailed below:

General Plan and Zoning Consistency

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The General Plan land-use designation for the project site is Specific Plan (SPA 9 - Downtown Specific Plan) and located within the Mercado District. The General Plan and the Downtown Specific Plan (DSP) contain guidelines and regulations to promote higher density urban residential growth in the Downtown SPA. Permitted uses within the Mercado District include multi-family units with residential on the ground floor and mixed-use multi-family development with densities up to 100 du/ac, up to four (4) stories and 60 feet in height. The Mercado Residential Land-Use Matrix for this specific area requires ground-floor commercial to be incorporated into the project, and ground-floor residential may be permitted subject to Permit authorized subject to approval of a Planned Development pursuant to Article 19.

The project proposes 32 residential units and up to 300 sf of flex office space fronting onto Grand Avenue, on approximately 0.4 acres. The density of the project is 80 du/ac (only factoring in the two subject parcels of 0.401 acres) with an overall density of 71.1 du/ac (which includes the adjacent 0.05-acre city-owned parcel for a total of 0.45 acres) which is in conformance with the density provisions of the Mercado District that allows up to 100 du/ac. Overall, the project would conform to the development and design regulations outlined in the Downtown Specific Plan, as allowed through the Planned Development and Development Agreement process for site development flexibility (DSP Section III.C.1 and 9). The project requests up to a 29.5 percent reduction in on-site parking, and 25 percent reduction in open space. Modifications to parking are allowed through the Planned Development Process (Section III.B.1) and reductions to required common open space up to 50 percent are allowed subject to a Development Agreement (DSP Section III.B.6). The proposed project would be four stories in height and up to approximately 57 feet in height, which is consistent with the Mercado Development Standards. The design of the project meets the criteria of CEQA Guidelines, Section 15332(a), as being consistent with the General Plan and applicable zoning for the project site.

Project Location, Size and Context

The approximately 0.45-acre site is located within the highly developed and urban Downtown Specific Plan area of the City. The site is adjacent to Grand Avenue (Local Collector Road) on the north, Quince Street (Collector Road) on the west, and Second Avenue (Collector Road) on the south. A mix of commercial and limited residential uses are located to the east and southeast. CEQA, Section 21072, defines a qualified urban use as "any residential, commercial, public institutional, transit, or transportation passenger facility, or retail use, or any combination of those

uses." The project is on a site within City limits that is no more than five (5) acres and substantially surrounded by urban uses.

Endangered, Rare or Threatened Species

The project site is located within the highly developed and urban Downtown Specific Plan area of the City. The project site currently is vacant, disturbed and has been clear of all structures, except for the previous concrete foundations/pads and asphalt paving. Vegetation primarily consists of ornamental landscaping, mature palm trees, various weeds and grasses from the previous development/activities. The project site does not contain habitat suitable for candidate, sensitive or special status species. In addition, no riparian habitat or other sensitive natural community, or potential jurisdictional features were observed within the project site or within a 100-foot boundary from the project site. The project site has no value as a habitat or special-status species and, therefore, adheres to the criteria of CEQA Guidelines, Section 15332(c).

Traffic

The Engineering Division concluded the project would not result in any significant traffic or transportation-related impacts. A preliminary Traffic Assessment was prepared for the project by Michael Baker International (dated February 12, 2019, and amended April 22, 2019). The preliminary traffic assessment includes a review of the proposed project trip generation as well as estimated project trip distribution and vehicle trip assignment onto the surrounding street system. The evaluation of project traffic generation and estimated traffic assignment onto the area roadways was then compared to the City's guidelines for determining if the traffic that would be added by the project is at a level that is considered potentially significant. The proposed project would generate a total of 194 average daily trips (ADT), with 14 AM peak hour trips and 18 PM peak hour trips. The net project trip generation includes the standard 5 percent reduction in vehicle trips suggested by SANDAG due to the project's proximity to transit. The nearby Escondido Transit Center is a multi-modal facility offering access to both the Breeze bus service, as well as the Sprinter rail service.

Primary access to the site (parking garage) would be from a new driveway fronting onto 2nd Avenue. Access also could be provided from Pine Street via the existing alley. The traffic assessment indicated the project does not meet any of the trigger categories to conduct a Traffic Impact Analysis (TIA) as the number of daily trips on the surrounding street segments would be below the threshold guidelines. The project also does not trigger TIA thresholds for project traffic added to a leg of an intersection during AM or PM peak hour. Based on the City's roadway and intersection project contributions threshold guidelines, the project would not add a significant amount of traffic to the surrounding street network. The project would not require alterations to the roadways or intersections such that the project would conflict with SANDAG's Congestion Management Program.

Noise

The residential nature of the project and less than significant traffic impacts (as detailed above) is such that the project is not anticipated to generate any significant increases to the existing ambient noise level. Vehicle noise is the main source of ambient noise in the vicinity of the project site. Grand Avenue (Local Collector), Second Avenue (Collector) and Quince Street (Collector) are identified in the Escondido General Plan as circulation element streets. The project site is within existing noise contour areas of 65 dBA CNEL from the adjacent roadways (City of Escondido General Plan EIR Appendices, Noise Figure 2) and future noise contours of 65 dBA CNEL along Quince Street and Grand Avenue, and 70 dBA CNEL along Second Avenue (Noise Figure 3). As stated in the City's General Plan Community Protection Element (City of Escondido 2012) the noise level goal for multi-family residential uses is 65 dBA CNEL at the exterior use areas. In addition, the General Plan Noise Policy 5.4 establishes an interior noise standard of 45 dBA CNEL. In order to comply with the City's General Plan Community Protection Element interior noise standard, the following project design features would be included as conditions of project approval:

PDF-NOI-1 Prior to the issuance of a building permit, the applicant shall prepare an exterior-to-interior noise report completed by a qualified acoustical consultant for the proposed on-site residential units and the common podium-level and roof-level open space areas. The report shall also assume a "windows-closed" condition with vehicles traveling along the adjacent roadways in accordance with the identified speed limit. The report would determine the predicted interior noise levels for the units. If predicted noise levels are found to be in excess of 45 CNEL, the report would identify architectural materials or techniques that could be included in project design plans to reduce noise levels to 45 CNEL in habitable rooms. The report also shall identify any architectural techniques that would

be included in the final project design to conform to the General Plan noise level goal for multi-family residential use of 65 dBA CNEL at the exterior common podium and roof-level use areas (private balconies exempted). The report shall be submitted and approved by the City prior to issuance of a building permit.

Stationary operational noise sources are regulated by the limits outlined in the Escondido Municipal Code, Section 17-229, which states that multi-family residential zones shall not exceed 55 dBA Leq from 7:00 a.m. to 10:00 p.m., or 50 dBA Lea from 10:00 p.m. to 7:00 a.m. For commercial zones, noise shall not exceed 60 dBA Leq from 7:00 a.m. to 19:00 p.m. or 55 dBA Leq from 10:00 p.m. to 7:00 a.m. The City's Nosie Ordinance also states that if the ambient noise level exceeds that permissible standard, the allowable noise exposure standard shall be the ambient noise level.

The HVAC units for the project would be installed in three clusters ranging from 4 to 19 units per cluster for a total of 32 units. Clusters would be situated on the roof of the four-story building and set back from the edge of the rooftop by approximately 17 feet or more at all locations. Individual HVAC units not installed within an enclosure may have the potential to generate noise levels of up to 79 dBA Leq at the unit (approximately 3 feet). Combined noise level from 32 up to 29 units simultaneously operating at 79 dBA Leq would be approximately 94 dBA at 3 feet. The closest residence to the proposed building would be one single-family structure towards the southeast of the site fronting onto Second Avenue, and second-story multi-family units located east of the site along Grand Avenue. Unenclosed HVAC units could generate a noise level in excess of the noise standard at the nearest residence. The proposed project is four stories and the surrounding commercial and residential units are one- and two-stories in height. This difference in height and proposed screens around the HVAC units would likely break the line of sight between the HVAC units and receptors. However, as a project feature, the HVAC units on the project rooftop will be required to install appropriate noise attenuation barriers/enclosures such that the noise from HVAC operations would not exceed 50 dBA at the nearest off-site residential receptor. Specific screening design and materials would be included with the building plans and the following project design features would be included as conditions of project approval:

PDF-NOI-2 The HVAC units on the project rooftop shall be installed with appropriate noise attenuation screens/enclosures such that noise from HVAC operation does not exceed 50 dBA at the nearest off-site residential receptor and 55 dBA for adjacent commercial structures. A final acoustical analysis shall be submitted with the building plans to determine whether any final design measures are necessary to conform to the City's Noise Ordinance.

Construction would result in a temporary noise increase on and around the project site. Construction-related impacts are short term and would cease once the project is completed. No special construction techniques (i.e. pile driving or blasting) are anticipated to be necessary for construction of the project. The City also has a maximum 1-hour average construction noise limit of 75 dB at noise-sensitive land uses. Contractors are required to comply with the Noise Ordinance for noise levels from project-related grading and construction activities set forth in the Escondido Municipal Code. The Escondido Municipal Code also restricts the times of day when construction may occur (7:00 a.m. to 6:00 p.m., Monday through Friday; 9:00 a.m. to 5:00 p.m. on Saturday; and not at all on Sunday or public holidays). Construction of the project would take place within the hours specified in Section 17,234 of the Escondido Municipal Code.

Air Quality

Based on technical studies prepared for similar type multi-family residential project of similar size/land area and construction requirements (The Ivy Project – Class 32 CEQA Exemption prepared by Harris & Associates, 2019), the project is not anticipated to exceed screening-level criteria thresholds for construction or operational level impacts. The project is smaller than the air-quality study trigger criteria presented in Table 4.3-12 of the City's General Plan EIR that would trigger the need for an air-quality impact assessment (the level for apartment land-uses with a density of 20 or more dwelling units per acres is 420 dwelling units).

Water Quality

The project would not result in any significant effects related to water quality. A preliminary drainage study and Storm Water Quality Management Plan (SWQMP) was prepared for the project. Storm water quality impacts during construction would be prevented through implementation of a grading and erosion control plan that is required by the City's Grading and Erosion Control Ordinance (Article 55 of the Municipal Code) and the State General Permit to Discharge Stormwater Associated with Construction Activities (NPDES No. CA2000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer. Adherence to applicable requirements and implementation of the appropriate BMPs would ensure that potential water quality degradation associated with construction related activities would be minimized and impacts less than significant.

The Project would mimic the existing drainage patter, and runoff from the roof, outdoor area decks would be discharged from roof drains into a raised planter/biofiltration planter BMP located along Quince Street. A separate storm drain basin also would be installed along the Second Avenue frontage to treat pollutants and meet flow control requirements for the project. With the implementation of the operational treatment control biofiltration basin BMPs that would be required by the City pursuant to the SUSMP, potential pollutants would be reduced to the maximum extent possible. Therefore, development would not violate any water quality standards or water discharge requirements.

Utilities and Public Services:

The Fire Department indicated that appropriate fire protection can be provided with the implementation of the required building/site design features. Appropriate fire flow will be provided to the project site with the installation of the required fire hydrants and 12-inch upgrade to the water line in Quince Street.

The Engineering Division indicated that appropriate utilities will be provided to the project with existing facilities located within adjacent Quince Street and Second Avenue, and the public alley/utility easement along the southern boundary of the site.

Section 15300.2 (Exceptions)

Location: Not applicable to Class 32 exemption

Cumulative Impact: All resource topics associated with the project have been analyzed and were found to pose no significant impact. Therefore, the project would not make a cumulatively considerable contribution to a significant cumulative impact.

Significant Effect: There are no known unusual circumstances applicable to the project or project site that could result in a significant effect on the environment.

Scenic Highway: The project is not located in the vicinity of any designated or eligible state scenic highway.

Hazardous Waste Site: The site previously was used as a gas station that has since been removed. The previous owners processed a corrective action for the underground storage tanks formally located on the site. In August 2013, the Regional Water Quality Control Board (RWQCB) San Diego Region issued a closure letter for the site. On May 2, 2019, the RWQCB issued a concurrence letter stating that "the Site is suitable for its proposed use with commercial uses on the ground level and residential unit above." Additionally, the letter states that a Health and Safety Plan for construction workers and a soil and groundwater management plan for soil and groundwater that may be hauled from the site are required prior to site work. The following project design features would be included as conditions of project approval:

PDF-HW-1 Prior to approval of the grading plans and grading permit for the site, a Health and Safety Plan for construction workers (including PPE and testing equipment when working in areas of known residual petroleum impact soils) and a soil and groundwater management plan for soil and groundwater that may be hauled from the site shall be prepared and approved by the San Diego Water Board.

Historic Resource: The project site is vacant and disturbed from previous development. The existing commercial development/buildings that were located on the site were previously demolished. These structures were not listed as a historic resource pursuant to City Municipal Code Article 40 (Historic Resources) and the site does not contain any historic resources or know cultural resources.

Lead Agency Contact Person: Jay Paul, Planning Division Area Code/Telephone/Extension (760) 839-4537

Signature: _____ September 4, 2019

Jay Paul, Senior Planner Date

☒ Signed by Lead Agency Date received for filing at OPR: N/A

☐ Signed by Applicant

ATTACHMENT 5

Planning Commission
Hearing Date: September 10, 2019
Effective Date: September , 2019

PLANNING COMMISSION RESOLUTION NO. 2019-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ESCONDIDO, CALIFORNIA, RECOMMENDING APPROVAL OF A ONE-LOT TENTATIVE SUBDIVION MAP, MASTER AND PRECISE DEVELOPMENT PLAN AND DEVELOPMENT AGREEMENT FOR A 32-UNIT MIXED-USE DEVELOPMENT.

APPLICANT: 555 W. Grand LLC

CASE NOS: SUB18-0008 and PHG18-0021

WHEREAS, 555 W. Grand LLC (hereinafter referred to as "Applicant"), filed a land use development application (Planning Case Nos. SUB18-0008 and PHG 18-0021) constituting a request for a one-lot Tentative Subdivision Map, in conjunction with a Master and Precise Development Plan to construct a four-story, 32-unit air-space condominium development with 300 SF of flex office space and a ground floor parking garage. The project contains a mix of one- and two-bedroom units ranging from 700 SF to 1,123 SF. The request includes a 29.5 percent reduction parking to provide 43 parking spaces within the parking garage and the proposed incorporation of an adjacent City-owned parcel (APN 233-022-21 and portion of -23) and vacation of a portion of the alley into the project design for site access, utilities, storm water improvement and open space/landscaping. The project includes a reduction in open space, subject to the payment of an in-lieu fee, and a Public Art Fees credit in exchange for the development of a dynamic construction/art feature incorporated into the building.

WHEREAS, the subject property is all that real property described in Exhibit "A," which is attached hereto and made a part hereof by this reference as though fully set forth herein; and

WHEREAS, the land use development application was submitted to, and processed by, the Planning Division of the Community Development Department in accordance with the rules and regulations of the Escondido Zoning Code and the applicable procedures and time limits specified by the Permit Streamlining Act (Government Code Section 65920 et seq.) and California Environmental Quality Act ("CEQA") (Public Resources Code Section 21000 et seq.); and

WHEREAS, multi-family and commercial uses are permitted uses within the Mercado District of the Downtown Specific Plan area plan, subject to the approval of a Master and Precise Development Plan Permit, in accordance with the Residential Land Use Matrix of the Downtown Specific Plan; and

WHEREAS, pursuant to CEQA and CEQA Guidelines (Title 14 of California Code of Regulations, Section 15000 et. seq.), the City is the Lead Agency for the Project, as the public agency with the principal responsibility for approving the proposed Project; and

WHEREAS, the Planning Division did study said request, performed necessary investigations, prepared a written report, and does recommend approval of the Project; and

WHEREAS, City staff provided public notice of the application in accordance with City and State public noticing requirements.

WHEREAS, the Planning Commission of the City of Escondido did, on September 10, 2019, hold a duly noticed public hearing as prescribed by law. At said hearing, this Planning Commission received and considered the reports and recommendation of the Planning Division and gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter. Evidence was submitted to and considered by the Planning Commission, including, without limitation:

a. Written information including plans, studies, written and graphical information, and other material, submitted by the Applicant;

b. Oral testimony from City staff, interested parties, and the public;

c. The staff report, dated September 10, 2019, with its attachments as well as City staff's recommendation on the Project, which is incorporated herein as though fully set forth herein; and

d. Additional information submitted during the public hearing; and

WHEREAS, said public hearing before the Planning Commission was conducted in all respects as required by the Escondido Municipal Code and the rules of this Planning Commission; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Escondido:

1. That the above recitations are true and correct.

2. The Planning Commission, in its independent judgment recommends that the City Council adopt the Class 32 CEQA Exemption, Section 15332 of the California Environmental Quality Act, prepared for the project, dated September 4,

2019, as described and attached to the September 10, 2019 Planning Commission staff report and incorporated herein by this reference as though fully set forth herein.

3. After consideration of all evidence presented, and studies and investigations made by the Planning Commission and in its behalf, the Planning Commission makes the following substantive findings and determinations, attached hereto as Exhibit "B," relating to the information that has been considered. In accordance with the Findings of Fact/Factors to be considered and the foregoing, the Planning Commission reached a recommendation on the matter as hereinafter set forth.

4. The Planning Commission hereby recommends the City Council approve the application to develop the subject property for said purpose specified above and subject to each and all of the conditions hereinafter set forth in Exhibit "C," the graphic representations in the development plan set forth in Exhibit "D," and the Development Agreement set forth in Exhibit "E." This Planning Commission expressly declares that it would not have made this recommendation to approve this land use development application except upon and subject to each and all of said conditions, each and all of which conditions shall run with the land and be binding upon the Applicant, the owner, and all subsequent owners of the subject property, and all persons who use the subject property for the use permitted hereby.

5. Said development plan is on file in the Planning Division of the Community Development Department and is available for inspection by anyone interested herein, and said development plan is incorporated herein by this reference, the same as if it were fully set forth herein. This Project is conditionally approved as set

forth on the application and project drawings, all designated as approved by the Planning Commission, and shall not be altered without the express authorization by the Planning Division. Any deviations from the approved plans shall be reviewed by the City for substantial compliance and may require amendment by the appropriate hearing body.

BE IT FURTHER RESOLVED that, pursuant to Government Code Section 66020(d)(1):

1. NOTICE IS HEREBY GIVEN that the Project is subject to dedications, reservations, and exactions, as specified in the Conditions of Approval. The Project is subject to certain fees described in the City of Escondido's Development Fee Inventory on file in both the Community Development and Public Works Departments. The Applicant shall be required to pay all development fees of the City then in effect at the time and in such amounts as may prevail when building permits are issued and as specified in the Development Agreement approved for the project. It is the City's intent that the costs representing future development's share of public facilities and capital improvements be imposed to ensure that new development pays the capital costs associated with growth. The Applicant is advised to review the Planned Fee Updates portion of the web page, www.escondido.org, and regularly monitor and/or review fee-related information to plan for the costs associated with undertaking the Project.

2. NOTICE IS FURTHER GIVEN that the 90-day period during which to protest the imposition of any fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution, and any such protest must be in a manner that complies with Section 66020.

PASSED, ADOPTED AND APPROVED by a majority vote of the Planning Commission of the City of Escondido, California, at a regular meeting held on the 10th day of September, 2019, by the following vote, to wit:

AYES:	COMMISSIONERS:
NOES:	COMMISSIONERS:
ABSTAINED:	COMMISSIONERS:
ABSENT:	COMMISSIONERS:

_____
JAMES SPANN, Chairman
Escondido Planning Commission

ATTEST:

_____
MIKE STRONG, Secretary of the
Escondido Planning Commission

I hereby certify that the foregoing Resolution was passed at the time and by the vote above stated.

_____
KIRSTEN PERAINO, Minutes Clerk
Escondido Planning Commission

Exhibit "A"

Property Description

SUB18-0008; PHG 18-0021

Lots 20 through 24 inclusive, Block 75 of Escondido, in the City of Escondido, County of San Diego, according to Map No. 336, filed in the Office of the County Recorder of San Diego County, July 10, 1886.

APN 233-022-0100 and 233—022-0200

Lots 20 through 24 inclusive, Block 75 of Escondido, in the City of Escondido, County of San Diego, according to Map No. 336, filed in the Office of the County Recorder of San Diego County, July 10, 1886.

Also including approximately 2,275 square feet (gross) of land that includes a portion of Lots 1 and 2, Block 75 of Map 336, City of Escondido, County of San Diego (APN 233-022-2100 and portion of 233-022-23, and portion of the public alley) as depicted below:

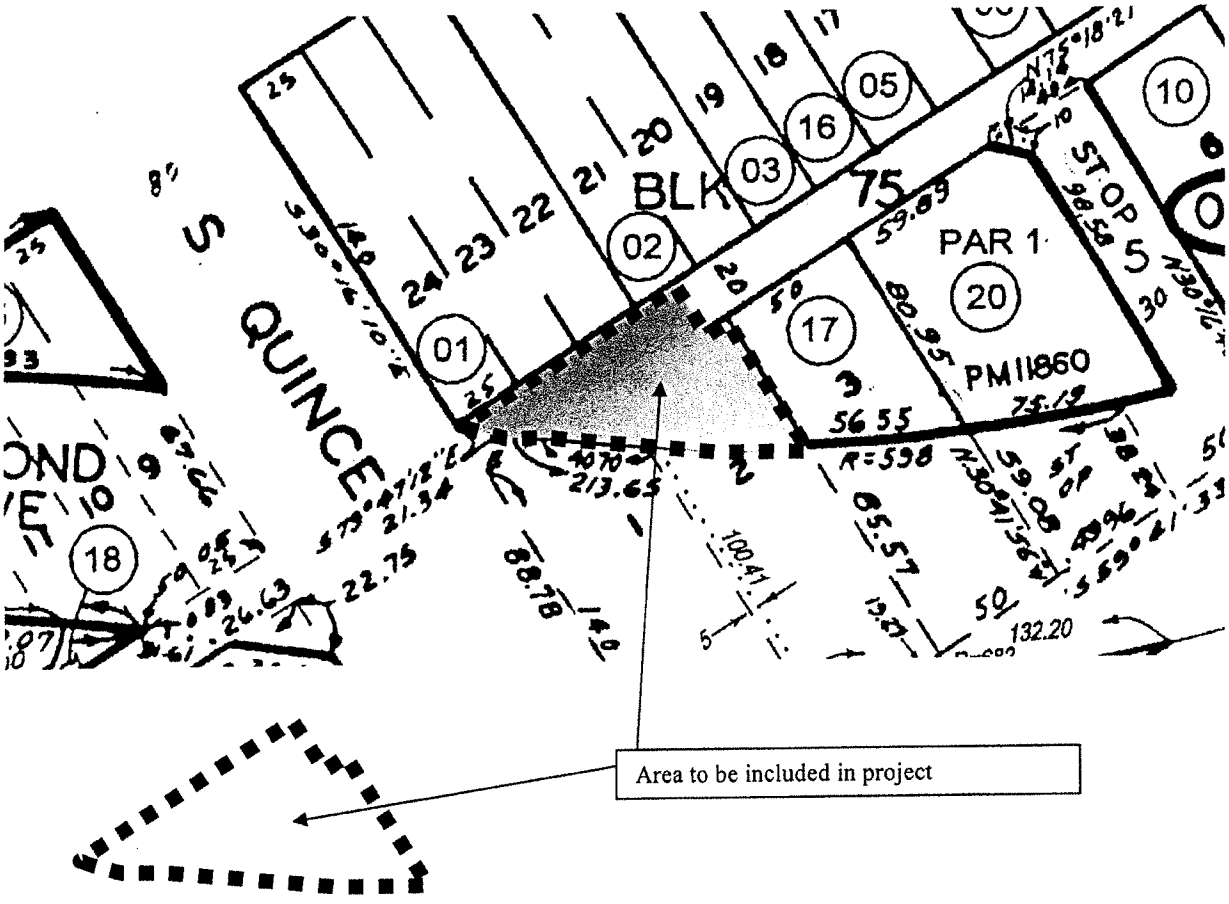


Exhibit "B"

Findings of Fact/Factors to be Considered

SUB18-0008; PHG 18-0021
555 W. Grand Avenue

Environmental Determination(s):

1. Pursuant to the California Environmental Quality Act, (CEQA, Public Resources Code Section 21000 et. seq.), and its implementing regulations (the State CEQA Guidelines), Article 14 of the California Code of Regulations Section 15000 et. seq., the City of Escondido is the Lead Agency for the project ("Project"), as the public agency with the principal responsibility for approving the Project.

2. All of the requirements of the California Environmental Quality Act have been met because it was found that the project will not have a significant effect on the environment as demonstrated in the Class 32 CEQA Exemption prepared for the Project, dated September 4, 2019. Design measures were incorporated into the Conditions of Approval for to address noise and hazardous site impacts.

Tentative Subdivision Map Determination(s):

1. The location, design, and residential density of the proposed planned development are consistent with the goals and policies of the Escondido General Plan because high-density residential and mixed-use development is permitted and encouraged in Specific Plan Area #9. The proposed infill residential project would be in conformance with General Plan Housing Goals and Policies to plan for quality managed and sustainable growth and provide a range of housing opportunities for all income groups and populations with special needs, and which encourage a compact, efficient urban form the promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The site is physically suitable for the proposed density of development because the property is within a high-density redevelopment area that was previously a blighted property in the Mercado District. Development of the property will assist in the ongoing revitalization of the downtown retail core by establishing a permanent residential base in the downtown area. The subject site is located within the Mercado District of the DSP, which allows multi-family mixed-use development up to 100 du/ac. Based on the property size of 0.45 acres, the Mercado District would allow up to 45 units and a four-story structure up to 60 feet in height. The request to construct 32 units and a four- story structure ranging in height from up to approximately 57 feet in height is consistent with the land use density and development requirements envisioned for this area. The project density of 71.1 du/ac is consistent with the allowable density of the DSP.

2. The approval of the proposed project would be based on sound principles of land use and is well-integrated with its surroundings near residentially and commercially developed properties because adequate parking, access, on-site circulation, utilities, landscaping and open space would be provided (as detailed in the staff report). The residential project also would not be out of character for the area which contains other multi-story residential developments. The design of the project would be in conformance with the Mercado District because the project would provide residential units with varying number of rooms and sizes to accommodate a wide range of housing needs (with ownership opportunities). The project includes a variety of amenities such as individual balconies units and various common areas and features. All vehicular traffic generated by the project will be accommodated safely and without degrading the level of service on the adjoining streets or intersections.

3. The project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is not located on a skyline or intermediate ridge, and the site does not contain any significant topographical features. The proposed grading design would not result in any manufactured slopes or pad elevations that would create any significant adverse visual or compatibility impacts with adjacent lots, nor block any significant views.

4. The site is suitable for this residential type of mixed-use development and density because the General Plan and Mercado District allows for multi-story high density residential development. The site is relatively flat and extensive grading is not proposed. The project would be compatible with the surrounding uses because the subject site within an urban commercial area developed with a variety of commercial and multi-story residential developments of varying density and design. Adequate access and public utilities can be provided to the site. All vehicular traffic generated by the project will be accommodated safely and without degrading the level of service on the adjoining streets or intersections. Appropriate noise attenuation would be provided for the new units. The proposed project also would not result in a significant impact to biological or natural resources.

5. The design of the residential map and the type of improvements are not likely to cause serious public health problems because the project would not degrade the levels of service on the adjoining streets or drainage systems. Adequate water and sewer could be provided to the site. The project would not cause substantial environmental damage and avoidably injure fish or wildlife or their habitat because the site is located within an urban setting and previously has been developed with a commercial use.

6. The design of the map and the type of improvements will not conflict with easements of record, or easements established through court judgments, or acquired by the population at large, for access through, or use of property within the proposed map because any existing easements and improvements will either be accommodated within the project design; be quitclaimed prior to recordation of the map; or alternate provisions provided.

7. The design of the map has provided, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. The lot sizes and the subdivision configuration provides opportunities for passive/solar heating.

8. All permits and approvals applicable to the proposed map pursuant to the Escondido Zoning Code (Chapter 33 Zoning) will have been obtained prior to the recordation of the map.

9. The proposed map and associated planned development will not conflict with regional or local housing because the proposed infill residential mixed-use project would be in conformance with General Plan Housing Goals and Policies to expand the stock of all housing; increase homeownership; plan for quality managed and sustainable growth; and encourage a compact, efficient urban form that promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The proposed project would not diminish the Quality-of-Life Standards of the General Plan as the project would not materially degrade the level of service on adjacent streets or public facilities, create excessive noise, and adequate on-site parking, circulation and public services could be provided to the site. All lots would maintain all development standards of the applicable zone (in accordance with Article 19, Planned Development) and observe the density of the General Plan and area plans, as noted in the sections above.

10. The proposed map meets all of the requirements or conditions imposed by the Map Act and the Escondido Zoning Code, as detailed in the staff reports, the Escondido General Plan and above findings.

Master and Precise Development Plan Determination(s):

1. The location, design, and residential density of the proposed planned development are consistent with the goals and policies of the Escondido General Plan because high-density residential and mixed-use development is permitted and encouraged in Specific Plan Area #9. The proposed infill residential project would be in conformance with General Plan Housing Goals and Policies to plan for quality managed and sustainable growth and provide a range of housing opportunities for all income groups and populations with special needs, and which encourage a compact, efficient urban form the promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The site is physically suitable for the proposed density of development because the property is within a high-density redevelopment area that was previously a blighted property in the Mercado District. Development of the property will assist in the ongoing revitalization of the downtown retail core by establishing a permanent residential base in the downtown area. The subject site is located within the Mercado District of the DSP, which allows multi-family mixed-use development up to 100 du/ac. Based on the property size of 0.45 acres, the Mercado District would allow up to 45

units and a four-story structure up to 60 feet in height. The request to construct 32 units and a four- story structure ranging in height from up to approximately 57 feet in height is consistent with the land use density and development requirements envisioned for this area. The project density of 71.1 du/ac is consistent with the allowable density of the DSP.

2. The proposed location of the development allows the planned development to be well integrated with its surroundings by providing a high-density mixed-use residential housing project in close proximity to transit, and near retail and other commercially developed properties. Adequate parking, circulation, utilities and access would be provided for the development (as detailed in the staff report). The project also would not be out of character for the area because the Mercado District of the Downtown Specific Plan envisions an upscale urban area with a mix of high-density residential and commercial development, and the proximity to the Escondido Transit Center makes the density appropriate. The overall mass and scale of the buildings is appropriate for the proposed location due to the street-oriented appeal and urban design characteristics, along with the quality of the architectural design and use of a variety of building materials and colors.

3. All vehicular traffic generated by the proposed development would be accommodated safely and without causing undue congestion upon adjoining streets, as determined by the Engineering Division and detailed in the preliminary Traffic Assessment that was prepared for the project by Michael Baker International (dated February 12, 2019, and amended April 22, 2019).

4. The overall design of the proposed residential mixed-use development would produce an attractive, efficient and stable environment for living, because adequate residential amenities, parking, and landscaping would be provided, and the design of the development is consistent with a high quality, urban infill project that will provide housing opportunities within walking distance of downtown commercial and retail services consistent with the City's vision for the downtown area. The project includes sufficient on-site open space amenities appropriate for this high-density urban development, including a podium and roof-deck common open areas with view decks and outdoor seating areas, and private balconies for each unit.

5. The proposed development would be well integrated into its surroundings, because the new structure would incorporate compatible and integrated architecture, materials and colors, and the project would not be visually obstructive or disharmonious with surrounding areas, or harm major views from adjacent properties. The proposed grading design would not result in any manufactured slopes or pad that would create any significant adverse visual or compatibility impacts with adjacent lots, nor block any significant views. Extensive grading is not required to support the project, and the project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is not located on a skyline or intermediate ridge, and the site does not contain any significant topographical features.

6. Utilizing the Planned Development process allows flexibility from the Specific Plan requirements to achieve a high-density residential project in the urban core. The project would provide residential opportunities integrated into a comprehensive and self-contained development, which creates an environment of sustained desirability and stability through the controls offered and regulated through the Planned Development process.

7. The project would provide an environment of sustained desirability and stability because city services and adequate access would be provided; adequate parking would be provided; the proposed architecture would be integrated into its surroundings; and the project could serve as a catalyst for further revitalization efforts in the area.

8. The improvements are not likely to cause substantial environmental concerns because the property was previously developed as a gas station that has since been demolished. The site does not contain any sensitive or protected habitat or other environmental concerns as determined during the environmental review. The design of the project and the type of improvements are not likely to cause serious public health problems because the project will not degrade the levels of service on the adjoining streets or drainage system as the project incorporates street and drainage improvements are part of the project and city sewer and water is available to the site.

Development Agreement Determination(s):

1. The Development Agreement is consistent with the goals and objectives of the Mercado District of the Downtown Specific Plan because it enables the property owner to construct a higher-density mixed-use development in support a vibrant downtown economy while maintaining the overall limit of 5,275 dwelling units in the Downtown Specific Plan area.

2. The Development Agreement conforms to the need for public convenience, general welfare and good land use practices because the project will provide additional housing opportunities within 1/3 mile of mass transit and is located in close proximity to retail and services, parks, library, and cultural events.

3. The Development Agreement will not be detrimental to the health, safety and general welfare as the project as detailed in the findings/factors above and staff report prepared for the project dated September 10, 2019.

4. The proposed project and Development Agreement will not adversely affect the orderly development of property or the preservation of property values because the project would provide residential opportunities integrated into a comprehensive and self-contained development, which creates an environment of sustained desirability and stability through the controls offered and regulated through the Planned Development process.

5. The proposed project and associated Development Agreement is consistent with the provisions of Government Code Section 65864 et seq. (Zoning Code, Ch. 93, § 9309; Ord. No. 2018-07R, § 7, 4-18-18)

Density Transfer Determination(s):

1. The City's Density Transfer Program allows the transfer of unused residential density from the developing properties to another, future project in the downtown area. Through the program, residential units that are transferred from undeveloped or underutilized properties (i.e. sending areas) are placed in a density credit pool and are held until there are developing properties (i.e. receiving areas) acquire the density. Through the application of Planning Case File No. PHG17-0026, the subject property has been deemed a candidate to be a "sending area" and 13 units have been identified for transfer into the density credit pool. There are currently no units in the credit pool. If transferred, the new credit pool balance would be 13 units, as of this writing.

2. The transfer of said units would help incentivize future development - and keep it in the downtown area to support nearby retailers, services, entertainment, and attract other new businesses that are part of a desirable downtown economy. The overall amount of new development within the downtown would remain the same; however, implementation of the program creates a flexible way to still achieve the ultimate build-out of the downtown and create a future sustainable center of activity. Adopting the project and approving the transfer of units would help accommodate the city's share of future regional housing needs with greater mix of housing types and choices, which benefits everyone in the community.

EXHIBIT "C"
CONDITIONS OF APPROVAL
SUB18-0008, PHG18-0021
555 West Grand Avenue

PLANNING CONDITIONS OF APPROVAL

A. GENERAL

1. This project is conditionally approved as set forth on the application received by the City of Escondido, dated August 30, 2019, and designated as recommended for approval by the Planning Commission on September 10, 2019, and shall not be altered without express authorization by the Community Development Department.

2. Approval of this request shall not waive compliance with any sections of the Municipal Code and all other applicable City regulations in effect at the time of Building Permit issuance unless specifically waived herein and shown on the project plans. Nothing in this permit shall relieve the Applicant from complying with conditions and regulations generally imposed upon activities similar in nature to the activity authorized by this permit. This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.

   Exceptions granted by the Planned Development Permit to the development standards identified in the Downtown Specific Plan are as follows:

   a. Allow up to 29.5 percent reduction in the number of parking spaces which will require the project to provide a minimum of 43 parking spaces within the garage to include up to 7 compact spaces.

   b. Allow reduction in open space of 1,482 SF as detailed in the September 10, 2019 Planning Commission staff report. Said amount of open space is based on the project set plans, dated August 30, 2019 on file with the Planning Division. Implementation of certain project conditions may require additional reductions of open space. Any modification to open space provision effecting the total number of SF provided as a result of condition compliance shall be deemed to substantially conform with scope of the details of the project request, conditions imposed by the Planning Commission and/or City Council, and satisfy the terms of the Development Agreement.

c. Minor encroachment into the front setback for a ground-floor design feature (curved stairs at northwestern corner to podium level), as shown on the development plans, dated August 30, 2019.

d. Allow upper story architectural features to encroach into the public right-of-way, as shown on the development plans, dated August 30, 2019.

3. Prior to any use of the project site pursuant to this permit, all conditions of approval contained herein shall be completed or secured to the satisfaction of the Community Development Department.

4. The developer shall be required to pay all development fees of the City prior to building permit issuance, including any applicable City-Wide Facilities fees at the established rate. Such fees may include, but not be limited to: Permit and Plan Checking Fees, Water and Sewer Service Fees, School Fees, Traffic Mitigation Fees, Flood Control Mitigation Fees, Park Mitigation Fees, Fire Mitigation/Cost Recovery Fees, and other fees listed in the Fee Schedule, which may be amended. Arrangements to pay these fees shall be made prior to building permit issuance to the satisfaction of the Community Development Department.

5. All construction shall comply with all applicable requirements of the Escondido Zoning Code and requirements of the Planning Department, Building Official, and the Fire Chief.

6. The property description, attached as Exhibit "A" to this resolution, has been provided by the applicant and neither the City of Escondido nor any of its employees assume responsibility for the accuracy of said legal description.

7. All requirements of the Public Partnership Program, Ordinance No. 86-70 shall be satisfied prior to building permit issuance. The ordinance requires that a public art fee be added at the time of the building permit issuance for the purpose of participating in the City Public Art Program, unless otherwise specified in the Development Agreement.

8. Three (3) copies of revised plan sets and tentative map, reflecting any modifications identified in these conditions of approval, shall be submitted to the Planning Division for certification. Said plans must be certified by the Planning Division prior to submittal of grading, public improvement and landscape plans for the project.

9. This Planned Development Permit shall expire three (3) years after the date of final approval of this project, that date being the effective date of the ordinance approving the Permit, unless otherwise specified in the Development Agreement. Extensions of time may be requested in the same manner as would be permitted for a tentative map.

10. An inspection by the Planning Division will be required prior to occupancy of the project. Items subject to inspection include, but are not limited to, parking layout and striping, identification of handicap parking stalls and required signage, landscaping, trash enclosures, and architecture, as well as any other conditions of approval. Everything shall be installed prior to calling for an inspection, although preliminary inspections may be requested. Contact the project planner at (760) 839-4671 to arrange a final inspection.

11. In the event that any of the conditions of this permit are not satisfied, the Community Development Department shall cause a noticed hearing to be set before the authorized agency to determine whether the City of Escondido should, acting through the authorized agency, add, amend, or delete conditions and regulations contained in this permit.

12. Nothing in this permit shall authorize the applicant to intensify the authorized activity beyond that which is specifically described in this permit. Any future modifications to the approved project will be reviewed relative to the findings for substantial conformance. Modifications beyond the scope described therein will require submittal of an amendment to the project plans and approval by the authorized agency.

13. The City of Escondido hereby notifies the applicant that the County Clerk's Office requires a documentary handling fee of $50.00 in order to file a Notice of Exemption for the project (environmental determination for the project). In conformance with California Environmental Quality Act (CEQA) Section 15062, the applicant should remit to the City of Escondido Planning Division, within two working days of the final approval of the project (the final approval being the date of this letter) a check payable to the "County Clerk" in the amount of $50.00. The filing of a Notice of Exemption and the posting with the County Clerk starts a 35-day statute of limitations period on legal challenges to the agency's decision that the project is exempt from CEQA. Failure to submit the required fee within the specified time noted above will result in the Notice of Exemption not being filed with the County Clerk, and a 180-day statute of limitations will apply.

14. The project shall participate in the Density Transfer Program as a "sending area," as described in Exhibit "B" to City Council Resolution No. 2019-69. A deed restriction shall be recorded prior to building permit issuance, transferring thirteen (13) units into the Transfer Density Credit Pool.

15. Implementation of the project requires the City to sell and dispose of a .05 city-owned triangle parcel, as described in the September 10, 2019 Planning Commission staff report and as shown in the project plans. Escrow of said city-owned triangle parcel must close prior to Final Map approval by the City.

B. Architecture and Design

1. All signs are to be approved by a separate sign permit. All signs must be consistent with the sign standards in the Downtown Specific Plan, unless otherwise authorized by this Planned Development.

2. A minimum of 80 cubic feet of private storage shall be provided for each residential unit as depicted on the development plans. Said storage shall be in addition to typical cabinets and closets.

3. Any retaining walls and raised planters along the project frontages shall be constructed with split-face block, stucco-finished or other appropriate decorative materials/finish to match the color(s) used on the building.

4. All exterior lighting shall conform to the requirements of Article 35 (Outdoor Lighting Ordinance) of the Escondido Zoning Code. Prior to building permit issuance, proposed outdoor lighting fixtures shall be submitted to the Planning Division for review and approval. Site lighting and photometric plans shall be included with the building plans.

5. The building, architecture, colors and materials, and conceptual landscaping shall be in substantial conformance with the Master and Precise Development Plan attached as Exhibit "D" to the Resolution and on-file with the Planning Division, except as modified by these conditions of approval. Any major modifications to the exterior architectural building elements or lessening of the quality of the exterior design shall require the processing of a Precise Plan modification, as described in Article 19 of the Escondido Zoning Code. Minor modifications may be approved through the design review process described in Article 64 of the Escondido Zoning Code.

6. An art feature shall be incorporated into the project (similar or equal to the concept kinetic art feature) identified on the plans and maintained throughout the life of the project. The final design shall be submitted to the Staff Design Review Board prior to approval of the building plans for the project.

7. The final designs for the garage vent features along Grand Avenue shall be submitted Planning Division design review. The venting/screening features shall incorporate additional vertical architectural elements (while still allowing for adequate ventilation) consistent with the building design to help further break overall horizontal screen area into separate distinct elements.

8. All mechanical equipment shall be screened from view in accordance with Section 33-1085 of the Escondido Zoning Code.

9. All new utilities shall be underground.

10. Exterior drainage downspouts shall be appropriately integrated into the architecture of the building and/or placed in appropriate exterior locations to help blend it into the design of the building. They shall be painted/textured to blend with the building background. This shall be clearly identified on the building plans.

11. Prior to the issuance of a building permit, the applicant shall prepare exterior-to-interior noise report completed by a qualified acoustical consultant for the proposed on-site residential units and the common podium-level open space areas. The report shall also assume a "windows-closed" condition with vehicles traveling along the adjacent roadways in accordance with the identified speed limit. The report would determine the predicted interior noise levels for the units. If predicted noise levels are found to be in excess of 45 CNEL, the report would identify architectural materials or techniques that could be included in project design plans to reduce noise levels to 45 CNEL in habitable rooms. The report also shall identify any architectural techniques that would be included in the final project design to conform to the General Plan noise level goal for multi-family residential use of 65 dBA CNEL at the exterior common podium use areas. The report shall be submitted and approved by the City prior to issuance of a building permit.

12. The HVAC units on the project rooftop shall be installed with appropriate enclosures such that noise from HVAC operation does not exceed 55 dBA at the nearest off-site receptor. A final acoustical analysis shall be submitted with the building plans to determine whether any final design measures are necessary to conform to the City's Noise Ordinance.

13. Prior to approval of the grading plans and grading permit for the site, a Health and Safety Plan for construction workers (including PPE and testing equipment when working in areas of known residual petroleum impact soils) and a soil and groundwater management plan for soil and groundwater that may be hauled from the site shall be prepared and approved by the San Diego Water Board.

C. <u>Operational</u>

1. Trash and recycling shall be picked up as frequently as necessary to prevent overflow. The property owner/manager shall be responsible for placing/staging the trash bins in an appropriate area for pickup by the local trash hauler (that does not interfere with access to the facility or emergency vehicles). Bins shall be returned to the designed trash room as soon as they have been emptied by the hauler.

2. Provisions shall be made so that trash and recycling materials are not placed in the trash chute(s) while the bins are not in place. This may be accomplished by providing other receptacles in the trash room when the bins are not in place, by locking the chutes, or by other means that will accomplish this provision.

3. Permitted animals/pets shall be allowed in conformance with those identified in the Escondido Zoning Code for R-5 zoned properties, unless more restrictive standards are applied by the property owner.

4. All project generated noise shall conform to the City's Noise Ordinance (Ordinance 90-08).

5. Security cameras shall be provided if deemed necessary by the Police Chief.

6. Balconies and patios shall be kept in a neat and orderly manner. Items stored on balconies should be kept out of view or properly screened. Items shall not be hung over, across or on balconies or patios (such a towels, clothing, etc.).

7. Any decorative pavement, driveways and sidewalks shall be indicated on the building and landscape plans, including appropriate notes regarding type and color of materials. Any decorative paving damaged or removed by the City or other utility provider in order to perform maintenance of public utility lines shall be replaced at the sole expense of the property owner.

8. Commercial uses for the 300 square foot flex/office space on the ground floor shall be limited to the uses permitted or conditionally permitted in the Mercado District of the Downtown Specific Plan.

D. Parking, Access and Circulation

1. In accordance with the approved Planned Development Permit, a minimum of 43 parking spaces shall be provided on-site within the parking garage in addition to an area designated for up to 4 motorcycles. The 43 parking spaces shall accommodate at least two accessible parking spaces. No more than 30 percent of the parking spaces shall be designated as compact spaces. All interior parking aisles shall be a minimum of 24 feet wide with appropriate turning radius at the end of the parking aisles, to the satisfaction of the Engineering Division.

2. The parking garage shall be equipped with appropriate infrastructure for the future installation of the eighteen (18) mechanical vehicle lifts (e.g., appropriate pad/foundations, electrical conduit/connections, power source, clearance height, etc.). At least one (1) lift shall be installed upon initial occupancy of the facility to monitor the effectiveness of its use.

   After occupancy, the applicant shall monitor the site's overall parking provisions on an on-going basis. The on-going assessment shall be used to help determine if additional parking facilities are necessary to meet the project's parking demand. The applicant shall post a duly authorized surety bond, to the satisfaction of the Director of Community Development, to pay the City of Escondido up to a stated amount of money to install the balance of the mechanical parking lifts, tender options to do the same, and/or other benefits to ensure the completion of this bonded obligation.

The Director of Community Development has the authority to create/terminate the bonded contract and call upon or cancel the surety at any time prior to the expiration of the Development Agreement. The bond shall spell out the options and make them part of the agreement.

3. Future electric vehicle designated charging stations shall be provided in accordance with 2016 California Green Building Code, Section 4.106.4.2.

4. All parking spaces shall be striped in conformance with Article 39 of the Escondido Zoning Code, and shown on the improvements plans.

5. The gated access to the proposed parking garage shall be electric. All residents with assigned parking spaces shall be provided with remote access for entrance into the garage. An electric/magnetic loop shall be installed on the interior of the garage so that the gate automatically opens for exiting vehicles.

6. Prior to building permit issuance, a parking and garage management plan shall be submitted to the City for review, and approved by the Director of Community Development. Said plan shall address parking lot access, space assignment(s), gate hours (if left open) general maintenance, signage and striping, delivery and other short-term parking allowances/requirements, guest parking, utility access and trash/recycling staging, and any other issues which affect the use and maintenance of the parking garage. The parking and garage management plan shall specify that the surety bond amount, as required in Condition No. 2 of this subsection, meets the minimum capital requirements to remedy a performance default. The applicant also shall provide 30-day transit passes to all tenants during the initial lease up period.

7. Private secure bicycle parking facility for residents (such as bike racks) shall be installed within the parking garage, or other appropriate areas on site, as approved by the Planning Division.

E. <u>Landscaping</u>

1. All landscaping shall be installed prior to final occupancy.

2. All vegetation shall be maintained in a flourishing manner, and kept free of all foreign matter, weeds and plant materials not approved as part of the landscape plan.

3. All irrigation shall be maintained in fully operational condition.

4. The property owner assumes all responsibility for maintaining all on-site landscaping and any landscaping in the public right-of-way adjacent to the property installed as part of the project, including the raised planters adjacent to the building along Grand Avenue and Quince Street, and any potted plants.

5. The raised landscape planter along Grand Avenue shall contain a mix or taller vertical materials at appropriate intervals and medium height shrubs to help screen pedestrian views into the parking garage. The raised planter along the Quince Street frontage also shall include the mix of taller and medium height planting materials, as the bio-filter design will accommodate. A metal trellis type feature also may be required to be installed in front of the garage ventilation screens to allow vines provide additional screening of the parking garage if vines attached to the ventilation screens will affect the effectiveness of the metal screens.

6. The landscaping on the triangular parcel (fronting 2nd Avenue) shall include an upgraded design to include specimen sized trees and a combination of appropriate shrubs, ground cover and other hardscape type features. Appropriate shrubs shall be installed along portions of the public utility easement (driveway and loading area) to help screen these areas. The storm drain basin shall incorporate an appropriate design to be a visual amenity for the project. The driveway entrance from 2nd Avenue shall incorporate decorative type elements into the final design (such as color concrete elements with additional scoring pattern, stamped concrete elements, or pavers).

7. Street trees shall be provided along each of the site's street frontages, in conformance with the Landscape Ordinance and the City of Escondido Street Tree List.

8. Five copies of detailed landscape and irrigation plans shall be submitted to the Engineering Services Department with the second submittal of the grading plan. The initial submittal of the landscape plans shall include the required plan check fees.

9. The landscape and irrigation plans shall be reviewed and approved by the Planning Division and Engineering Services Department prior to approval of the grading plans, and shall be equivalent or superior to the conceptual landscape plans included as part of the Master and Precise Development Plans, to the satisfaction of the Planning Division. The required landscape and irrigation plans(s) shall comply with the provisions, requirements and standards outlined in Article 62 (Landscape Standards) of the Escondido Zoning Code, except where stricter requirements are imposed by the State of California. The plans shall be prepared by, or under the supervision of, a licensed landscape architect.

10. The installation of the landscaping and irrigation shall be inspected by the project landscape architect upon completion. He/she shall complete a Certificate of Landscape Compliance certifying that the installation is in substantial compliance with the approved landscape and irrigation plans and City standards. The applicant shall submit the Certificate of Compliance to the Planning Division and request a final inspection.

F. ON-SITE MANAGEMENT PLAN

1. Prior to occupancy, the applicant shall submit a Management Plan that provides for ongoing maintenance of lighting, signing and striping, parkway landscaping and irrigation, storm water treatment basins, and facilities, common open spaces, public utilities easements areas, public walkways, and alley, etc. These provisions shall be approved by the Engineering Department prior to occupancy.

2. The Management Plan shall reference the recorded Storm Water Control Facility Maintenance Agreement and approved Storm Water Quality Management Plan for the project.

3. The Management Plan shall identify responsibility for liability for damage and repair to City utilities in the event that damage is caused by tenants, vehicles or personnel servicing the property or delivery personnel, and/or operation of maintenance personnel of the project.

4. The Management Plan shall state that if stamped concrete or decorative pavers or used within walkways within the City right-of-ways, any damage and repair/replacement shall be the responsibility of the management company and/or project owner.

ENGINEERING CONDITIONS OF APPROVAL

GENERAL

1. The applicant shall provide the City Engineer with a Subdivision Guarantee and Title Report covering subject property.

2. The location of all existing on-site and adjacent utilities and storm drain facilities shall be determined by the Developer's engineer. If a conflict occurs with the proposed project or improvements, arrangements for relocation of the conflicting utilities/facilities shall be made with the owner of the utility/facility prior to approval of the Grading plans and Final Map. This utility/facility relocation work shall be completed prior to issuance of Building Permits.

3. Improvement plans prepared by a Civil Engineer are required for all public street and utility improvements and a Grading/Private Improvement plan prepared by Civil Engineer is required for all grading, drainage and private onsite improvement design. Landscaping Plans shall be prepared by a Landscape Architect for the project.

4. The Developer shall post securities in accordance with the City prepared Bond and Fee Letter based on a final Engineer's Estimate of Grading and Improvements Cost prepared by the project engineer. The Developer is required to provide a Cash Clean Up deposit for all grading, landscaping, private Improvements and onsite drainage improvements prior to approval of Grading Plans and issuance of Grading Permit. This Cash Clean Up Deposit amount shall be 10% of the total cost of the project private improvements, drainage and landscaping. The Developer is required to provide Performance (100% of total public improvement cost estimate), Labor and Material (50% of total public improvement cost

estimate) and Guarantee and Warrantee (10 % of total public improvement cost estimate) bonds for all public improvements prior to approval of the Improvement Plans and issuance of Building Permits. All improvements shall be completed prior to issuance of a Certificate of Occupancy.

5. No Building Permits shall be issued for any construction within this Subdivision until the Final Subdivision Map is recorded and either:

   a) All conditions of the Tentative Subdivision Map have been fulfilled: or

   b) Those conditions unfulfilled at the time of an application for Building Permits shall be secured and agreements executed in a form and manner satisfactory to the City Attorney and City Engineer.

6. If site conditions change adjacent to the proposed development prior to completion of the project, the developer will be responsible to modify his/her improvements to accommodate these changes. The determination and extent of the modification shall be to the satisfaction of the City Engineer.

7. All public improvements shall be constructed in a manner that does not damage existing public improvements. Any damage shall be determined by and corrected to the satisfaction of the City Engineer.

8. The engineer shall submit to the Planning Department a copy of the Tentative Map as presented to the Planning Commission and the City Council together with any changes contained in the adopted final conditions of approval. The Tentative Map will be certified by the Planning Department verifying that it is an accurate reproduction of the approved Tentative Map and must be included in the first submittal for Final Map and grading plan check to the Engineering Department.

STREET IMPROVEMENTS AND TRAFFIC

1. Public street improvements shall be constructed to City Standards as required by the Subdivision Ordinance in effect at the time of the Tentative Map approval and to the satisfaction of the City Engineer. Specific details, including final concrete driveway apron design for the project entrances, concrete curb & gutter and sidewalk replacement, drainage, street lighting, etc. shall be resolved to the satisfaction of the City Engineer.

2. The Developer shall remove and replace all damaged sidewalk, curb and gutter, along all project frontages to the satisfaction of the City Engineer prior to issuance of a Certificate of Occupancy.

3. Access to this project shall be provided from W. 2nd Avenue and improved with an alley-type driveway apron in accordance with Escondido Standard Drawing No. G-5-E with a minimum throat width of 24 feet. The final location and design of this driveway apron and paved access into the project shall be approved by the City Engineer and City Fire Marshal as part of the Grading plans.

4. The project's access drive and unloading area shall be adequately illuminated from the project building structure to the satisfaction of the City Engineer and Building Official. This lighting shall be maintained by the Home Owner's Association.

5. All on-site driveways, and parking areas will be private. Typical sections and design details shall be to the satisfaction of the City Engineer and Community Development Director.

6. The Developer's engineer shall prepare and submit for approval by the City Engineer a complete final Signing and Striping plan for all improved and modified roadways. The developer will be responsible for removal of all existing and the construction of all new signing and striping in compliance with the current CA MUTCD standards and to the satisfaction of the City Engineer.

7. The developer will be required to install "No Parking – Bike Lanes" signs along the project's Quince Street frontage at 150-foot spacing. The signs shall be mounted on the street light poles where possible.

8. The Developer shall repaint all pavement striping and markings adjacent to the project that have been damaged and prematurely faded due to project construction traffic to the satisfaction of the City Engineer.

9. The developer will be required to provide a detailed detour and traffic control plan, for all construction within existing rights-of-way, to the satisfaction of the City Engineer. This plan shall be approved prior to the issuance of an Encroachment Permit for construction within the public right-of-way.

10. The developer may be responsible for an overlay of S. Quince Street due to the many utility trenches necessary to serve this project. The determination of the extent of the overlay shall be to the satisfaction of the City Engineer.

11. Adequate horizontal sight distance shall be provided at all driveways. Increased parkway widths, open space easements, and restrictions on landscaping may be required at the discretion of the City Engineer.

12. Pedestrian access routes shall be provided into the project to the satisfaction of the City Engineer and City Building Official.

13. All gated entrances shall be designed and improved to the satisfaction of the City Engineer and Fire Marshal.

14. The developer shall install trash capture devices on existing storm drain inlets along the project's frontage to the satisfaction of the City Engineer.

15. Existing driveways along the project's W. Grand Avenue and S. Quince Street frontages shall be completely removed and shall be replaced with full height curb, gutter, and sidewalk in accordance with City standards. curb, gutter, and sidewalk shall be replaced in-kind to match existing color and patterns.

16. Short-term parking spaces shall be installed along the project's W. Grand Avenue frontage to the satisfaction of the City Engineer. The parking spaces shall be installed to match the existing paving, color, patterns and striping along Grand Avenue.

17. Only those Mercado street furniture items, lighting fixtures, and architectural features specifically identified for removal or relocation shall be disturbed. All other items shall be protected in place and any damage to these items shall be corrected or compensated for to the satisfaction of the City Engineer and Director of Community Development. Before work in this area commences a final review and tabulation of the items in the Mercado right-of-way to be disturbed shall be approved by the City Engineer.

GRADING

1. A site grading and erosion control plan prepared by a registered Civil Engineer shall be approved by the Engineering Department. The first submittal of the grading plan shall be accompanied by 3 copies of the preliminary soils and geotechnical report. The soils engineer will be required to indicate in the soils report that he/she has reviewed the grading design and found it to be in conformance with his/her recommendations.

2. Any proposed retaining walls not a part of the building foundations or stem walls shall be shown on and permitted as part of the site grading plan. Profiles and structural details shall be shown on the site grading plan and the Soils Engineer shall state on the plans that the proposed retaining wall design is in conformance with the recommendations and specifications as outlined in the Geotechnical report. Structural calculations shall be submitted for review by a Consulting Engineer for all walls not covered by Regional or City Standard Drawings. Stem walls, foundation structures, or deepened footings that are to be constructed as part of a building structure will be permitted as part of the Building Dept. plan review and permit process.

3. Erosion control, including riprap, interim slope planting, sandbags, or other erosion control measures shall be provided to control sediment and silt from the project. The developer shall be responsible for maintaining all erosion control facilities throughout the project.

4. The developer shall be responsible for the recycling of all excavated materials designated as Industrial Recyclables (soil, asphalt, sand, concrete, land clearing brush and rock) at a recycling center or other location(s) approved by the City Engineer.

5. A Construction General Permit is required from the State Water Resources Control Board for all storm water discharges associated with a construction activity where clearing, grading, and excavation results in a land disturbance of one or more acres.

6. All blasting operations performed in connection with the improvement of the project shall conform to the City of Escondido Blasting Operations Ordinance.

7. All existing foundations and structures, other than those designated "to remain" on the Tentative Map, shall be removed or demolished from the site.

8. The developer will be required to obtain permission from adjoining property owners for any off-site grading necessary to construct the project and/or the required improvements.

9. All driveway grades shall conform to current Escondido Design Standards and Escondido Standard Drawings.

DRAINAGE

1. Final on-site and off-site storm drain improvements shall be determined to the satisfaction of the City Engineer and shall be based on a drainage study to be prepared by the Engineer of Work. The drainage study shall be in conformance with the City of Escondido Design Standards.

2. All on-site storm drains not in public easements are private. The responsibility for maintenance of these storm drains shall be that of the Home Owner's Association. Provisions stating this shall be included in the CC&Rs.

3. The project shall limit drainage flows to their pre-construction rates. Details and calculations for the detention basins shall be submitted and approved as part of the grading plan check.

4. A Storm Water Quality Management Plan (SWQMP) in compliance with the City's latest adopted Storm Water Design Manual shall be prepared for all newly created or replaced onsite impervious areas, impervious frontage, and required offsite improvements. The SWQMP shall be submitted for approval with the final improvement and grading plans. The SWQMP shall include hydro-modification calculations, treatment calculations, post-construction storm water treatment measures, and maintenance requirements.

5. All site drainage with emphasis on the parking and driveway areas shall be treated to remove expected contaminants using a high efficiency non-mechanical method of treatment. The City highly encourages the use of bio-retention areas as the primary method of storm water retention and treatment. The landscape plans will need to reflect these areas of storm water treatment.

6. The developer will be required to have the current owner of the property sign, notarize, and record a Storm Water Control Facility Maintenance Agreement.

WATER SUPPLY

1. All new water main locations and sizing shall be to the satisfaction of the City Engineer. Required water main improvements for the project shall include the design and construction of a 12-inch public water line in S. Quince Street, from 2nd Avenue to W. Valley Parkway, in accordance with the current City of Escondido Design Standards and Standard Drawings and to the satisfaction of the Utilities Engineer.

2. Fire hydrants together with an adequate water supply shall be installed at locations approved by the Fire Marshal. Fire hydrants shall connect to a minimum 8-inch water main.

3. A fire suppression sprinkler system shall be designed and constructed per current City of Escondido Design Standards and Standard Drawings and per the requirements of the Fire Marshal.

4. Water meters and back flow prevention devices shall not be installed within a driveway apron or private drive areas.

5. All on-site water lines and backflow prevention devices beyond the City water meter shall be considered a private water system. The property owner shall be responsible for all maintenance of these water lines and appurtenances.

6. No trees or deep rooted plants shall be planted within 10-feet of any water mains.

7. There shall be no permanent structures located within the City's Public Utilities Easements.

SEWER

1. A private 6-inch minimum PVC sewer lateral with a standard clean-out within 18-inches of the Public Utilities Easement or right-of-way shall be constructed for the project and shown on the Improvement and Grading plans. The private sewer lateral shall connect to the existing 18-inch sewer main in S. Quince Street. Sewer laterals less than 8-inches in diameter shall connect to the sewer main with a wye fitting or Inserta-Tee.

2. All sewer laterals shall be constructed per current City of Escondido Design Standards and Standard Drawings and per the current Uniform Plumbing Code.

3. No trees or deep rooted bushes shall be planted within 15-feet of any sewer main or within 10-feet of any sewer lateral. Sewer laterals shall be 5-feet horizontally clear from other utilities.

4. All sewer lateral(s) shall be considered a private sewer system. The Home Owners Association will be responsible for all maintenance of the sewer lateral(s) to the sewer main. Provisions stating this shall be included in the CC&Rs.

5. There shall be no permanent structures located within the City's Public Utilities Easements.

FINAL MAP - EASEMENTS AND DEDICATIONS

1. All easements, both private and public, affecting subject property shall be shown and delineated on the Final Map.

2. Public utility easements for sewer, water, storm drain, etc. which are deemed necessary by the City Engineer shall be granted to the City.

3. The project includes a street vacation of the public alley right-of-way within or adjoining the project boundary. Specific areas to be vacated shall be determined to the satisfaction of the City Engineer. A public utility easement shall be reserved over the portion of the alley to be vacated. The street vacation with the reservation of a public utility easement must be approved by the City Council prior to recordation of the Final Map.

4. The following public utility easements shall be granted to the City on the Final Map: 2-feet along S. Quince Street and 2-feet northerly of and in addition to the public utility easement reserved from the alley street vacation.

5. The developer is responsible for making the arrangements to vacate all streets or quitclaim all easements of record which conflict with the proposed development prior to approval of the final map. All street vacations shall be accomplished by means of a separate public hearing. If an easement of record contains an existing utility that must remain in service, proof of arrangements to quitclaim the easement once new utilities are constructed must be submitted to the City Engineer prior to approval of the Final Map. Building permits will not be issued for lots in which construction will conflict with existing easements, nor will any securities be released until the existing easements are quitclaimed.

REPAYMENTS AND FEES

1. A cash security shall be posted to pay any costs incurred by the City to clean-up eroded soils and debris, repair damage to public or private property and improvements, install new BMPs, and stabilize and/or close-up a non-responsive or abandoned project. Any moneys used by the City for cleanup or damage will be drawn from this security and the grading permit will be revoked by written notice to the developer until the required cash security is replaced. The cleanup cash security shall be released upon final acceptance of the grading and improvements for this project. The amount of the cash security shall be 10% of the total estimated cost of the grading, drainage, landscaping, and best management practices items of work with a minimum of $5,000 up to a maximum of $50,000, unless a higher amount is deemed necessary by the City Engineer.

2. The developer shall be required to pay all development fees of the City then in effect at the time, and in such amounts as may prevail when building permits are issued.

CC&Rs

1. Copies of the CC&Rs shall be submitted to the Engineering Department and Planning Department for approval prior to approval of the Final Map.

2. The developer shall make provisions in the CC&Rs for maintenance by the Home Owners' Association of private driveways, parking areas, private utilities (including sewer and water), storm water and drainage facilities, private street lighting, landscaping both onsite and within fronting public right-of-ways. These provisions must be approved by the Engineering Department prior to approval of the Final Map.

3. The CC&Rs must state that the Home Owners' Association assumes liability for damage and repair to City utilities in the event that damage is caused by the property owners' association when repair or replacement of private utilities is done.

4. The CC&Rs must state that (if stamped concrete is used in the private driveway) the homeowners' association is responsible for replacing the stamped concrete in kind if the City has to trench the street for repair or replacement of an existing utility.

UTILITY UNDERGROUNDING AND RELOCATION

1. All existing overhead utilities within the subdivision boundary or along fronting streets shall be relocated underground as required by the Subdivision Ordinance. The developer may

request a waiver of this condition by writing a letter to the City Engineer explaining his/her reasons for requesting the waiver. The developer will be required to pay a waiver fee as adopted by City Council resolution.

2. The developer shall sign a written agreement stating that he has made all such arrangements as may be necessary to coordinate and provide utility construction, relocation and undergrounding. All new utilities shall be constructed underground.

FIRE DEPARTMENT CONDITIONS

1. All fire underground line, fire sprinkler, fire alarm, and any standpipe systems shall comply with the current additions of NFPA and the California Fire Code.

2. All Fire protection system plans shall be deferred submittals to the Escondido Fire Department.

3. An approved paved access and approved adequate water supply shall be provided prior to any combustibles being brought to the site.

4. The number and location of FDC/ PIV 's shall be determined by the Fire Marshall. These devices shall not be on the building and shall be placed in an approved location.

5. Fire access shall be paved all-weather surface able to support the weight of the Fire apparatus (75,000 lbs.).

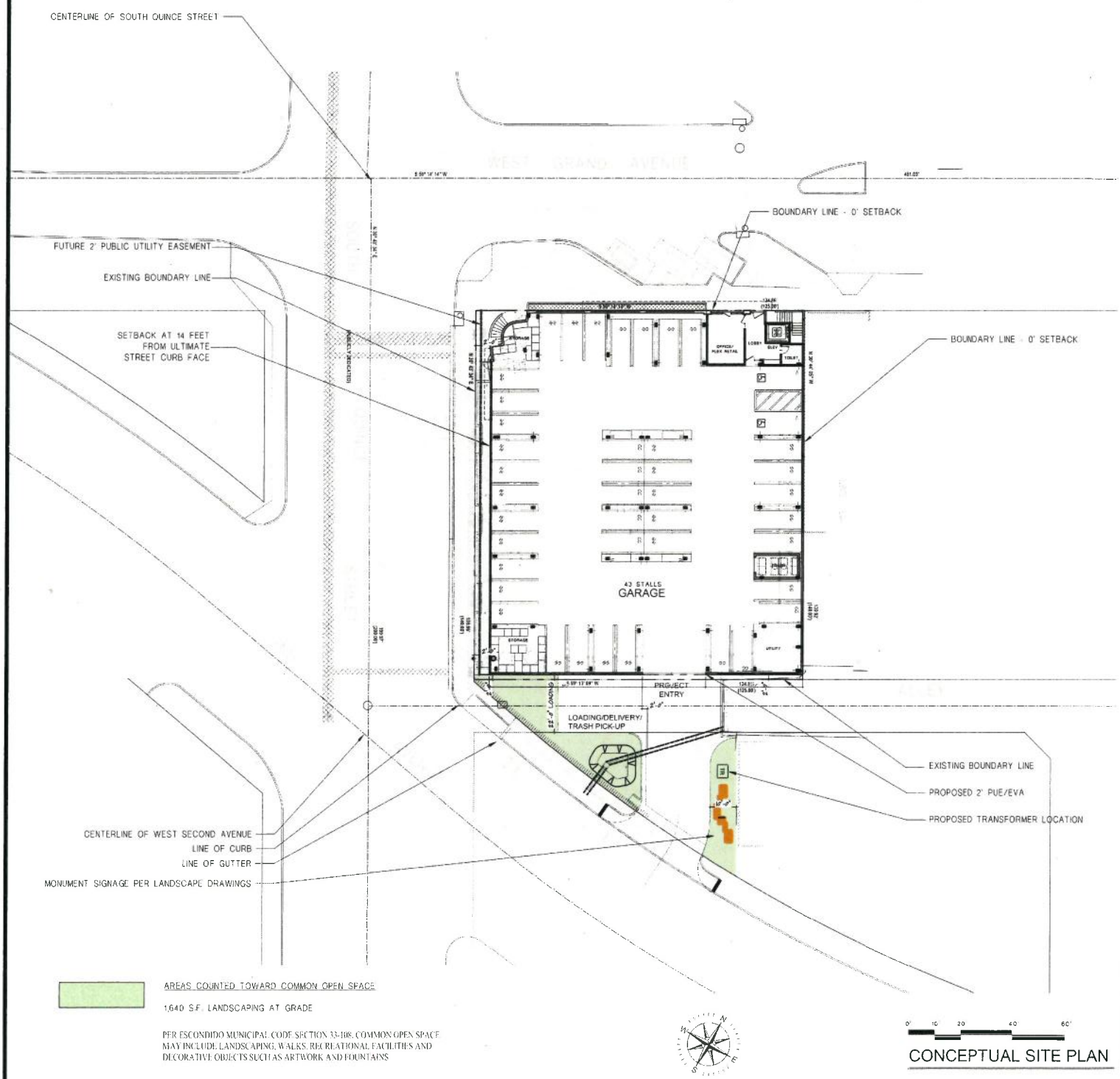
6. A minimum turning radius of 28ft inside shall be provided on all fire department access roadways, to the satisfaction of the Fire Marshal.

7. An adequate water supply with minimum fire flow shall be as determined by the Fire Marshal.

8. Fire lanes shall be designated and approved by the Fire Marshal and painted red with white letter, marked "no parking fire lane." Fire lane shall be maintained by the project management company for the duration of the project.

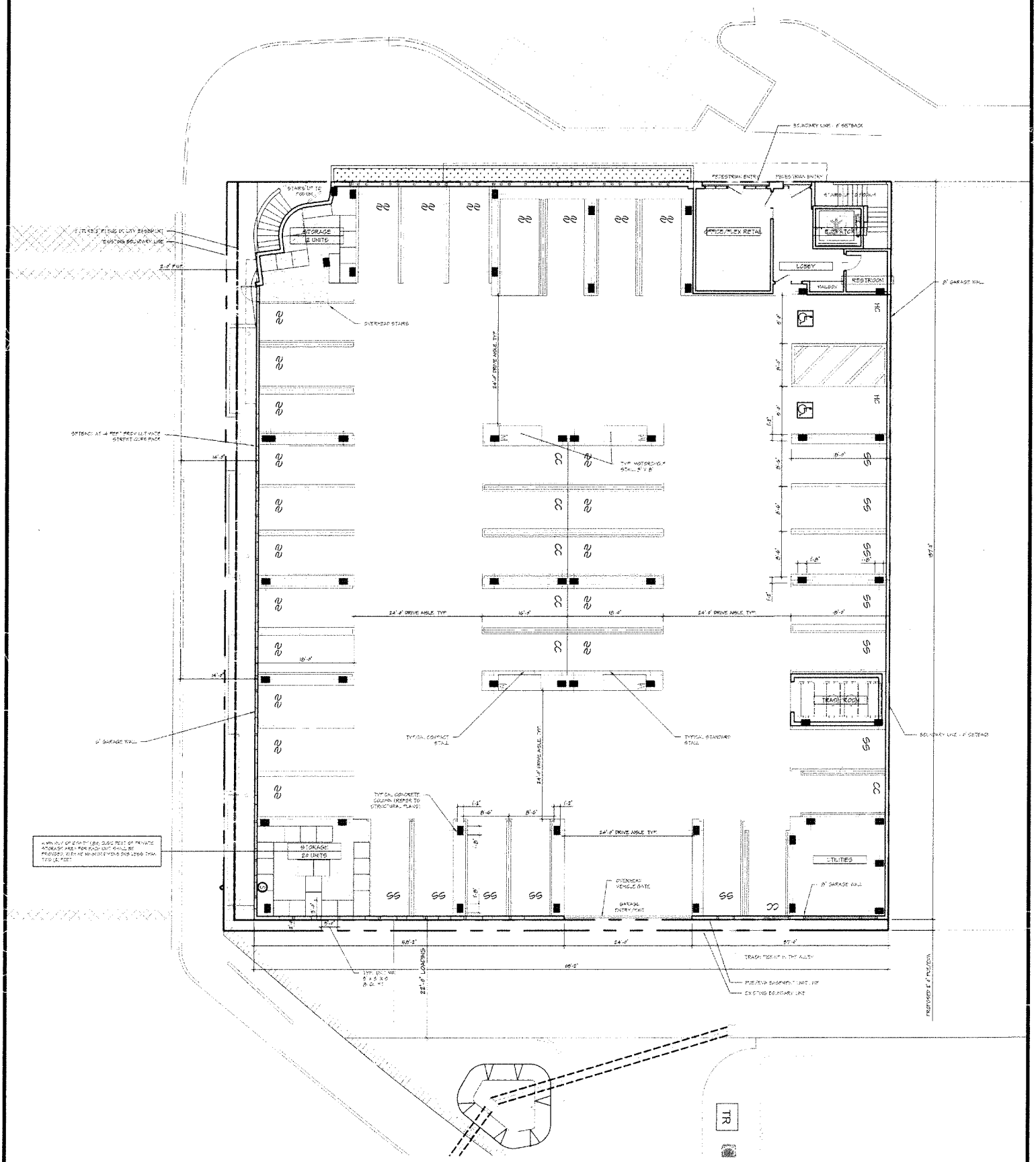
9. Bollards may be required for fire hydrants in close proximity to vehicular traffic aisles.

EXHIBIT "D"



PROPOSED PROJECT: SUB 18-0008

SITE PLAN



PROPOSED PROJECT: SUB 18-0008

ENLARGED SITE PLAN

AERIAL VIEW FROM QUINCE

CORNER OF QUINCE AND GRAND

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL RENDERINGS

CORNER OF QUINCE AND GRAND

WEST GRAND AVENUE LOOKING TOWARDS WEST

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL RENDERINGS

VIEW OF SOUTH QUINCE ELEVATION

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL RENDERINGS

PROPOSED PROJECT: SUB 18-0008

COLOR SCHEME

DE - DUNN EDWARDS STUCCO COLORS
DE 6232 - ABSTRACT WHITE
DE 6233 - LIMESTONE
DE 6232 - SERENE THOUGHT

POWDER-COATED ALUMINUM STOREFRONT

20" X 12" ILLUMINATED VERTICAL BUILDING SIGNAGE - PALATINO

METAL RAILING - WHITE

EXTERIOR CEMENT PLASTER -LITE SAND FINISH

VINYL WINDOW / GLAZING - WHITE

18" X 18" GLOSSY ELEVATION TILE

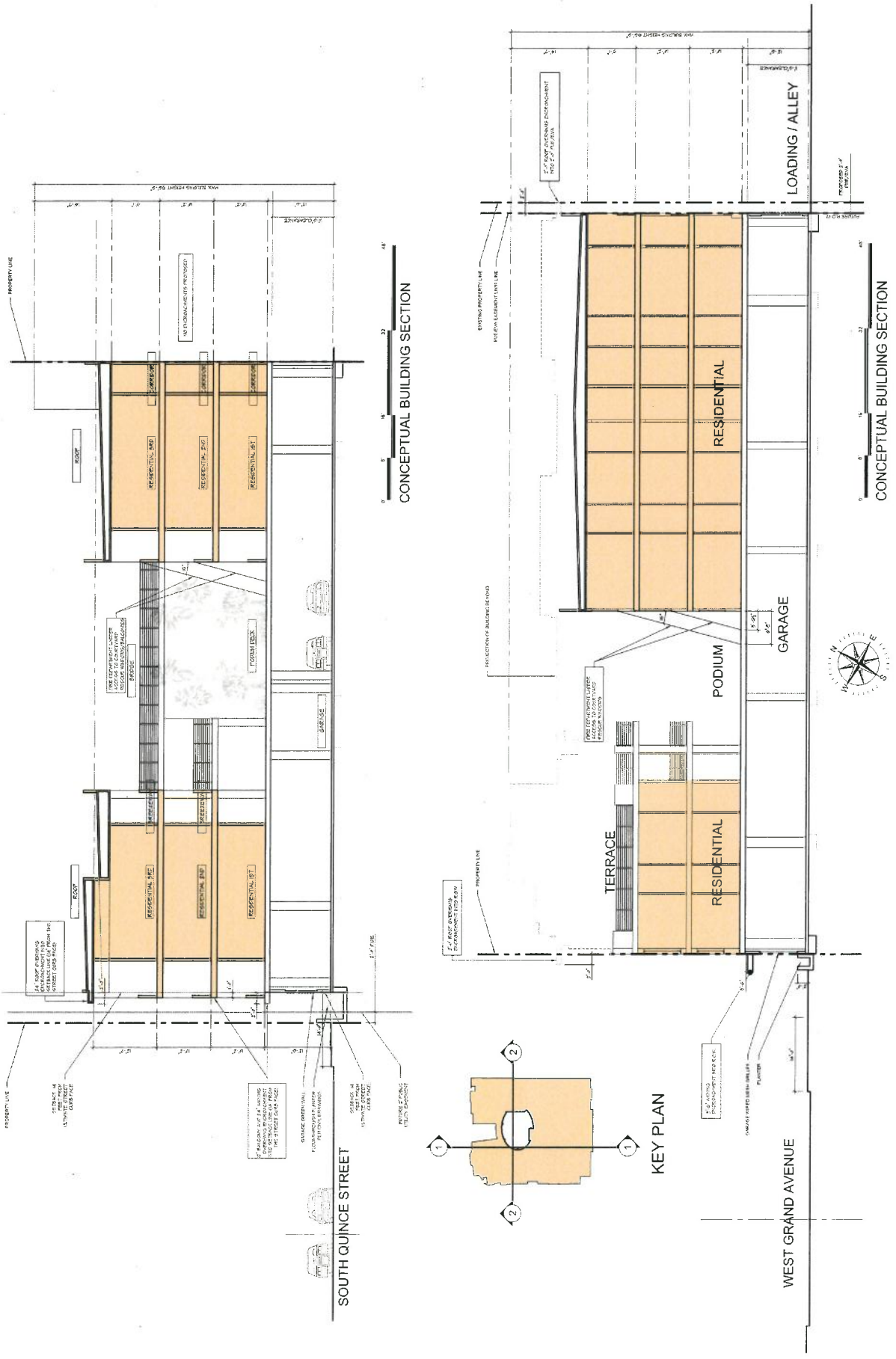
STONE VENEER OR SIMILAR

INTEGRAL COLOR BURNISHED STACKED BLOCK

GREEN WALL - TOURNESOL SYSTEM OR EQUAL

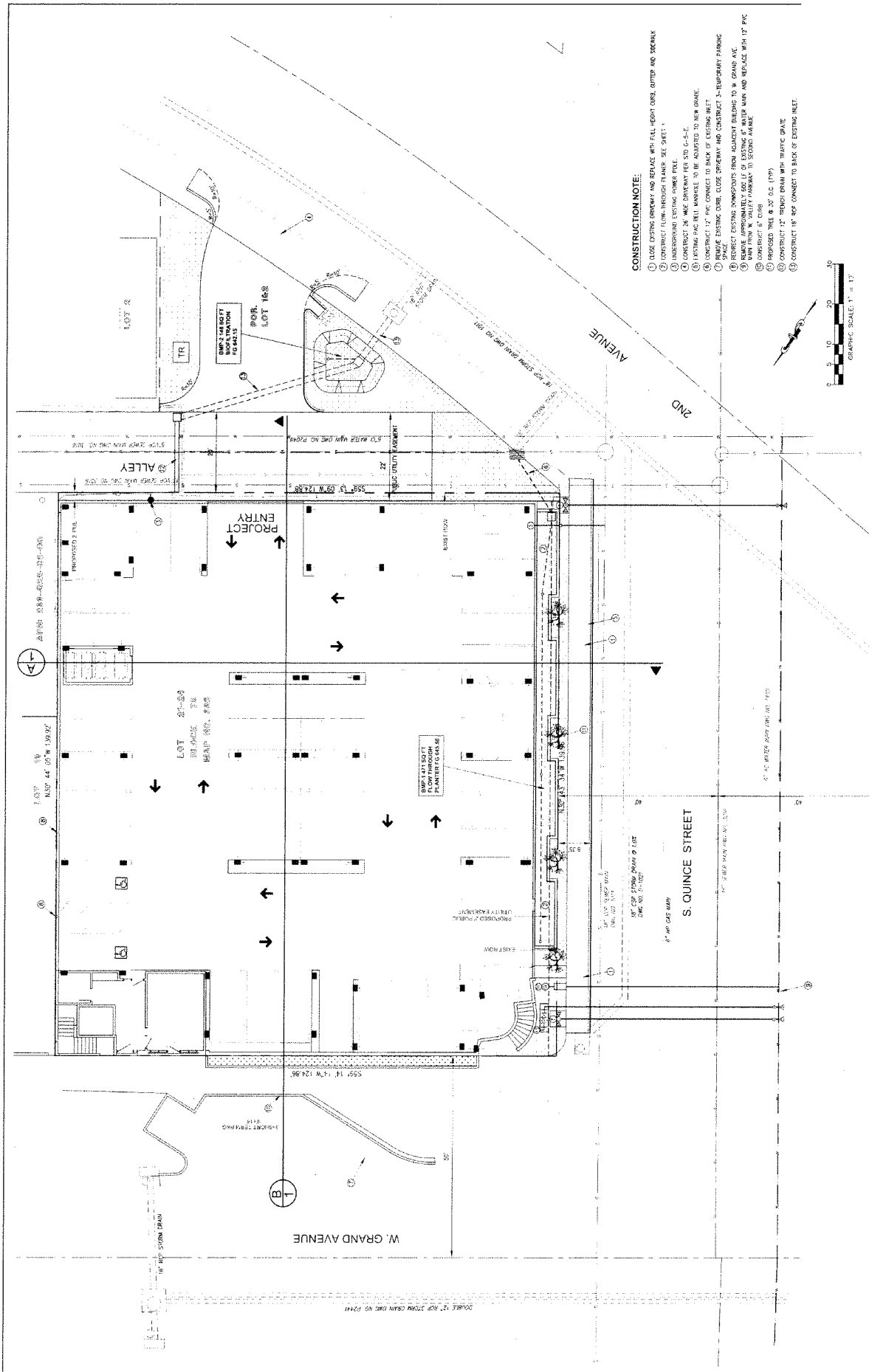
EXTECH KINETIC WALL OR EQUAL

PROPOSED COLOR SCHEME AND MATERIALS



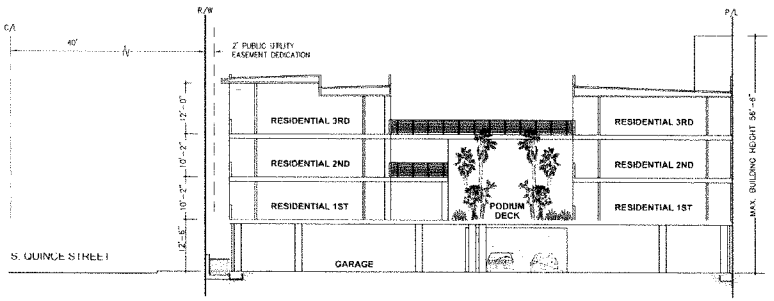
PROPOSED PROJECT: SUB 18-0008

BUILDING SECTIONS

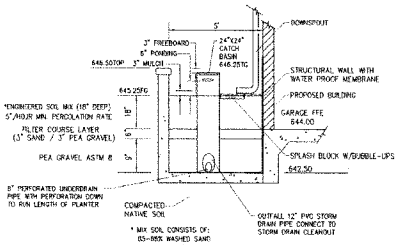

CONSTRUCTION NOTE:
1 CLOSE EXISTING DRIVEWAY AND REPLACE WITH FULL HEIGHT CURB, GUTTER AND SIDEWALK
2 CONSTRUCT FLOW-THROUGH PLANTER. SEE SHEET 1
3 UNDERGROUND EXISTING POWER POLE
4 CONSTRUCT 26' WIDE DRIVEWAY PER STD G-5-E.
5 EXISTING PAC BELL MANHOLE TO BE ADJUSTED TO NEW GRADE.
6 CONSTRUCT 12" PVC CONNECT TO BACK OF EXISTING INLET.
7 REMOVE EXISTING CURB, CLOSE DRIVEWAY AND CONSTRUCT 3-TEMPORARY PARKING SPACE
8 REDIRECT EXISTING DOWNSPOUTS FROM ADJACENT BUILDING TO W GRAND AVE
9 REMOVE APPROXIMATELY 100 LF OF EXISTING 8" WATER MAIN AND REPLACE WITH 12" PVC WATER MAIN. INSTALL FIRE HYDRANT TO SOUTH AVENUE
10 CONSTRUCT 6" CURB
11 PROPOSED TREE @ 30' O.C. (TYP)
12 CONSTRUCT 12" TRENCH DRAIN WITH TRAFFIC GRATE
13 CONSTRUCT 18" RCP CONNECT TO BACK OF EXISTING INLET.
GRAPHIC SCALE: 1" = 10'
2ND AVENUE
ALLEY
PROJECT ENTRY
S. QUINCE STREET
W. GRAND AVENUE
BMP-2 148 SQ FT BIOFILTRATION FG 647.15
BMP-3 471 SQ FT FLOW-THROUGH PLANTER FG 644.86
LOT 18
LOT 19
LOT 20
LOT 21
LOT 22
TR
PROPOSED 2 FIRE
EXISTING
PROPOSED PUBLIC UTILITY EASEMENT
EXISTING 6" WATER MAIN
EXISTING 8" WATER MAIN
EXISTING 16" RCP STORM DRAIN
EXISTING 12" RCP STORM DRAIN
EXISTING 8" SEWER MAIN
EXISTING 6" GAS MAIN
EXISTING 18" RCP STORM DRAIN
EXISTING 8" SEWER MAIN
EXISTING 6" WATER MAIN
EXISTING 8" WATER MAIN
EXISTING 6" GAS MAIN
EXISTING 18" RCP STORM DRAIN
EXISTING 12

PROPOSED PROJECT: SUB 18-0008

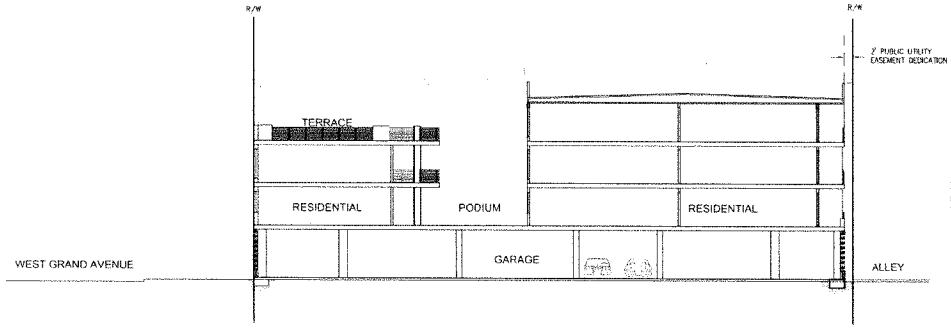
TENTATIVE MAP



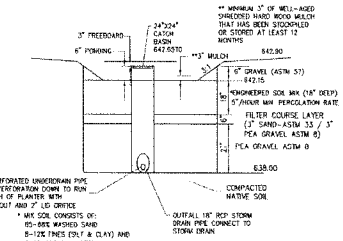
SECTION-A
NOT TO SCALE



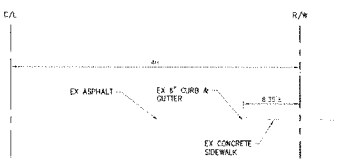
BMP-1 BIOFILTRATION BF-1
FLOW TROUGH PLANTER
NOT TO SCALE



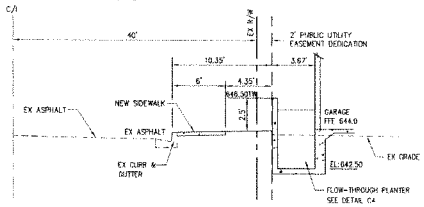
SECTION-B
NOT TO SCALE



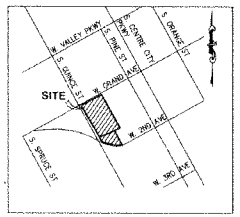
BMP-2 BIOFILTRATION BF-1
NOT TO SCALE



S. QUINCE STREET SECTION-EXISTING
NOT TO SCALE



S. QUINCE STREET SECTION-ULTIMATE
NOT TO SCALE



VICINITY MAP
N.T.S.

LEGEND

ITEM	SYMBOL
PROPERTY BOUNDARY	
6" CURB & GUTTER	
CONCRETE SIDEWALK	
ASPHALT	
LANDSCAPE	
12" PVC STORM DRAIN PIPE @ 0.3% EXCEPT AS NOTED	
CATCH BASIN SIZE PER PLAN	
FLOW THROUGH PLANTER	
TRENCH RESURFACING	
6" SEWER SERVICE	S
2" WATER SERVICE WITH BACK FLOW PREVENTER	W BP
8" FIRE SERVICE	FS
12" PVC WATER MAIN	W
FLOW	
RIPRAP	
ACCESS RIGHTS TO BE RELINQUISHED	

NOTES:

1. WATER SERVICE BY THE CITY OF ESCONDIDO.
2. SEWER DISPOSAL BY THE CITY OF ESCONDIDO.
3. GAS & ELECTRIC SERVICE BY SDG&E
4. ALL IMPROVEMENTS SHALL BE TO CITY STANDARDS.
5. ASSESSOR'S PARCEL NO.: 233-022-01-00 AND 233-022-02-00
6. EXISTING ZONING: S-P (SPECIFIC PLAN, MERCADO PLAN)
7. PROPOSED ZONING: S-P (SPECIFIC PLAN, MERCADO PLAN)
8. GENERAL PLAN DESIGNATION: DOWNTOWN SPECIFIC PLAN
9. ALL UTILITIES SHALL BE UNDERGROUND.
10. CUT= 1,006 C.Y. FILL= 0 C.Y. EXPORT= 1,006 C.Y.

TOTAL GROSS AREA:
17,474 SF, 0.401 ACRES LOTS 20-24
4,007 SF, 0.092 ACRES FOR LOTS 1&2 AND ALLEY

SITE DESIGN DATA:
EXISTING NUMBER OF LOTS IS: 4
PROPOSED NUMBER OF LOTS IS : 1
TOTAL NUMBER OF BUILDINGS: 1
TOTAL NUMBER OF CONDOMINIUM UNITS
RESIDENTIAL: 32
COMMERCIAL: 1
PARKING REQUIRED: 81
PARKING PROVIDED: 43
INCLUDING 2 HANDICAPPED

SITE ADDRESS:
555 W. GRAND AVENUE
ESCONDIDO, CA

LEGAL DESCRIPTION:
LOTS 20 THROUGH 24 OF BLOCK 75 OF MAP NO. 326
TOGETHER WITH A PORTION OF LOTS 1&2 AND PORTION OF ADJACENT ALLEY CLOSED TO PUBLIC USE

ASSESSOR'S PARCEL NUMBER:
233-022-01-00 AND 233-022-02-00 AND 233-022-21

CONDOMINIUM NOTE:
THIS IS A MAP OF A CONDOMINIUM PROJECT AS DEFINED IN SECTION 4125 OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF CONDOMINIUM UNITS IS 33. (32 RESIDENTIAL CONDOMINIUM UNIT AND 1 COMMERCIAL CONDOMINIUM UNIT).

TOPOGRAPHY PREPARED BY:
DASK LAND SURVEYING
970 WEST VALLEY PARKWAY, # 621
ESCONDIDO, CA 92025
TELEPHONE (760) 740-1383
DATED: JUNE 8, 2018 AND JANUARY 28, 2019

BENCH MARK
PER CITY OF ESCONDIDO VERTICAL CONTROL
FOUND BENCHMARK NO. 563
DESCRIPTION CHISELED BOX ON TOP OF CURB, ON THE SOUTHWEST CORNER OF QUINCE STREET AND WEST VALLEY PARKWAY, AT THE EAST SIDE OF PEDESTRIAN RAMP
ELEVATION: 642.48 FEET NGVD 29

EASEMENT NOTE:
NONE

OWNER'S CERTIFICATE

WE HEREBY CERTIFY THAT WE ARE THE RECORD OWNERS OF THE PROPERTY SHOWN ON THIS VESTING TENTATIVE SUBDIVISION MAP AND THAT SAID MAP SHOWS ALL OUR CONTIGUOUS OWNERSHIP IN WHICH WE HAVE ANY DEED OR TRUST INTEREST. WE UNDERSTAND THAT OUR PROPERTY IS CONSIDERED CONTIGUOUS EVEN IF IT IS SEPARATED BY ROADS, STREETS, UTILITY EASEMENTS, OR RAILROAD RIGHTS-OF-WAY.

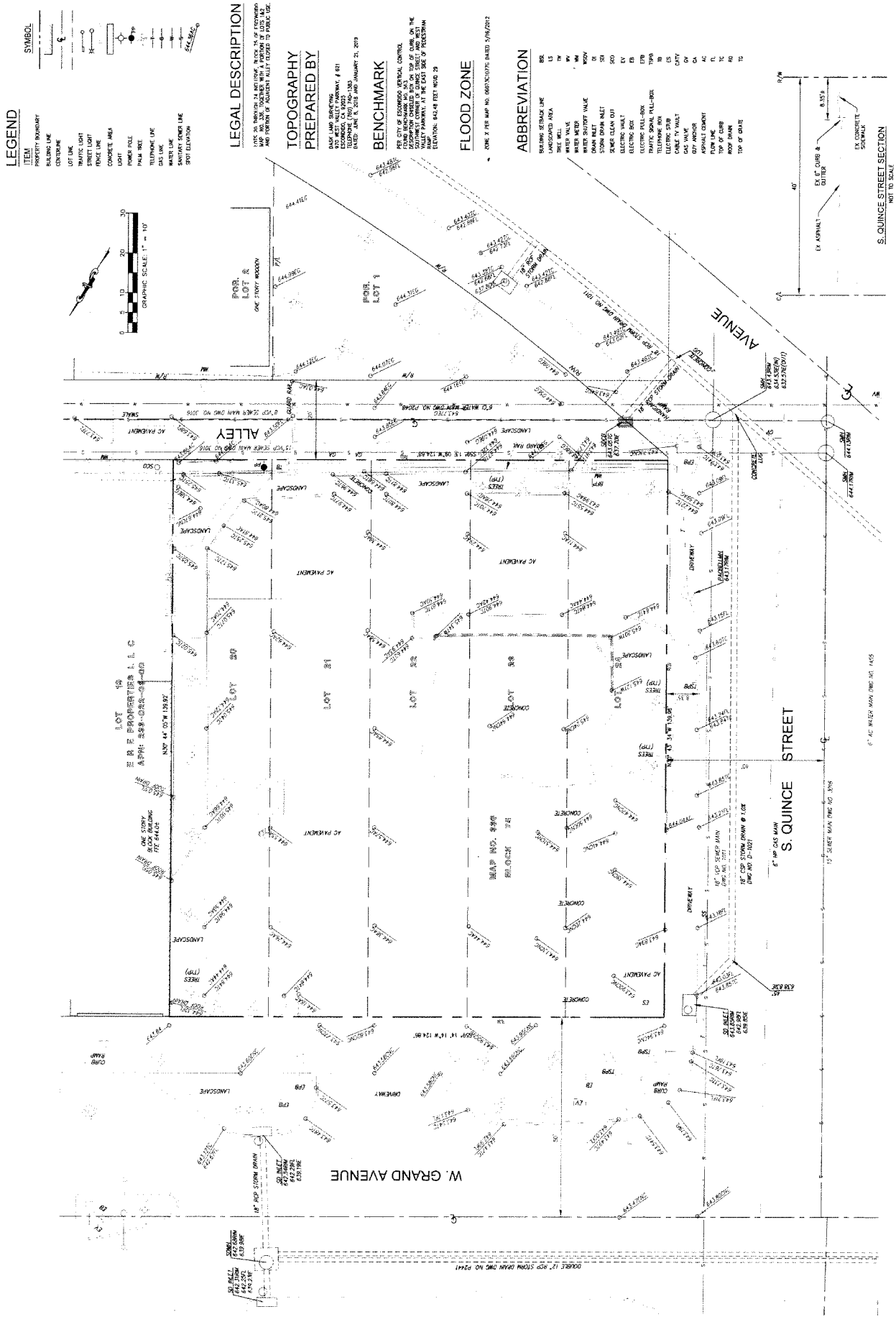
BY: _____ DATE

555 W. GRAND AVENUE, LLC
3305 JASMINE PLACE
ESCONDIDO, CA 92025
TEL: (858) 752-4121

APPLICANT/DEVELOPER

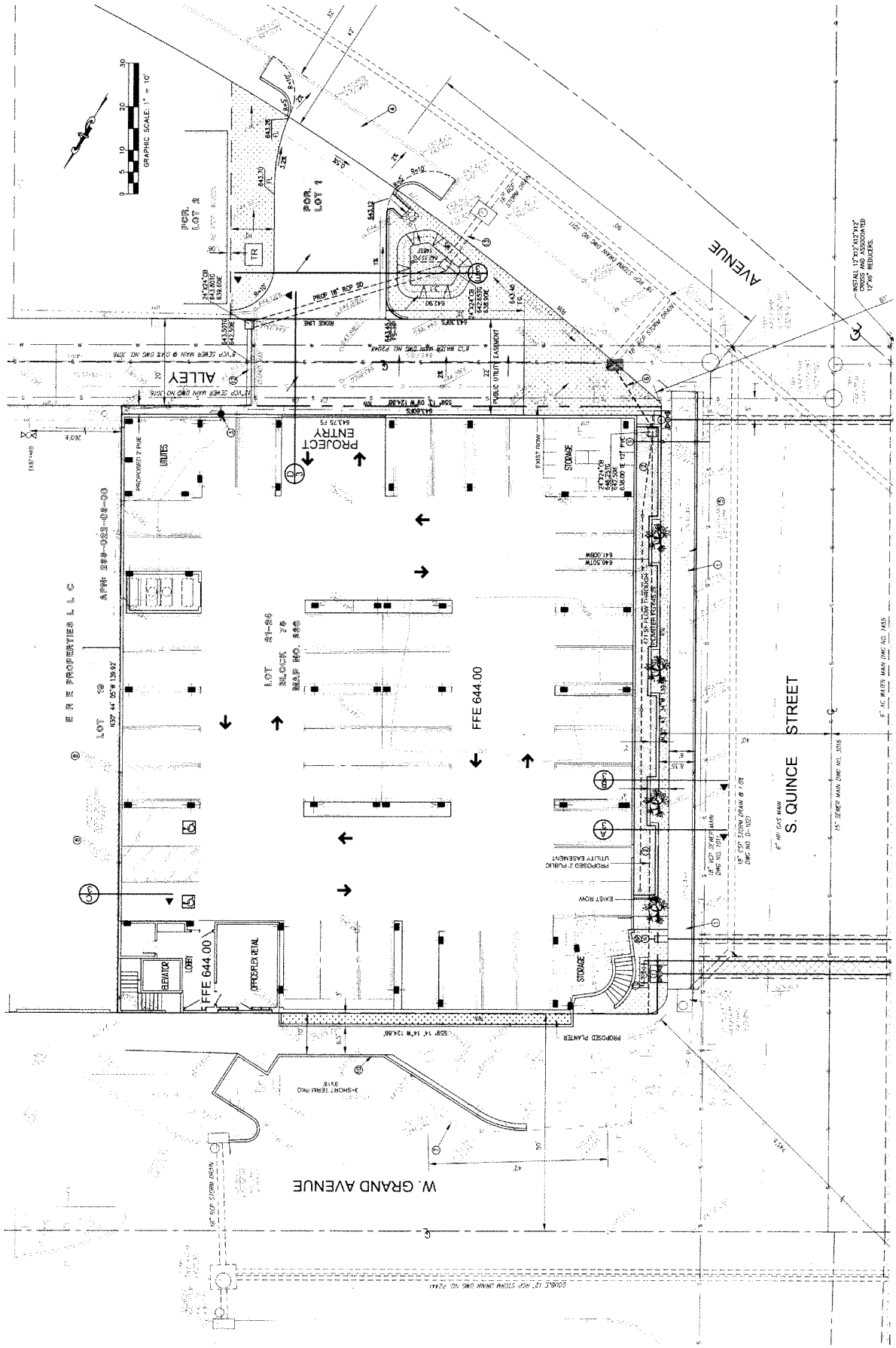
555 W. GRAND AVENUE, LLC
3305 JASMINE PLACE
ESCONDIDO, CA 92025
(858) 752-4121
EMCOY1965@GMAIL.COM

BY: _____
EDWARD MCCOY DATE



PROPOSED PROJECT: SUB 18-0008

EXISTING TOPOGRAPHY

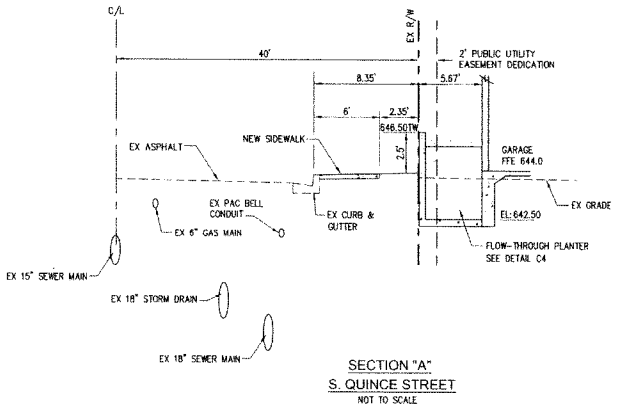


PROPOSED PROJECT: SUB 18-0008

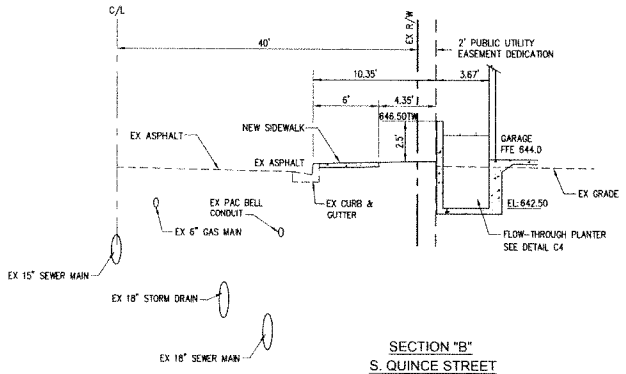
GRADING PLAN

PROPOSED PROJECT: SUB 18-0008

GRADING PLAN



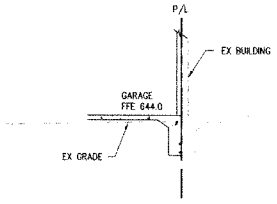
SECTION "A"
S. QUINCE STREET
NOT TO SCALE



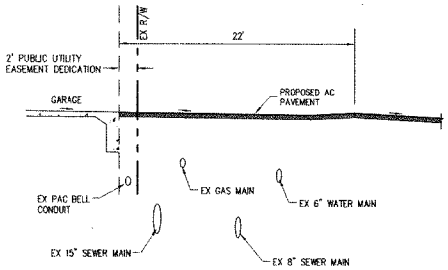
SECTION "B"
S. QUINCE STREET
NOT TO SCALE

LEGEND

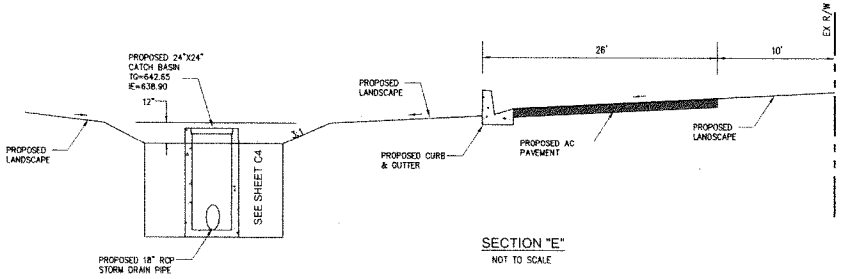
ITEM	SYMBOL
PROPERTY BOUNDARY	
6" CURB & GUTTER	
CONCRETE SIDEWALK	
ASPHALT	
LANDSCAPE	
12" PVC STORM DRAIN PIPE @ 0.3% EXCEPT AS NOTED	
CATCH BASIN SIZE PER PLAN	
FLOW THROUGH PLANTER	
TRENCH RESURFACING	
6" SEWER SERVICE	S
2" WATER SERVICE WITH BACK FLOW PREVENTER	W BF
8" FIRE SERVICE	FS
FIRE HYDRANT	
12" PVC WATER MAIN	W W
FLOW	
RIPRAP	
ACCESS RIGHTS TO BE RELINQUISHED	



SECTION "C"
NOT TO SCALE



SECTION "D"
NOT TO SCALE



SECTION "E"
NOT TO SCALE

CONSTRUCTION NOTE:

1. CLOSE EXISTING DRIVEWAY AND REPLACE WITH FULL HEIGHT CURB, GUTTER AND SIDEWALK
2. CONSTRUCT FLOW-THROUGH PLANER. SEE DETAIL C3
3. UNDERGROUND EXISTING POWER POLE.
4. CONSTRUCT 26' WIDE DRIVEWAY PER STD G-5-E.
5. EXISTING PAC BELL MANHOLE TO BE ADJUSTED TO NEW GRADE.
6. CONSTRUCT 12" PVC CONNECT TO BACK OF EXISTING INLET.
7. REMOVE EXISTING CURB, CLOSE DRIVEWAY AND CONSTRUCT 3~TEMPORARY PARKING SPACE.
8. REDIRECT EXISTING DOWNSPOUTS FROM ADJACENT BUILDING TO W. GRAND AVE.
9. REMOVE APPROXIMATELY 800 LF OF EXISTING 6" WATER MAIN AND REPLACE WITH 12" PVC MAIN FROM W. VALLEY PARKWAY TO SECOND AVENUE
10. CONSTRUCT 6" CURB
11. PROPOSED TREE @ 30' O.C. (TYP)
12. CONSTRUCT 12" TRENCH DRAIN WITH TRAFFIC GRATE
13. CONSTRUCT 18" RCP CONNECT TO BACK OF EXISTING INLET.

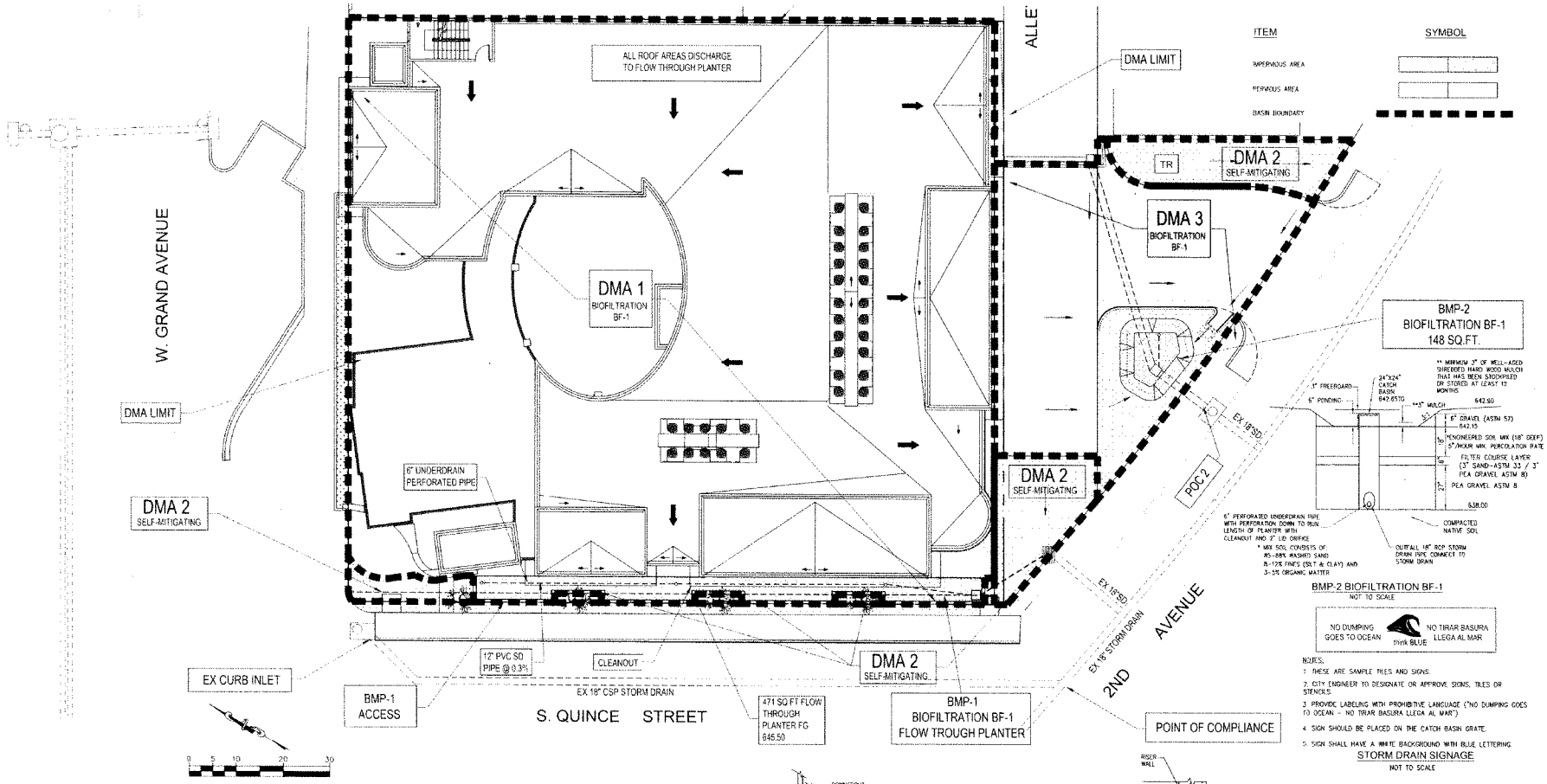
GRADING QUANTITIES

GRADED AREA	0.40	[ACRES]	MAX. CUT DEPTH	2.00	[FT]
CUT QUANTITIES	1,000	[CYD]	MAX CUT SLOPE RATIO (2:1MAX)	0	
FILL QUANTITIES	0	[CYD]	MAX. FILL DEPTH	0	[FT]
EXPORT	1,000	[CYD]	MAX FILL SLOPE RATIO (2:1MAX)	0	

THIS PROJECT PROPOSES TO EXPORT 1,000 CUBIC YARDS OF MATERIAL FROM THIS SITE. ALL EXPORT MATERIAL SHALL BE DISCHARGED TO A LEGAL DISPOSAL SITE. THE APPROVAL OF THIS PROJECT DOES NOT ALLOW PROCESSING AND SALE OF THE MATERIAL. ALL SUCH ACTIVITIES REQUIRE A SEPARATE CONDITIONAL USE PERMIT. EARTHWORK QUANTITIES SHOWN ARE FOR ESTIMATING PURPOSES ONLY. ACTUAL QUANTITIES MAY VARY DUE TO SHRINKAGE, LOSSES DUE TO CLEARING OPERATIONS, COMPACTION, SATTLEMENT, ETC. CONTRACTOR SHOULD VERIFY QUANTITIES PRIOR TO BIDDING.

PROPOSED PROJECT: SUB 18-0008

POST CONSTRUCTION BMP PLAN



BMP-2 BIOFILTRATION BF-1
NOT TO SCALE

NOTES:
1. THESE ARE SAMPLE FILES AND SIGNS.
2. CITY ENGINEER TO DESIGNATE OR APPROVE SIGNS, TILES OR STENCILS.
3. PROVIDE LABELING WITH PROHIBITIVE LANGUAGE ("NO DUMPING GOES TO OCEAN - NO TIRAR BASURA LLEGA AL MAR")
4. SIGN SHOULD BE PLACED ON THE CATCH BASIN GRATE.
5. SIGN SHALL HAVE A WHITE BACKGROUND WITH BLUE LETTERING.

STORM DRAIN SIGNAGE
NOT TO SCALE

IMPERVIOUS/PERVIOUS TABLE

	NON-PERVIOUS AREA (SQ.FT.)	PERVIOUS AREA (SQ.FT.)	TOTAL (SQ.FT.)
EXISTING	14,448	7,110	21,558
PROPOSED	19,189	2,369	21,558

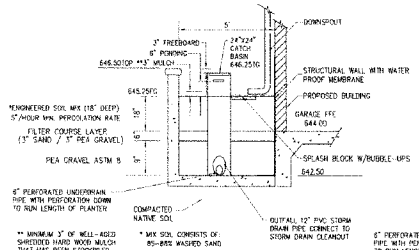
DRAINAGE MANAGEMENT AREAS

DMA	SURFACE (SQ FT.) HARDSCAPE/ROOF	LANDSCAPE	TOTAL (SQ FT.)	TYPE OF STRUCTURAL BMP
DMA 1	16,746	471	17,220	BIOFILTRATION BF-1
DMA 2	0	1,274	1,274	SELF-MITIGATING
DMA 3	2,420	644	3,064	BIOFILTRATION BF-1
		TOTAL	21,558	

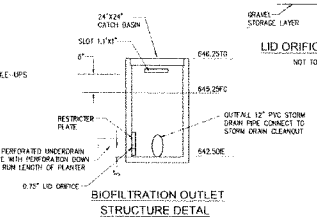
SOURCE CONTROL BMP's

A	STENCIL ON-SITE: "NO DUMPING GOES TO OCEAN"
B	INDOOR & STRUCTURAL PEST CONTROL
C	LANDSCAPE / OUTDOOR PESTICIDE
D	REFUSE AREA:DO NOT DUMP HAZARDOUS MATERIALS HERE"
E	FIRE SPRINKLER TEST WATER TO DRAIN TO THE SANITARY SEWER
F	PLAZA, SIDEWALKS, SWEEP REGULARLY , COLLECT DEBRIS. COLLECT WASHWATER AND DISCHARGE TO SANITARY SEWER

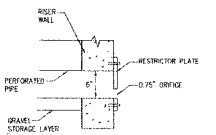
OTHER POTENTIAL POLLUTANT SOURCE AREAS PRESENT
- ONSITE STORM DRAIN INLETS
- INTERIOR FLOOR DRAINS AND ELEVATOR SHAFT SUMP PUMPS
- INTERIOR PARKING GARAGE



BMP-1 BIOFILTRATION BF-1
FLOW TROUGH PLANTER
NOT TO SCALE



BIOFILTRATION OUTLET
STRUCTURE DETAL
NOT TO SCALE



LID ORIFICE DETAIL
NOT TO SCALE

GROUNDWATER
THERE IS NO UNDERGROUND WELLS ON-SITE PER WATERBOARDS GAMA GEOTRACKER.

HYDROLOGIC SOIL GROUP
THE ENTIRE SITE IS CLASSIFIED AS PsC PLACENTIA SANDY LOAM SOIL TYPE C PER NRCS WEB SOILS

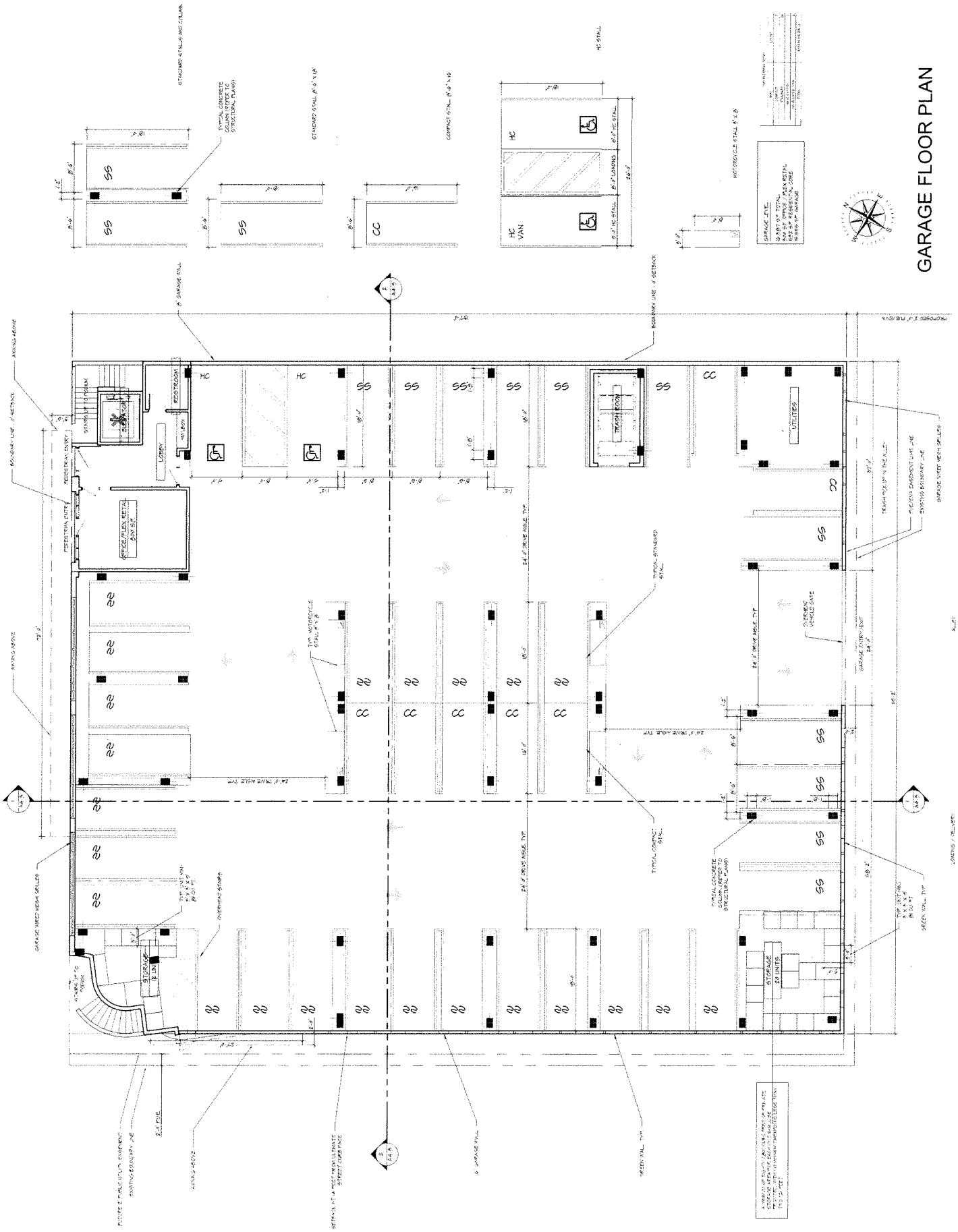
CCSYA NOTE:
PROJECT IS NOT WITHIN OR DOESN'T RECEIVE OR DRAINS FROM CRITICAL COARSE SEDIMENT YIELD AREAS.

BMP CATEGORY/TYPE
-BIOFILTRATION BF-1 NO INFILTRATION

TOTAL SITE AREA
21,558 SQ. FT.

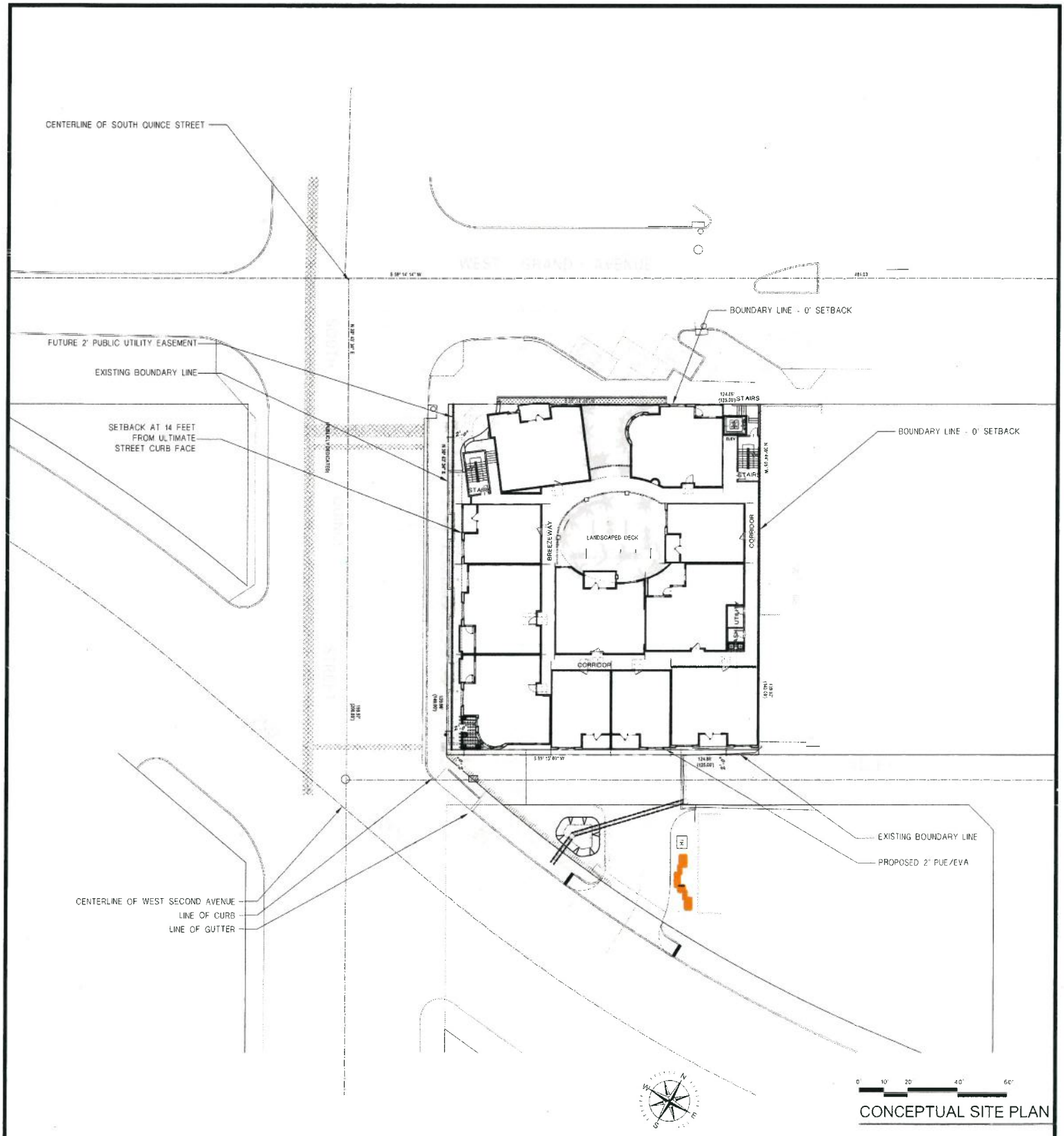
TOTAL DISTURBED AREA
21,558 SQ. FT.

POST CONSTRUCTION BMP PLAN



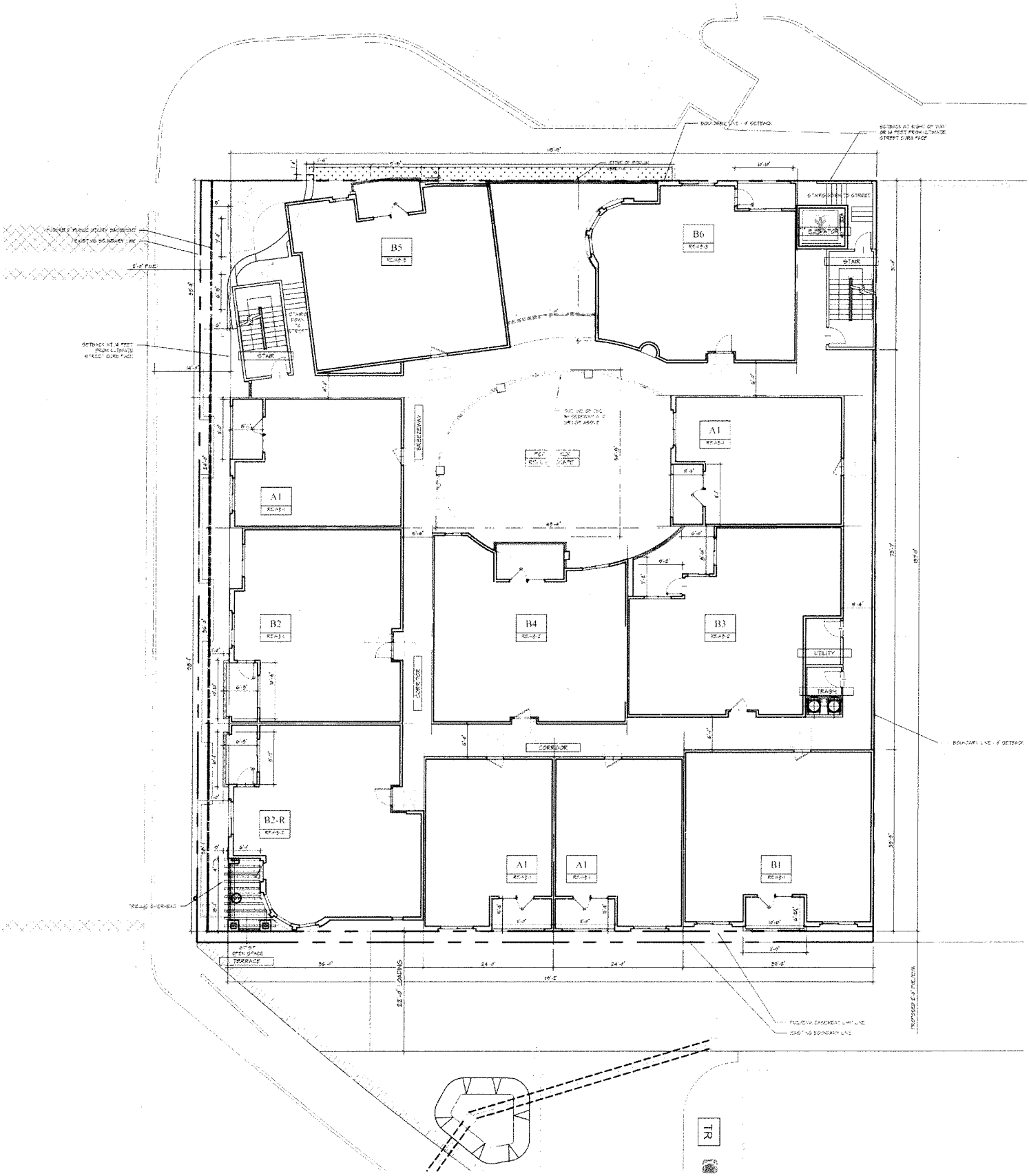
PROPOSED PROJECT: SUB 18-0008

GARAGE FLOOR PLAN



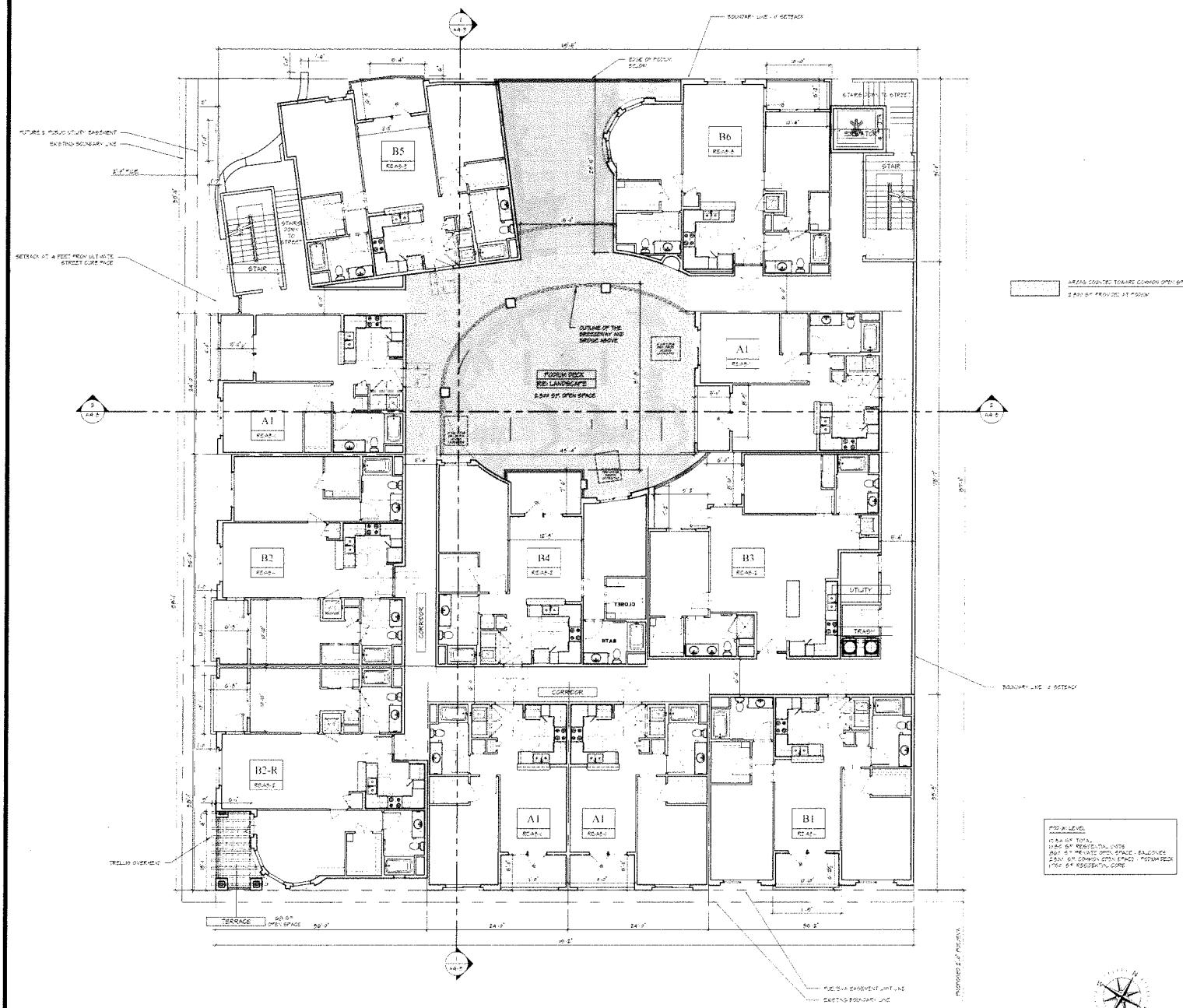
PROPOSED PROJECT: SUB 18-0008

SITE PLAN (PODIUM LEVEL)



PROPOSED PROJECT: SUB 18-0008

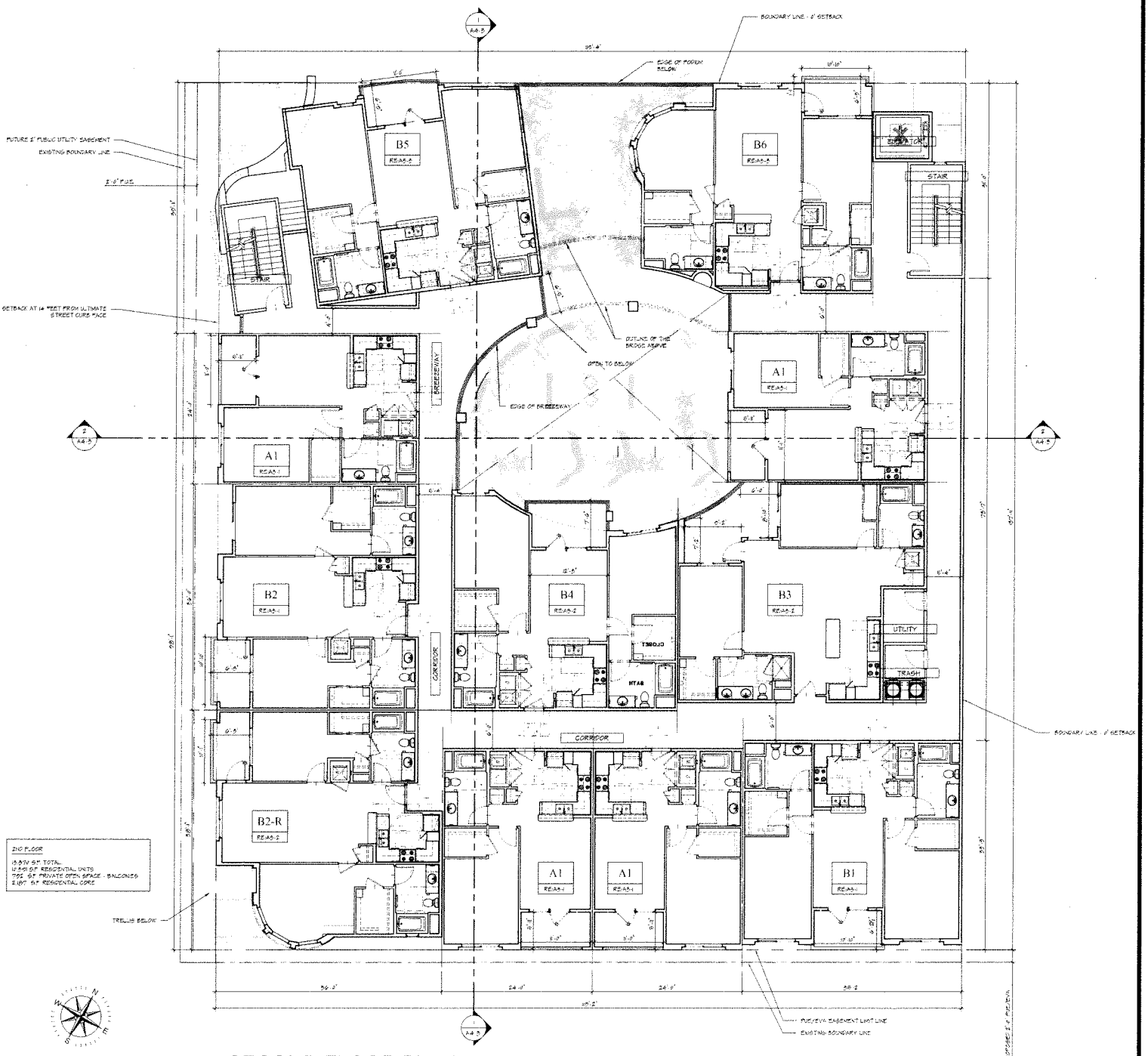
ENLARGED SITE PLAN (PODIUM LEVEL)



PODIUM FLOOR PLAN

PROPOSED PROJECT: SUB 18-0008

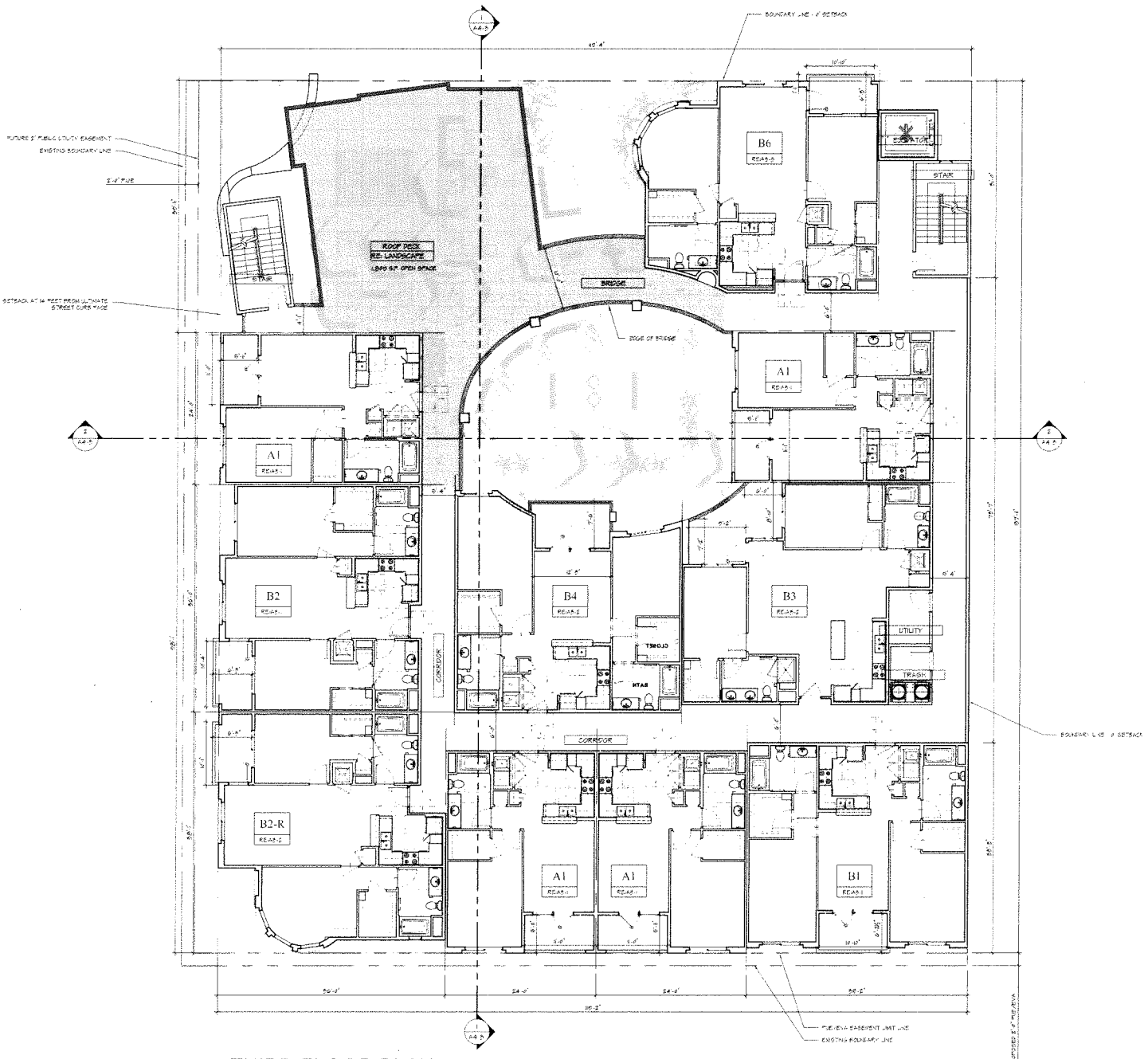
PODIUM FLOOR PLAN



SECOND FLOOR PLAN

PROPOSED PROJECT: SUB 18-0008

SECOND FLOOR PLAN



THIRD FLOOR PLAN

AREAS COUNTED TOWARD COMMON OPEN SPACE

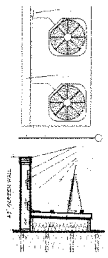
1,860 SF PROVIDED AT ROOF DECK

PER TMC, CHAPTER 3 OF THE UBC SECTION 310.4, COMMON OPEN SPACE MAY INCLUDE EXISTING NATURAL FEATURES, RECREATIONAL FACILITIES AND HORTICULTURAL AMENITIES SUCH AS ARTWORK AND FOUNTAINS.

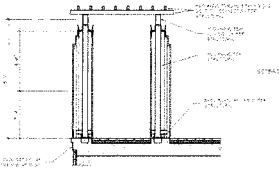
THIRD FLOOR
AREA OF TOTAL
2,560 SF RESIDENTIAL UNITS
720 SF PRIVATE OPEN SPACE - BALCONIES
1,774 SF RESIDENTIAL CORE
1,860 SF ROOF DECK

PROPOSED PROJECT: SUB 18-0008

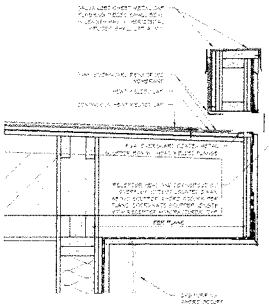
THIRD FLOOR PLAN



MECH. SCREENING WALL 4

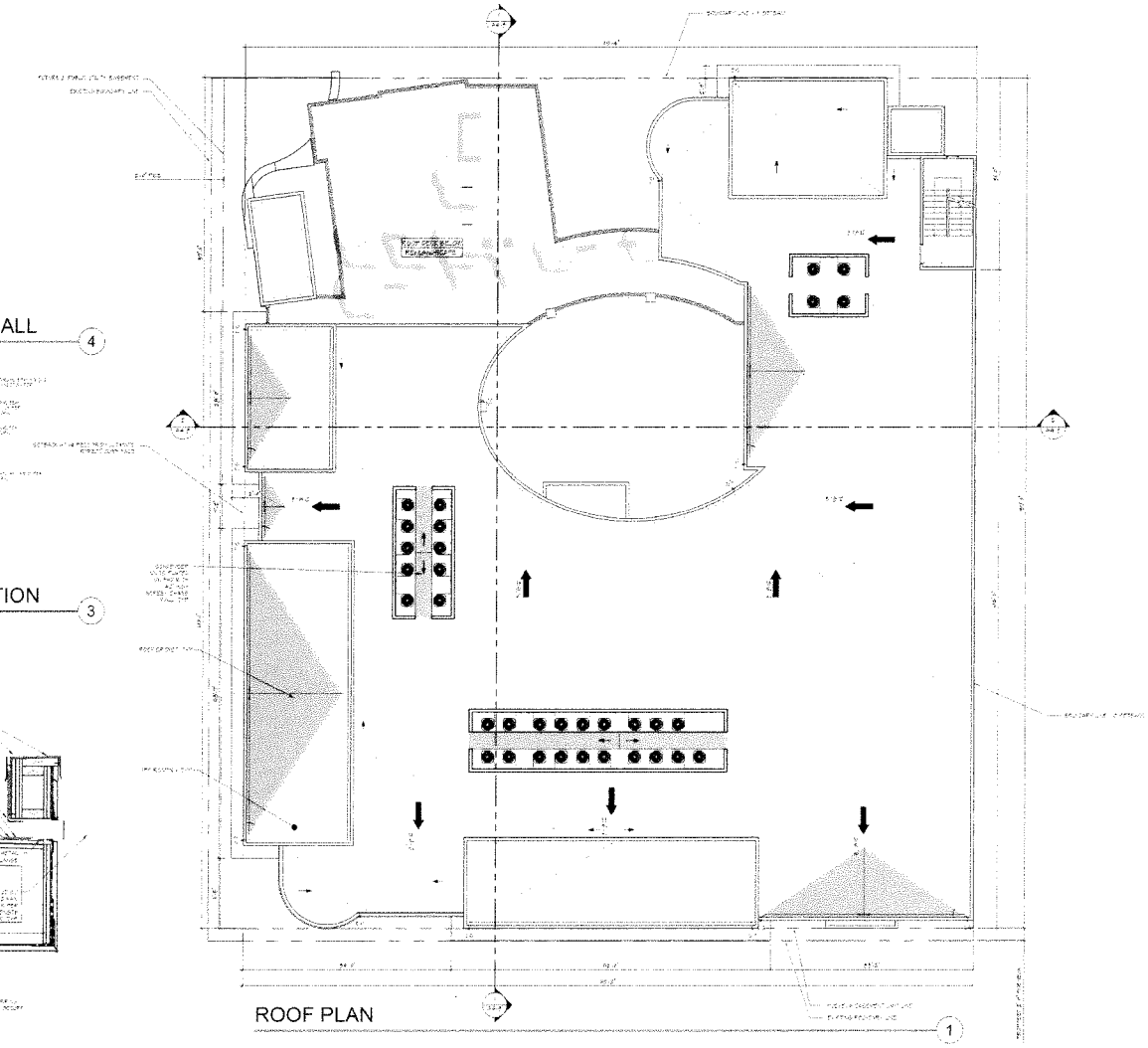


TRELLIS CROSS SECTION 3

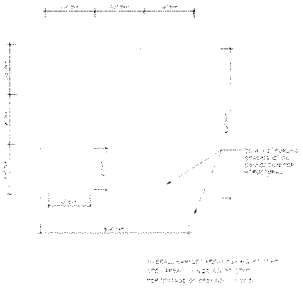


ROOF DRAINAGE DETAILS 5

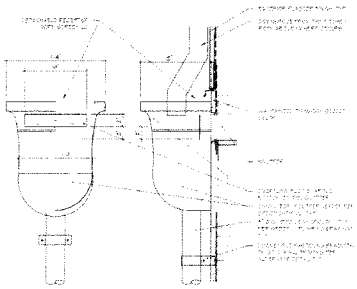
NOTE: ALL DOWNSPOUTS FROM ROOF, PODIUM AND ROOF DECK PIPED THROUGH GARAGE AND DISCHARGED INTO FLOW THROUGH PLANTER ALONG QUINCE STREET



ROOF PLAN 1



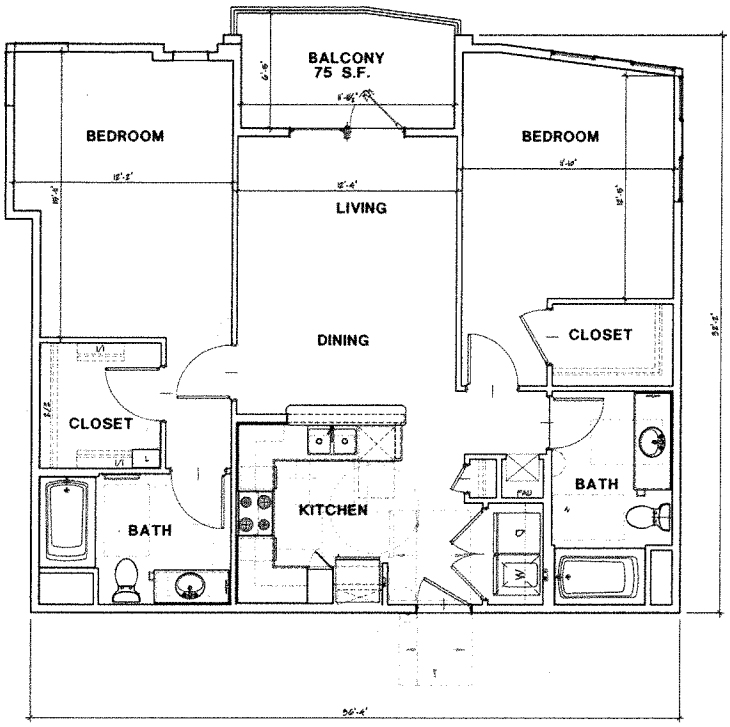
TRELLIS OPEN AREA 2



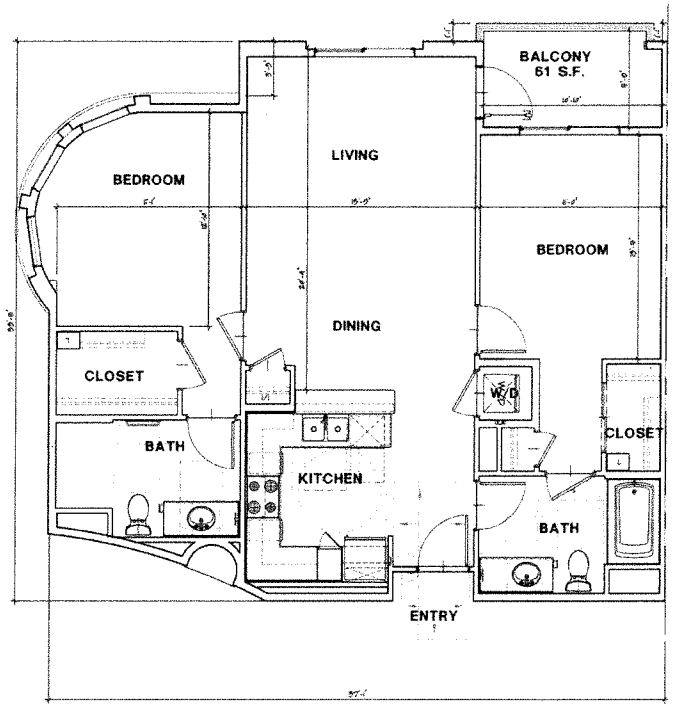
RECEPTOR&DOWNSPOUT

PROPOSED PROJECT: SUB 18-0008

ROOF PLAN



B5 (2) 1,123 s.f.

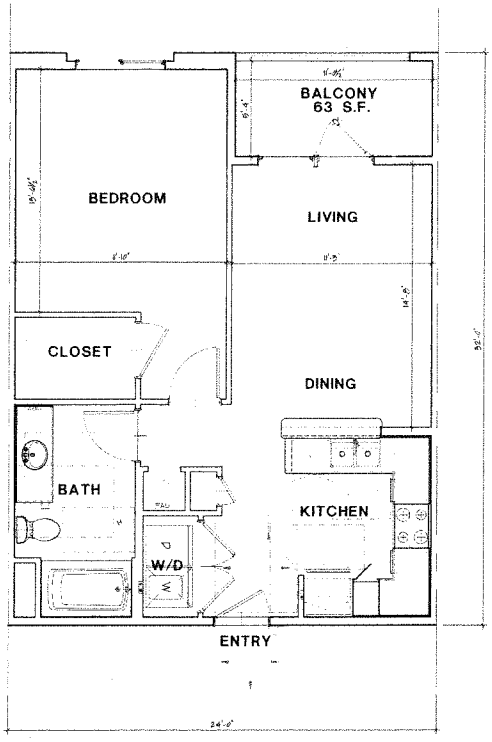


B6 (3) 1,088 s.f.

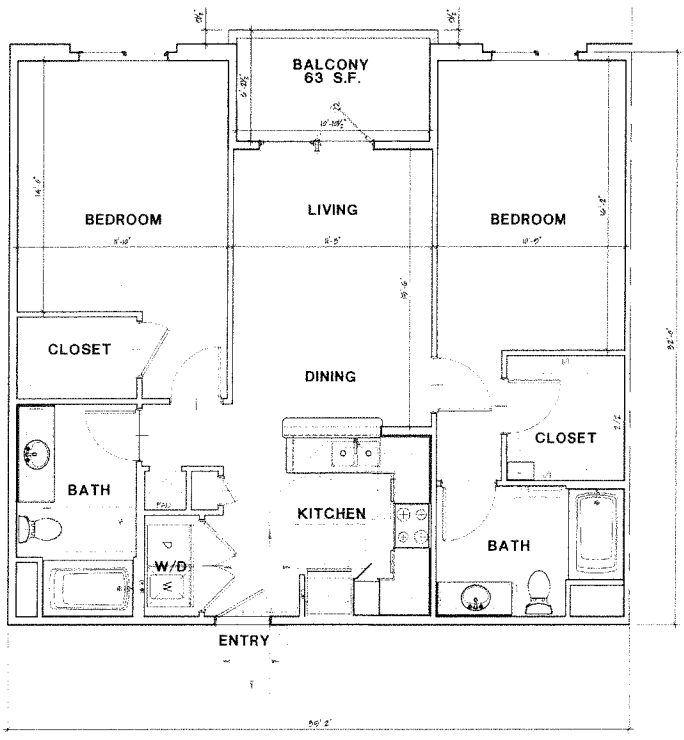
PRIVATE OPEN SPACE S.F.							
UNIT	DESCRIPTION	AREA	TYP QTY	TOT	TOT AREA	by type	%
A-1	1 BR/1 BATH	63	4	12	756	12	37.5%
B-1	2 BR/2 BATH	63	1	3	189		
B-2	2 BR/2 BATH	61	1	3	183		
B-2R	2 BR/2 BATH	61	1	3	183		
B-3	2 BR/2 BATH	135	1	3	405		
B-4	2 BR/2 BATH	84	1	3	252		
B-5	2 BR/2 BATH	75	1	2	150		
B-6	2 BR/2 BATH	61	1	3	183	20	62.5%
TOTAL			11	32	2,301	32	100%

PROPOSED PROJECT: SUB 18-0008

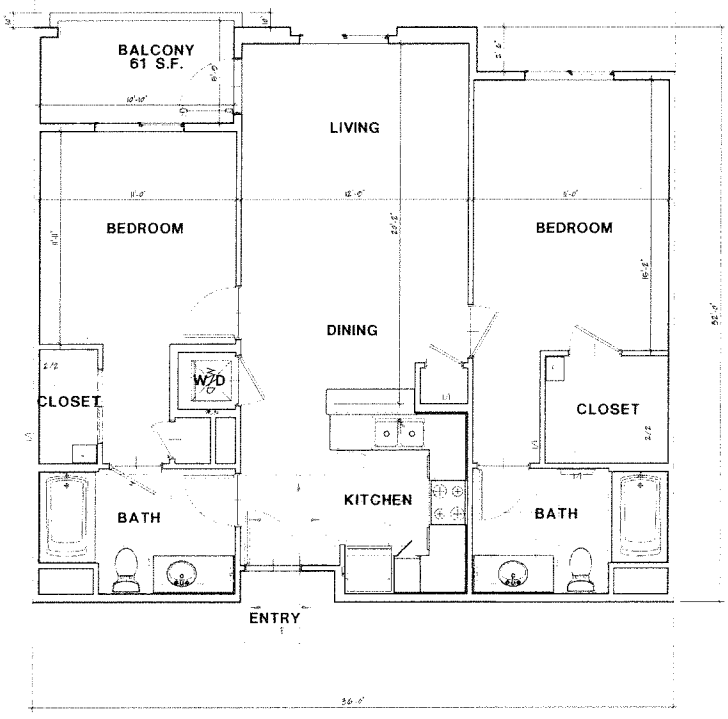
TYPICAL UNIT PLANS



A1 (12) 700 s.f.



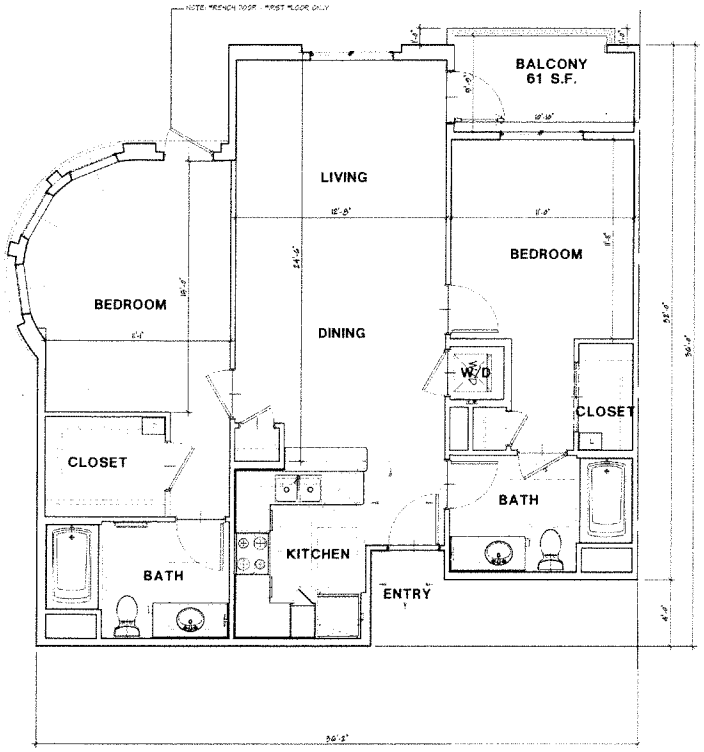
B1 (3) 1,065 s.f.



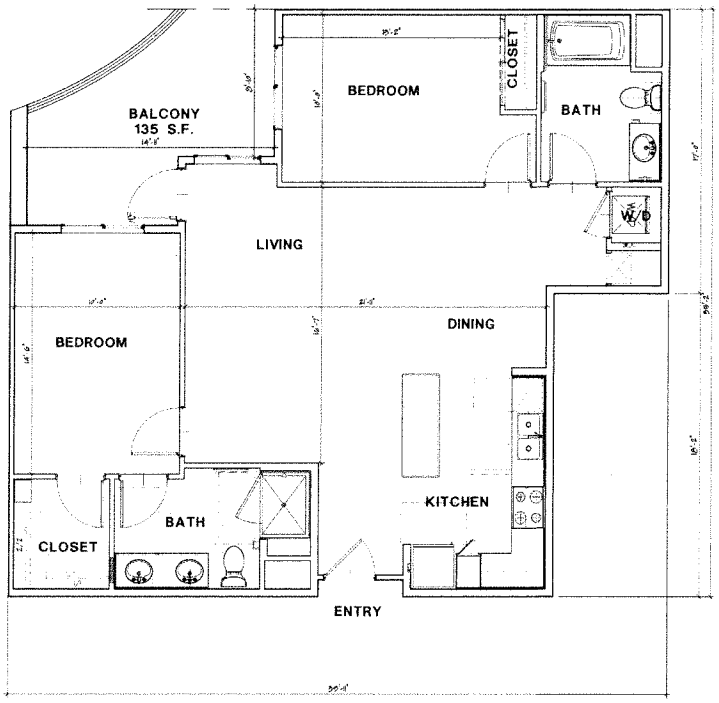
B2 (3) 1,059 s.f.

PROPOSED PROJECT: SUB 18-0008

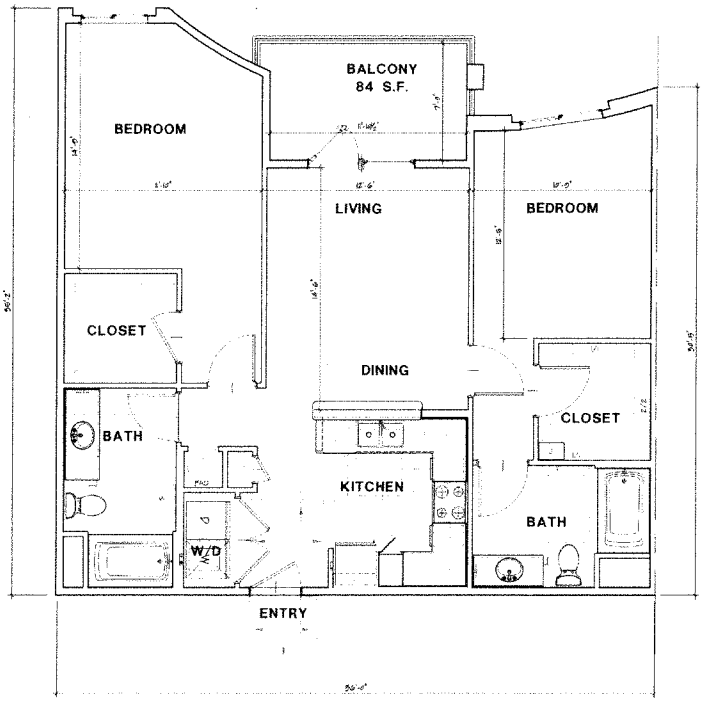
TYPICAL UNIT PLANS



B2-R (3) 1,091 s.f.



B3 (3) 1,091 s.f.



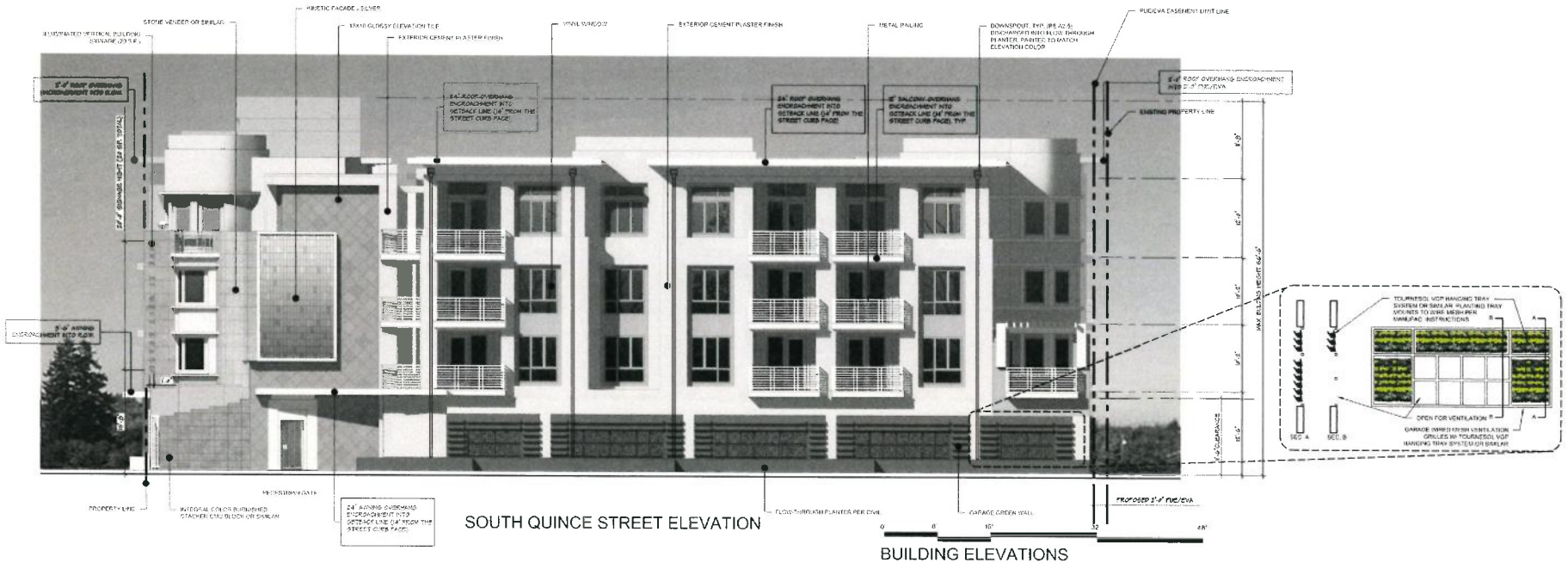
B4 (3) 1,074 s.f.

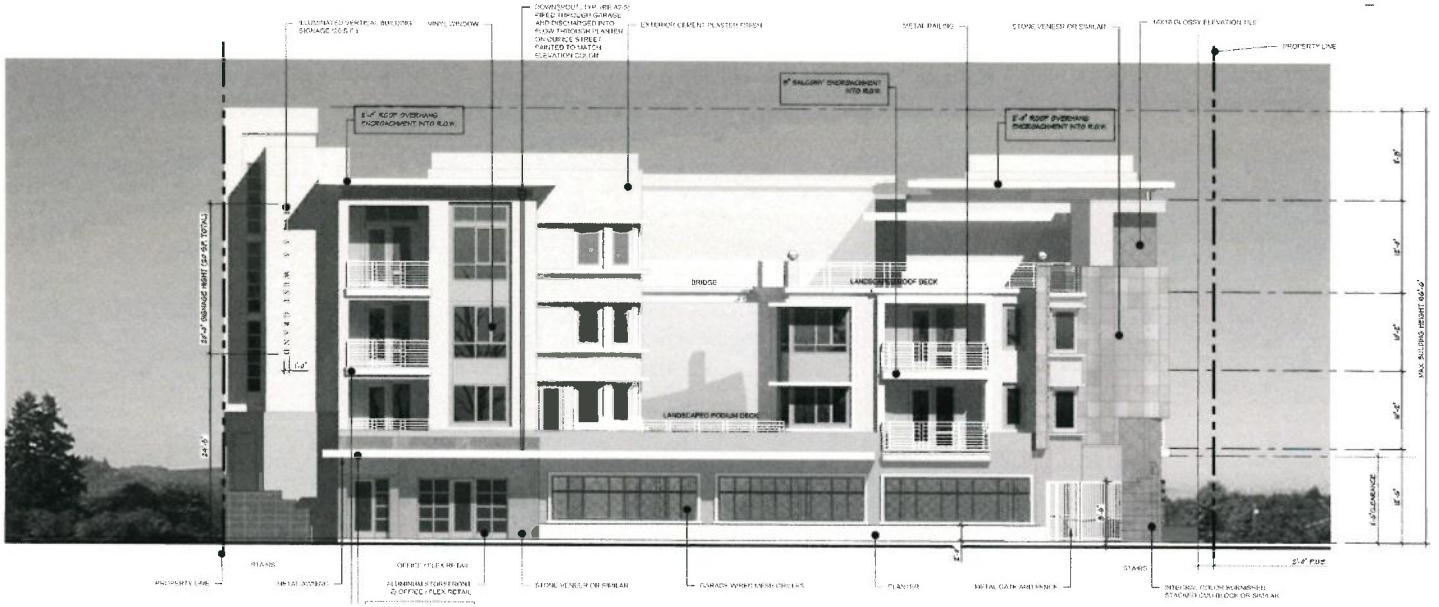
PROPOSED PROJECT: SUB 18-0008

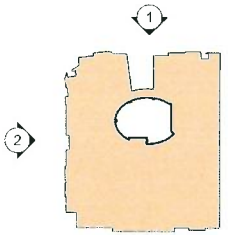
TYPICAL UNIT PLANS

PROPOSED PROJECT: SUB 18-0008

BUILDING ELEVATIONS



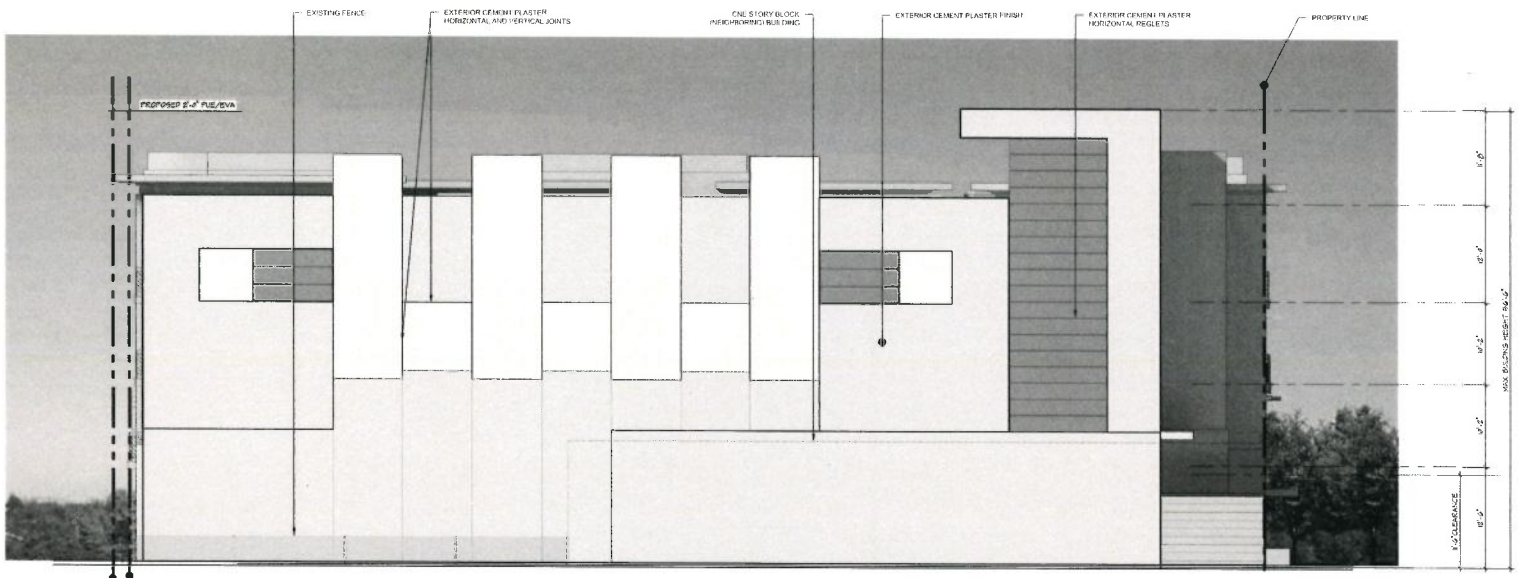




KEY PLAN

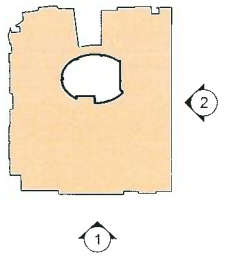
PROPOSED PROJECT: SUB 18-0008

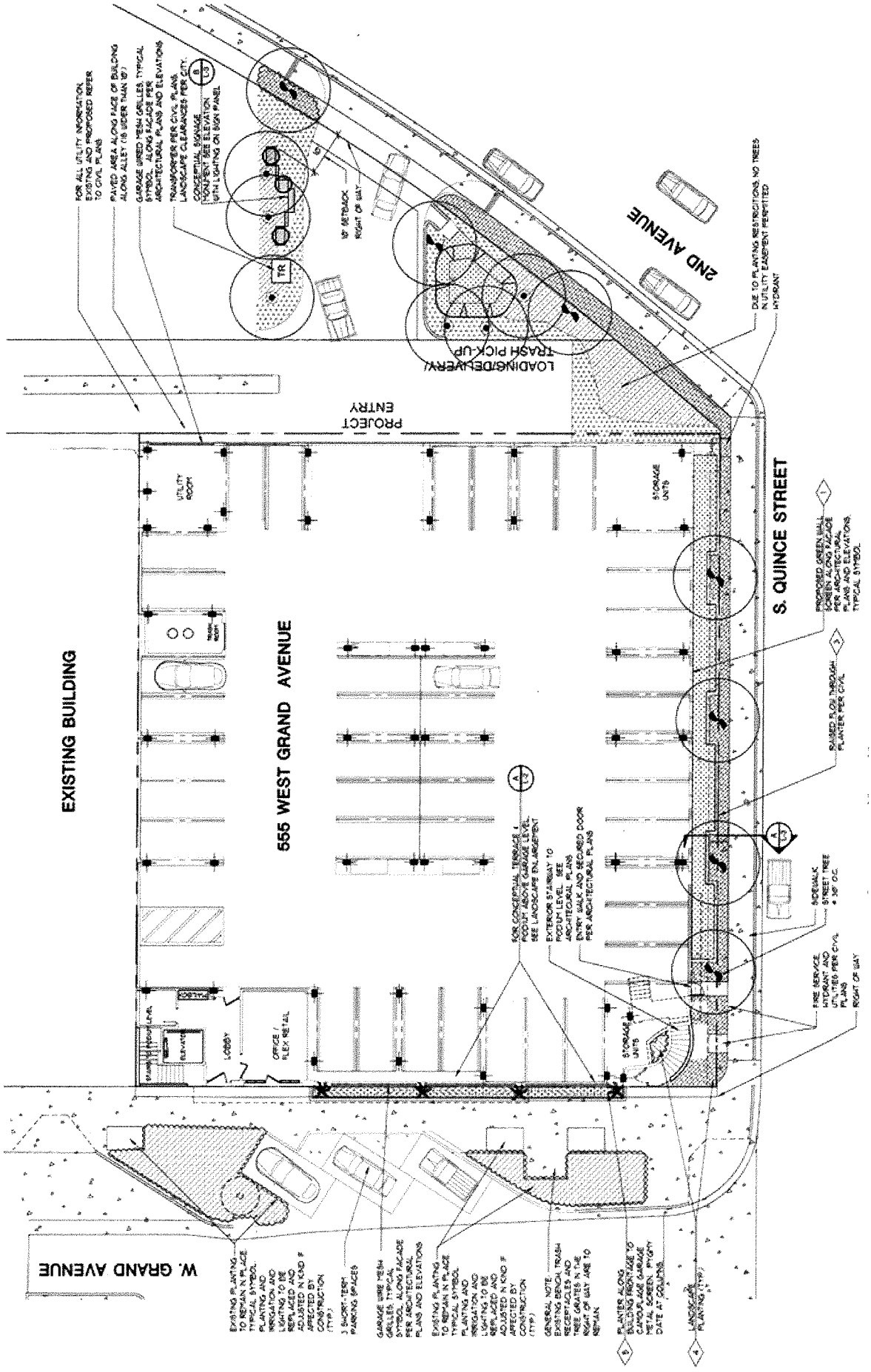
BUILDING ELEVATIONS



EAST PROPERTY BOUNDARY ELEVATION

BUILDING ELEVATION





PROPOSED PROJECT: SUB 18-0008

LANDSCAPE SITE PLAN

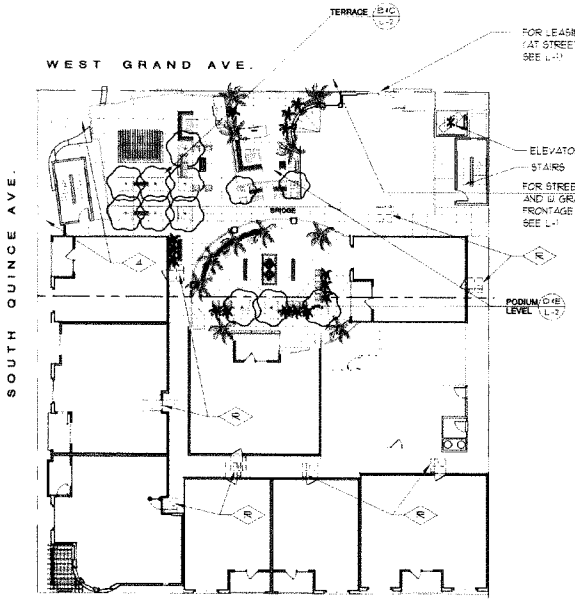
CONCEPTUAL LANDSCAPE PLAN

555 WEST GRAND AVENUE

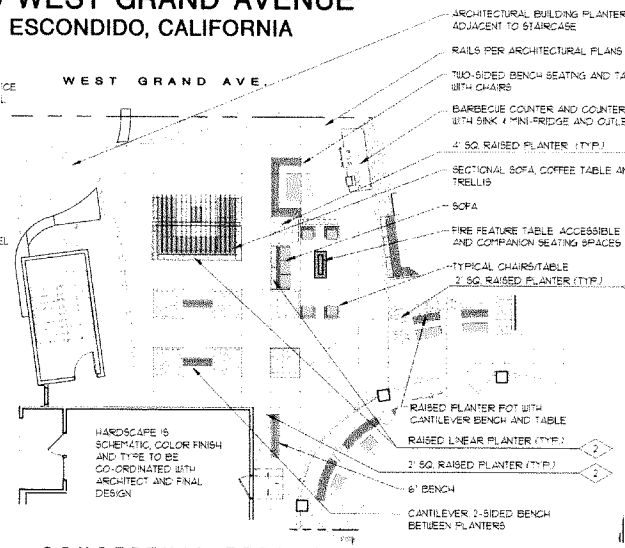
ESCONDIDO, CALIFORNIA

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL LANDSCAPE PLAN

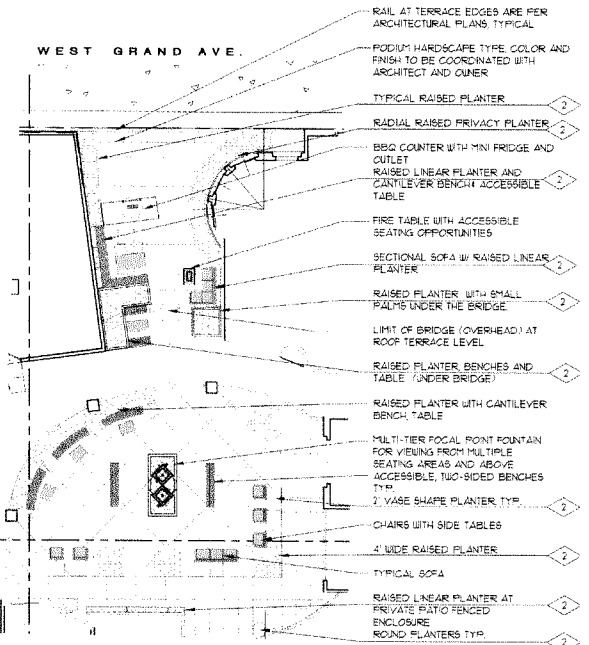


A CONCEPTUAL TERRACE / PODIUM
L-2 SCALE: 1/16" = 1'-0" (1"=16" ● 24 X 36)



B CONCEPTUAL TERRACE HARDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)

* NOTE: ALL PROJECT SITE FURNISHINGS ARE FOR GRAPHIC ILLUSTRATION AND SPATIAL ARTICULATION. FINAL LAYOUT AND FURNISHINGS TO BE DETERMINED BY OWNER AT CONSTRUCTION PHASE.



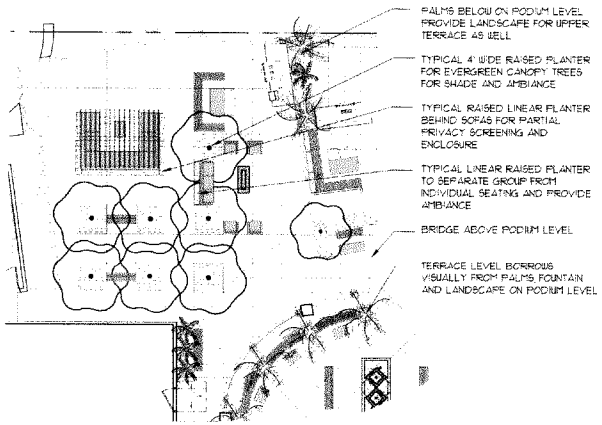
D CONCEPTUAL PODIUM TERRACE HARDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)

LANDSCAPE CONCEPT KEY

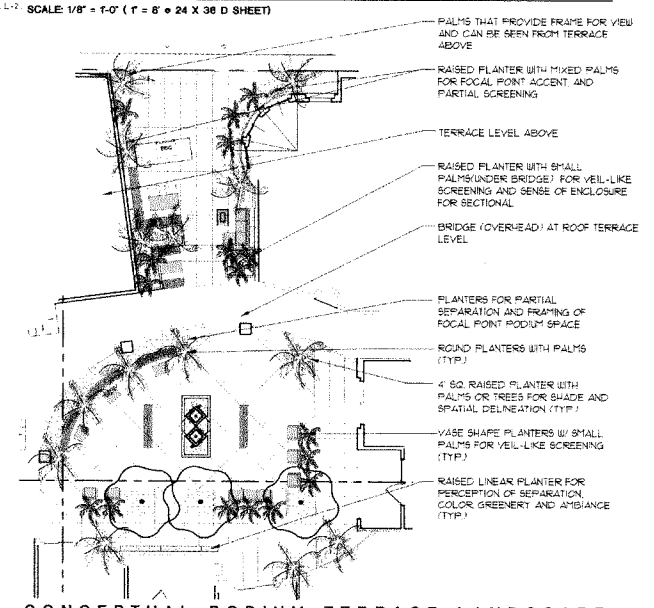
(R) RESCUE WINDOW, DOOR, BALCONY PER ARCHITECTURAL PLAN
TYPICAL SYMBOL TO REPRESENT THE FIRE DEPARTMENT REQUIREMENTS OF THE ESCONDIDO FIRE DEPARTMENT. PLEASE SEE THE SECTIONS AND PLANS OF THE ARCHITECTURAL SET FOR MORE INFORMATION REGARDING LADDER REQUIREMENTS. FINAL LANDSCAPE PLANS TO SHOW LOCATIONS IN THE LANDSCAPE AREAS AS REQUIRED. THERE ARE NO GROUND FLOOR UNITS AT THIS TIME, WITH RESCUE WINDOWS.

KEY TAGS AND NOTES:

1. GREEN WALL: LOCATION AND ELEVATIONS OF ALL GREEN WALLS AT BUILDING FACADES, AS NOTED ON CONCEPTUAL LANDSCAPE PLAN SHEET L-1 AND PER ARCHITECTURAL PLANS AND RENDERINGS.
2. PRE-FABRICATED "LIGHT WEIGHT" RAISED PLANTER & POTS (NOT BUILT IN): ALL LINEAR AND RECTANGULAR RAISED PLANTER AND POTS SHALL HAVE CONTAINED SELF-WATERING INSERTS SYSTEMS FOR IRRIGATION TO BE PRIVATELY WATERED AND MAINTAINED. SEE SHEET L-3 FOR PLANT PALETTE AND DETAIL C / L-3 FOR CONCEPTUAL PLANTER ELEVATIONS. PLANTER COLOR AND FINISH TO BE COORDINATED WITH ARCHITECT.
3. FLOW THROUGH PLANTER: SEE L-1 FOR LOCATION OF "TREATMENT BMP PLANTER, 2-1/2' HIGH WITH 18" OF ENGINEERED SOIL. SEE CIVIL PLAN C4 FOR SECTION DETAIL AND INFORMATION. SEE SHEET L-3 FOR PLANT PALETTE INFORMATION. VISUALLY, PLANTER SERVES AS AN ORNAMENTAL PLANTING AND STREETSCAPE.
4. FRONTAGE LANDSCAPE AT STREET LEVEL AND STAIR CASE PLANTER: LOW WATER USE PLANTS SUITABLE FOR SOUTH AND WEST FACING EXPOSURES. PALETTE TO INCLUDE COLORFUL LAYERING OF CONTRASTING FORMS AND TEXTURES THAT ACCENT ARCHITECTURE AND SERVE AS STREETSCAPE AS WELL AS FOUNDATION PLANTING. LOW PROFILE WHERE REQUIRED. FOR PLANT PALETTE SEE SHEET L-3. IRRIGATION SYSTEM WITH LOW PRECIPITATION AND LOW FLOW IRRIGATION METHODS. SEE IRRIGATION NOTES ON SHEET L-3.
5. WEST GRAND AVENUE STREET LEVEL FRONTAGE PLANTER: FACE OF PLANTER SHALL MAINTAIN A 6' CLEARANCE FROM CURB EDGE OF SIDEWALK. REFER TO ARCHITECTURAL PLANS FOR PLANTER INFORMATION.



C CONCEPTUAL TERRACE LANDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)



E CONCEPTUAL PODIUM TERRACE LANDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL LANDSCAPE

EXISTING TREE AND PALMS
TYPICAL SYMBOLS. ARE TO REMAIN PROTECTED IN PLACE

EXISTING WEST GRAND LANDSCAPE IMPROVEMENTS
TYPICAL SYMBOL. PLANTING IS TO REMAIN IN PLACE. EXISTING PLANTING, IRRIGATION AND LIGHTING TO BE ADJUSTED OR REPLACED IN KIND IF AFFECTED BY CONSTRUCTION

PLANT PALETTE AND LEGEND
SYMBOLS AND HATCH PATTERNS REPRESENT PLANTS PROPOSED FOR FINAL DESIGN AT CONSTRUCTION PHASE. FINAL SELECTION TO BE BASED ON DESIGN AND AVAILABILITY.

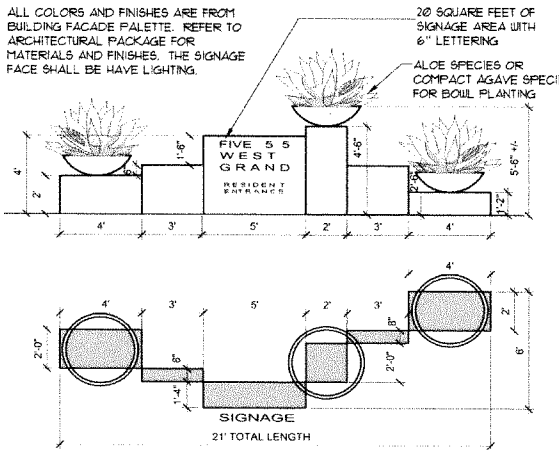
PLANT PALETTE AND LEGEND

BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS
LOPHOSTEMON CONFERTUS (TRISTANIA)	BRISBANE BOX, STANDARD	24" BOX	L
TREES			
ARBUTUS 'MARINA'	STRAWBERRY MADRONE	24" BOX	L
SCHEFFLERA PUECLERI (TUPIDANTHUS)	UMBRELLA TREE	24" BOX	M
MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM MAGNOLIA	24" BOX	M
ERYOBOTRYA 'COPPERTONE'	COPPERTONE LOQUAT	24" BOX	M
PALMS			
ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	24" BOX	M
HOWEIA FORSTERIANA	KENTIA PALM MULTI	24" BOX	M
PHOENIX RECLINATA	SENEGAL DATE MULTI	10' BTH	L
STRELITZIA NICOLAI	GIANT BIRD OF PARADISE	24" BOX	M
SYAGRUS ROMANZOFFIANUM	QUEEN PALM	10' BTH	M
SMALL PALMS AND VERTICAL ACCENTS			
YUCCA E. 'MARGINATA'	VARIEGATED YUCCA	15 GAL	M
CHAMEDOREA SPECIES	BAMBOO PALM	15 GAL	M
PHOENIX ROEBELENII	PYGMY DATE	5 GAL	M
RHAPIS EXCELSA	LADY PALM	5 GAL	M
PALETTE FOR W. GRAND AVE. FRONTAGE PLANTER AND ALL POTS WITH SELF-WATERING SYSTEM			
AEONIUM SPECIES	AEONIUM	1 GAL	L
ALOE SPECIES	ALOE	1 GAL	L
ANIGOZANTHOS SPECIES	KANGAROO PAW	1 GAL	M
ASPARAGUS DENSIFLORUS 'MEYERS'	MYER ASPARAGUS	5 GAL	M
BESCHORNERIA SPECIES	BESCHORNERIA	5 GAL	L
CAMPANULA SPECIES	BELLFLOWER	1 GAL	M
CORDYLINE SPECIES	DRACAENA	5 GAL	M
CYCAS REVOLUTA	SAGO PALM	5 GAL	M
DIANELLA ENSIFOLIA	UMBRELLA DRACAENA	1 GAL	M
DIETES SPECIES	FORTNIGHT LILY	5 GAL	M
FERN SPECIES	FERNS	5 GAL	M
GERANIUM SPECIES	CRANESBILL	1 GAL	M
LANTANA SPECIES	TRAILING LANTANA	1 GAL	L
LIRIOPE SPECIES	LILY TURF	1 GAL	M
LOMANDRA SPECIES	LOMANDRA	5 GAL	L/M
ORNAMENTAL GRASS SPECIES	NON-INVASIVE GRASSES	5 GAL	M
PELARGONIUM SPECIES	IVY GERANIUM	1 GAL	M
PHILODENDRON SPECIES	PHILODENDRON	5 GAL	M
PLECTRANTHUS SPECIES	PLECTRANTHUS	1 GAL	M
SENECIO SPECIES	BLUE CHALK FINGERS	1 GAL	L
STRELITZIA REGINAE	BIRD OF PARADISE	5 GAL	M
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	M
TRANDESCANTIA SPECIES	SPDERWORTS	1 GAL	M
VINCA MINOR HYBRIDS	PERIWINKLE	1 GAL	M
PALETTE FOR RIGHT OF WAY & ENTRY DRIVE PLANTING AREAS			
AEONIUM SPECIES	AEONIUM	1 GAL	L
AGAVE SPECIES	AGAVE	5 GAL	L
ALOE SPECIES	ALOE	1 GAL	L
BOUGAINVILLEA SPECIES	GROUNDCOVER FORM	5 GAL	L
BULBINE FRUTESCENS 'TINY TANGERINE'	TINY TANGERINE	1 GAL	L
CORREA SPECIES	AUSTRALIAN FUCHSIA	1 GAL	L
FURCRAEA SPECIES	FURCRAEA	5 GAL	L
HESPERALOE SPECIES	RED YUCCA	5 GAL	L
LANTANA SPECIES	TRAILING LANTANA	1 GAL	L
WESTRINGIA FRUTICOSA HYBRIDS	COAST ROSEMARY	5 GAL	L
LOW WATER USE GRASS SPECIES	GRASSES	1 GAL	L
OTHONNA CAPENSIS	LITTLE PICKLES	1 GAL	L
PLECTRANTHUS SPECIES	PLECTRANTHUS	1 GAL	L
PORTULACARIA AFRA MINIMA 'VARIEGATA	GROUNDCOVER FORM	1 GAL	L
SENECIO SPECIES	BLUE CHALK FINGERS	1 GAL	L
TEUCRIUM SPECIES	GERMANDER	1 GAL	L
PALETTE FOR STORMWATER PLANTER AREAS, SOIL MEDIUM PER CIVIL			
AGAVE SPECIES	AGAVE	5 GAL	L
CAREX SPECIES	SEDGE	1 GAL	L/M
CHONDROPETALUM SPECIES	CAPE RUSH	5 GAL	L
DIANELLA SPECIES	FLAX LILY	1 GAL	L
DROUGHT TOLERANT & NATIVE GRASS SPE	NON-INVASIVE GRASSES	5 GAL	M
JUNCUS SPECIES	RUSHES	5 GAL	M
LOMANDRA SPECIES	LOMANDRA	5 GAL	L/M
VINE PALETTE			
DISTICTIS BUCCINATORIA	BLOOD-RED TRUMPET VINE	5 GAL	L
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	M

4' PLANTER | 2' SQ. PLANTER | LINEAR PLANTER | VASE (RND. ROUND/ SQ. PLANTERS & SQ. PALM WITH ASSORTED PALMS PLANTERS)

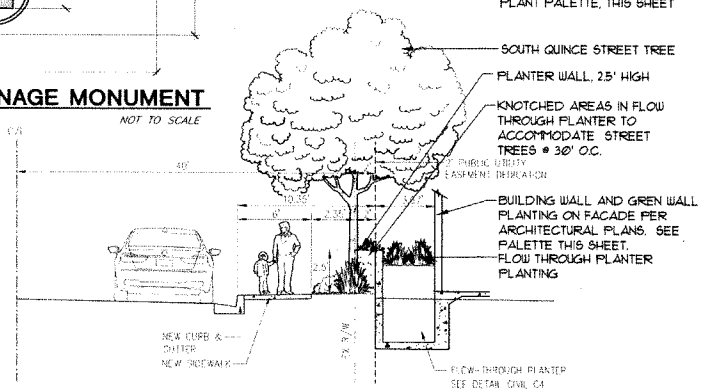
C L-3 **CONCEPTUAL FREESTANDING RAISED PLANTERS**

PLANTING CONCEPTS FOR RAISED PLANTERS. SOME ARE FOR SHADE, SOME FOR ACCENT, SOME FOR VISUAL SEPARATION AND PRIVACY SCREENING.



B L-3 **CONCEPTUAL ENTRY SIGNAGE MONUMENT**

NOT TO SCALE



A L-3 **S. QUINCE STREET FRONTAGE SECTION**

NOT TO SCALE

EXHIBIT E

I. PUBLIC BENEFITS AND PUBLIC IMPROVEMENTS

A. DYNAMIC ART FEATURE. Owner shall design, construct and maintain a public art piece on the Project site that includes a dynamic and kinetic feature. The size shall be a minimum of 234 square feet and should be featured on the south side or southwest corner of the Project. The final design, including but not limited to the location, colors and materials, shall be subject to the approval of the City staff design review committee. The final design shall be approved before a building permit shall issue for the Project. The Owner shall maintain the dynamic art feature in perpetuity and any assignment of this Agreement or the Property shall be subject to this maintenance obligation.

B. CONTRIBUTIONS TO OPEN SPACE. Owner shall contribute $20,000 towards open space improvements elsewhere in the City as a public benefit and to offset any impact from the Project. To the extent a reduction in the required open space is necessary as provided in the Downtown Specific Plan, the open space shall be allowed at 225 square feet per unit for the Project.

II. FEE CREDITS

A. PUBLIC ART FEE CREDITS. In recognition of the dynamic art feature the Project is providing, the Owner shall receive a fee credit towards the Public Art Fees required of the Project in an amount of $0.30 per square foot, not to exceed $30,000.

From: Scott Reilly <hsreilly@hotmail.com>
Sent: Tuesday, September 10, 2019 10:32 AM
To: Jay Paul <jpaul@escondido.org>; Mike Strong <mstrong@escondido.org>
Subject: [EXT] 555 W. Grand Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

Jay, Mike,

I am writing this email to you as I understand the City of Escondido Planning Commission is meeting tonight to vote on the approval of the 555 W. Grand Ave project. I believe this project to construct a four-story, condominium development within the Mercado District will be a great addition to the downtown area. I would like my comments to be made a part of the public record. Thank You in advance for this consideration.

Scott Reilly

PUBLIC HEARINGS:

1. TENTATIVE SUBDIVISON MAP, MASTER AND PRECISE DEVELOPMENT PLAN, AND DEVELOPMENT AGREEMENT – SUB 18-0008 and PHG 18-0021:

REQUEST: A one-lot Tentative Subdivision Map and a Master and Precise Development Plan to construct a four-story, 32-unit air-space condominium development with 300 SF of flex office space and a ground floor parking garage within the Mercado District of the Downtown Specific Plan. The project contains a mix of one- and two-bedroom units ranging from 700 SF to 1,123 SF; a ground-floor garage that would accommodate 43 parking spaces; podium level common outdoor spaces and individual private balconies. The overall height of the approximately 57-foot high building is within the allowable limits of the Downtown Specific Plan. Zoning provisions require a minimum of 61 parking spaces and the project is requesting a reduction in the parking requirement to provide 43 standard and 4 motorcycle spaces within the parking garage, along with three new on-street spaces along Grand Avenue. The project includes the purchase of an approximately 2,275 sf City-owned parcel fronting onto 2nd Avenue that would be used for access, utilities, storm water quality improvements, and landscaping. A Development Agreement also is requested to allow a reduction in open space (approximately 16 percent) where the zoning provisions currently require 300 SF per unit; and a credit for Art Fees in exchange for the development of a dynamic construction/art feature incorporated into the building design. The proposal also includes the adoption of the environmental determination prepared for the project.

PROPERTY SIZE AND LOCATION: The approximately 0.45-acre site generally is located on the southern side of W. Grand Avenue, east of Quince Street, north of Second Avenue and addressed at 555 W. Grand Avenue (APNs 233-022-01, -02, -21 and portion of -23).

ENVIRONMENTAL STATUS:Exempt pursuant to a CEQA Section 15332, Class 32 In-fill development projects.

STAFF RECOMMENDATION: Recommend Approval by the City Council

PUBLIC SPEAKERS:

Ed McCoy, Applicant, Provided a brief presentation of the project.
Mark Baker, Expressed concerns with parking reduction
Anthony Widerburg, spoke in favor of the project.
Heather Thelen, shared concerns about parking reduction.

Shon Finch, spoke in favor of the project.
Maritza Ruvalcaba, expressed concerns with parking reduction.
Maria Bowman, spoke in favor of the project.
Joe Gelormini, Applicant, spoke in favor of the project.

COMMISSIONER DISCUSSION AND QUESTIONS:

The Commissioners discussed various aspects of the project.

COMMISSION ACTION:

Moved by Commissioner Watson, seconded by Commissioner Weiler to recommend City Council approval with the added condition of installing five (5) vehicle lifts in the parking garage upon initial occupancy. Motion carried unanimously; Commissioner Garcia and Commissioner McNair were absent (5-0).

2. MASTER AND PRECISE PLAN MODIFICATION TO INCREASE THE RESIDENTIAL DENSITY AND REVISE THE LIST OF PERMITTED COMMERCIAL USES FOR AN EXISTING MIXED-USE PLANNED DEVELOPMENT IN THE DOWNTOWN SPECIFIC PLAN – PHG 17-0026:

REQUEST: A Master and Precise Development Plan modification to increase the density of an existing mixed-use planned development in the Southern Gateway District of the Downtown Specific Plan. The project is a fully-developed commercial/residential mixed-use building consisting of 55 residential units and approximately 9,300 square feet of leasable commercial space. The request would increase the number of residential units by one (1) unit and decrease the leasable commercial space by approximately 1,000 square feet. The increased unit count would increase the project density from 68.75 dwelling units per acre to 70 dwelling units per acre. The revision to the list of permitted commercial would be consistent with the Downtown Specific Plan. No exterior modifications would be made to the building, and the total building square footage would not change. The proposal also includes the adoption of the environmental determination prepared for the project.

PROPERTY SIZE AND LOCATION: A 0.8-acre property located at the southeast corner of S. Escondido Boulevard and W. 3rd Avenue, addressed as 300 – 328 S. Escondido Boulevard (APN 233-142-14-00)

RESOLUTION NO. 2019-143

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, APPROVING A ONE-LOT TENTATIVE SUBDIVISION MAP FOR A 32-LOT MIXED-USE CONDOMINIUM DEVELOPMENT

APPLICANT: 555 W. GRAND, LLC
CASE NO.: SUB 18-0008

WHEREAS, 555 W. Grand, LLC ("Applicant") submitted a land use development application to construct a 32-unit mixed-use condominium development on approximately 0.45 acres of land within the Mercado District of the Downtown Specific Plan, generally located on the southeastern corner of W. Grand Avenue and Quince Street, north of Second Avenue, addressed at 555 W. Grand Avenue (APNs 233-022-01, -02, -21 and portion of -23), more particularly described as shown on Exhibit "A" (the "Property Description") attached to this Resolution and incorporated herein by this reference as though fully set forth herein. The Applicant seeks approval of a Tentative Subdivision Map to facilitate the construction of the mixed-use condominium development, as shown on Exhibits "D" (Tentative Subdivision Map), and on file in the office of the City Clerk, and incorporated herein by this reference as though fully set forth; and

WHEREAS, said verified application was submitted to, and processed by, the Planning Division of the Community Development Department as Planning Case No. SUB 18-0008, in accordance with the rules and regulations of the Escondido Municipal and Zoning Codes, and the applicable procedures and time limits specified by the Permit Streamlining Act (Government Code Section 65920 et seq.) and CEQA (Public Resources Code Section 21000 et seq.); and

WHEREAS, the Planning Division of the Community Development Department completed its review and scheduled a public hearing regarding the application before the Planning Commission for September 10, 2019, at which interested persons were given the opportunity to appear and present their views with respect to said proposed Project actions. Following the public hearing on September 10, 2019, the Planning Commission adopted Resolution No. 2019-20, which recommended that the City Council, among other things, approve the Tentative Subdivision Map, and associated Master and Precise Development Plan and Development Agreement (City File Nos. SUB18-0008 and PHG18-0021); and

WHEREAS, an original copy of the proposed Tentative Subdivision Map, Master and Precise Development Plan, and Development Agreement and all other related Project materials are on file in the Office of the City Clerk, with a copy of each document submitted to the City Council for its consideration. The City Clerk, whose office is located at 201 North Broadway, Escondido, California 92025, is hereby designated as the custodian of the documents and other materials which constitute the record of proceedings upon which the City Council's decision is based, which documents and materials shall be available for public inspection and copying in accordance with the provisions of the California Public Records Act; and

WHEREAS, the City Council did on October 9, 2019, hold a duly noticed public hearing as prescribed by law. Evidence was submitted to and considered by the City Council, including, without limitation:

a) Written information including all application materials and other written and graphical information posted on the project website.

b) Oral testimony from City staff, interested parties, and the public.

c) The City Council staff report, dated October 9, 2019, which along with its attachments, is incorporated herein by this reference as though fully set forth herein, including the Planning Commission's recommendation on the request.

d) Additional information submitted during the public hearing; and

WHEREAS, the City Council has reviewed the request for the Tentative Subdivision Map, and reviewed and considered the recommendation from the Planning Commission; and

WHEREAS, pursuant to the California Environmental Quality Act, a Class 32 Exemption relative to the Project was prepared and the City Council has adopted it, per Ordinance No. 2019-15; and

WHEREAS, Ordinance No. 78-2 enacted pursuant to Section 65974 of the California Government Code and pertaining to the dedication of land and fees for school facilities has been adopted by the City of Escondido; and

WHEREAS, in accordance with Government Code Section 66473.5, no local agency shall approve a tentative map, unless there is a finding that the proposed subdivision, together with the provisions for its design and improvement, is consistent with the general plan required by Article 5 (commencing with Section 65300 of the Government Code), or any specific plan adopted pursuant to Article 8 (commencing with Section 65450 of the Government Code); and

WHEREAS, on October 9, 2019, the City Council introduced Ordinance No. 2019-15 and intends to approve a Master and Precise Development Plan, and a

Development Agreement to enable potential adoption of the proposed Tentative Subdivision Map on the subject site; and

WHEREAS, this City Council hereby approves said Tentative Subdivision Map as reflected in the staff report(s), and on plans and documents on file in the Office of the City Clerk.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Escondido, in its independent judgment and after fully considering the totality of the record and evidence described and referenced in this Resolution hereby declares that:

1. That the foregoing recitations are true and correct and are incorporated herein by this reference as though set forth in full.

2. That the Findings of Fact/Factors to be Considered, attached as Exhibit “B” and incorporated herein by this reference as though fully set forth herein, are hereby made by this City Council, and represent the City Council’s careful consideration of the record. The findings of this City Council on Exhibit "B" shall be the final and determinative Findings of Fact/Factors to be Considered on this matter.

3. That upon consideration of the Findings/Factors, all material in the October 9, 2019, City Council staff report (a copy of which is on file with the Office of the City Clerk), public testimony presented at the hearing, and all other oral and written evidence on this Project, this City Council approves the Tentative Subdivision Map, subject to the Conditions of Approval in Exhibit “C,” which is incorporated by this reference to City Council Resolution No. 2019-143. Copies of said Resolution are on file with the Office of the City Clerk and are incorporated herein by this reference.

4. That this Tentative Subdivision Map shall be null and void unless a Final Map, conforming to the Tentative Subdivision Map and all required conditions, is filed within the date that Ordinance No. 2019-15 specifies by Development Agreement. Copies of said Ordinance are on file with the Office of the City Clerk and are incorporated herein by this reference as though fully set forth herein.

5. That concurrently with this Resolution, the City Council is taking a number of actions in furtherance of the Project, as generally described by the October 9, 2019, City Council staff report. No single component of the series of actions made in connection with the Project shall be effective unless and until it is approved by an Ordinance or Resolution and is procedurally effective within its corporate limits as a statute in the manner provided by state law. Therefore, this Resolution shall become effective and operative only if City Council Ordinance No. 2019-15 is approved; and effective and operative on the day immediately subsequent to the date that Ordinance 2019-15 becomes effective.

BE IT FURTHER RESOLVED that, pursuant to Government Code Section 66020(d)(1):

1. NOTICE IS HEREBY GIVEN that the project is subject to certain fees described in the City of Escondido's Development Fee Inventory on file in both the Community Development Department and Public Works Department. The project is also subject to dedications, reservations, and exactions, as specified in the Conditions of Approval.

2. NOTICE IS FURTHER GIVEN that the 90-day period during which to protest the imposition of any fee, dedication, reservation, or other exaction described in

this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020.

EXHIBIT "A"

Property Description
SUB18-0008; PHG 18-0021

APN 233-022-0100 and 233-022-0200

Lots 20 through 24 inclusive, Block 75 of Escondido, in the City of Escondido, County of San Diego, according to Map No. 336, filed in the Office of the County Recorder of San Diego County, July 10, 1886.

Also including approximately 2,275 square feet (gross) of land that includes a portion of Lots 1 and 2, Block 75 of Map 336, City of Escondido, County of San Diego (APN 233-022-2100 and portion of 233-022-23, and portion of the public alley) as depicted below:

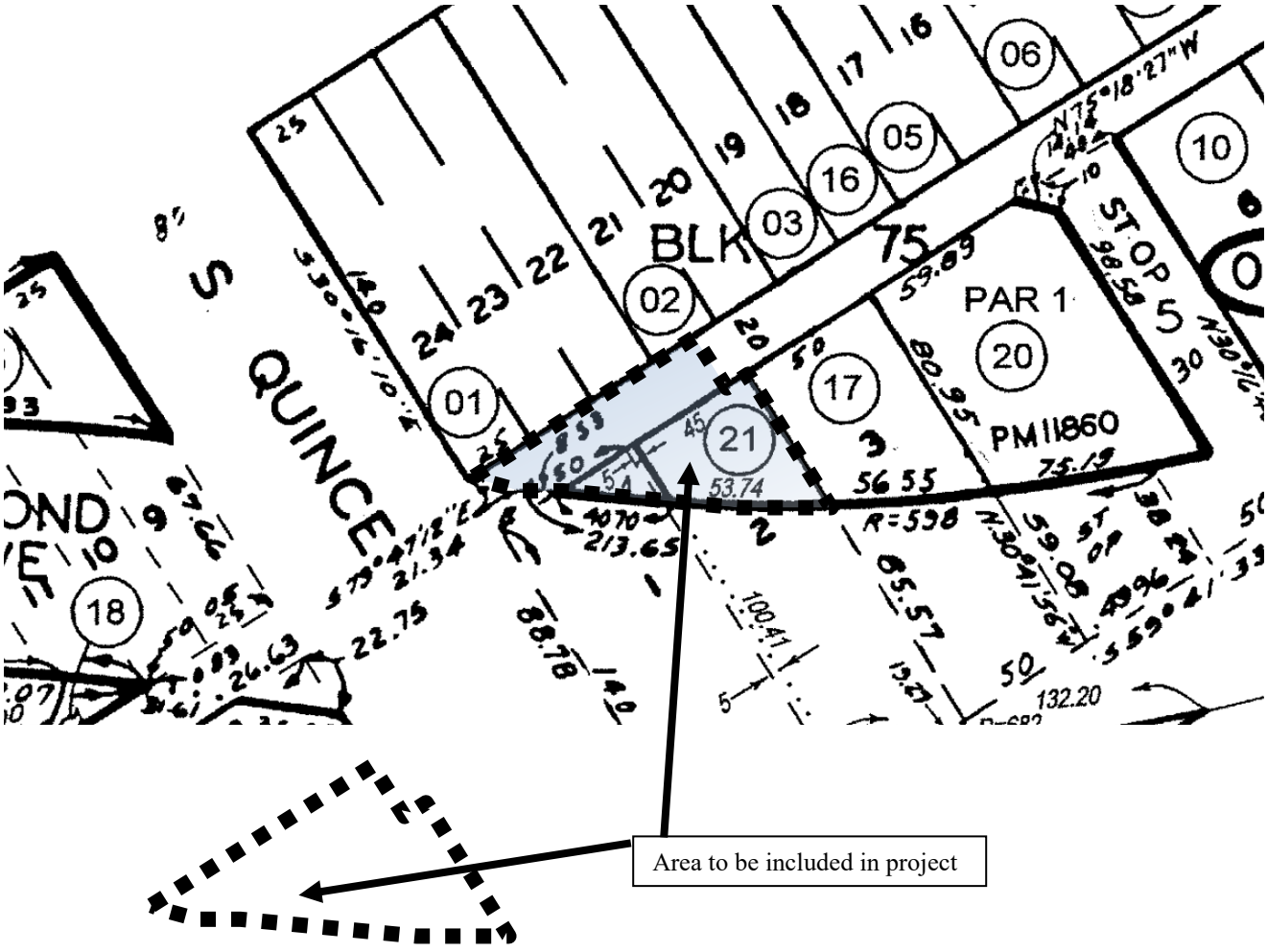


EXHIBIT "B"

Findings of Fact/Factors to be Considered

SUB18-0008; PHG 18-0021
555 W. Grand Avenue

Environmental Determination(s):

1. Pursuant to the California Environmental Quality Act, (CEQA, Public Resources Code Section 21000 et. seq.), and its implementing regulations (the State CEQA Guidelines), Article 14 of the California Code of Regulations Section 15000 et. seq., the City of Escondido is the Lead Agency for the project ("Project"), as the public agency with the principal responsibility for approving the Project.

2. All of the requirements of the California Environmental Quality Act have been met because it was found that the project will not have a significant effect on the environment as demonstrated in the Class 32 CEQA Exemption prepared for the Project, dated September 4, 2019. Design measures were incorporated into the Conditions of Approval for to address noise and hazardous site impacts.

Tentative Subdivision Map Determination(s):

1. The location, design, and residential density of the proposed planned development are consistent with the goals and policies of the Escondido General Plan because high-density residential and mixed-use development is permitted and encouraged in Specific Plan Area #9. The proposed infill residential project would be in conformance with General Plan Housing Goals and Policies to plan for quality managed and sustainable growth and provide a range of housing opportunities for all income groups and populations with special needs, and which encourage a compact, efficient urban form the promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The site is physically suitable for the proposed density of development because the property is within a high-density redevelopment area that was previously a blighted property in the Mercado District. Development of the property will assist in the ongoing revitalization of the downtown retail core by establishing a permanent residential base in the downtown area. The subject site is located within the Mercado District of the DSP, which allows multi-family mixed-use development up to 100 du/ac. Based on the property size of 0.45 acres, the Mercado District would allow up to 45 units and a four-story structure up to 60 feet in height. The request to construct 32 units and a four- story structure ranging in height from up to approximately 57 feet in height is consistent with the land use density and development requirements envisioned for this area. The project density of 71.1 du/ac is consistent with the allowable density of the DSP.

2. The approval of the proposed project would be based on sound principles of land use and is well-integrated with its surroundings near residentially and commercially developed properties because adequate parking, access, on-site circulation, utilities, landscaping and open space would be provided (as detailed in the staff report). The residential project also would not be out of character for the area which contains other multi-story residential developments. The design of the project would be in conformance with the Mercado District because the project would provide residential units with varying number of rooms and sizes to accommodate a wide range of housing needs (with ownership opportunities). The project includes a variety of amenities such as individual balconies units and various common areas and features. All vehicular traffic generated by the project will be accommodated safely and without degrading the level of service on the adjoining streets or intersections.

3. The project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is not located on a skyline or intermediate ridge, and the site does not contain any significant topographical features. The proposed grading design would not result in any manufactured slopes or pad elevations that would create any significant adverse visual or compatibility impacts with adjacent lots, nor block any significant views.

4. The site is suitable for this residential type of mixed-use development and density because the General Plan and Mercado District allows for multi-story high density residential development. The site is relatively flat and extensive grading is not proposed. The project would be compatible with the surrounding uses because the subject site within an urban commercial area developed with a variety of commercial and multi-story residential developments of varying density and design. Adequate access and public utilities can be provided to the site. All vehicular traffic generated by the project will be accommodated safely and without degrading the level of service on the adjoining streets or intersections. Appropriate noise attenuation would be provided for the new units. The proposed project also would not result in a significant impact to biological or natural resources.

5. The design of the residential map and the type of improvements are not likely to cause serious public health problems because the project would not degrade the levels of service on the adjoining streets or drainage systems. Adequate water and sewer could be provided to the site. The project would not cause substantial environmental damage and avoidably injure fish or wildlife or their habitat because the site is located within an urban setting and previously has been developed with a commercial use.

6. The design of the map and the type of improvements will not conflict with easements of record, or easements established through court judgments, or acquired by the population at large, for access through, or use of property within the proposed map because any existing easements and improvements will either be accommodated within the project design; be quitclaimed prior to recordation of the map; or alternate provisions provided.

7. The design of the map has provided, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. The lot sizes and the subdivision configuration provides opportunities for passive/solar heating.

8. All permits and approvals applicable to the proposed map pursuant to the Escondido Zoning Code (Chapter 33 Zoning) will have been obtained prior to the recordation of the map.

9. The proposed map and associated planned development will not conflict with regional or local housing because the proposed infill residential mixed-use project would be in conformance with General Plan Housing Goals and Policies to expand the stock of all housing; increase homeownership; plan for quality managed and sustainable growth; and encourage a compact, efficient urban form that promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The proposed project would not diminish the Quality-of-Life Standards of the General Plan as the project would not materially degrade the level of service on adjacent streets or public facilities, create excessive noise, and adequate on-site parking, circulation and public services could be provided to the site. All lots would maintain all development standards of the applicable zone (in accordance with Article 19, Planned Development) and observe the density of the General Plan and area plans, as noted in the sections above.

10. The proposed map meets all of the requirements or conditions imposed by the Map Act and the Escondido Zoning Code, as detailed in the staff reports, the Escondido General Plan and above findings.

Master and Precise Development Plan Determination(s):

1. The location, design, and residential density of the proposed planned development are consistent with the goals and policies of the Escondido General Plan because high-density residential and mixed-use development is permitted and encouraged in Specific Plan Area #9. The proposed infill residential project would be in conformance with General Plan Housing Goals and Policies to plan for quality managed and sustainable growth and provide a range of housing opportunities for all income groups and populations with special needs, and which encourage a compact, efficient urban form the promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The site is physically suitable for the proposed density of development because the property is within a high-density redevelopment area that was previously a blighted property in the Mercado District. Development of the property will assist in the ongoing revitalization of the downtown retail core by establishing a permanent residential base in the downtown area. The subject site is located within the Mercado District of the DSP, which allows multi-family mixed-use development up to 100 du/ac. Based on the property size of 0.45 acres, the Mercado District would allow up to 45 units and a four-story structure up to 60 feet in height. The request to construct 32 units and a four- story structure ranging in height from up to approximately 57 feet in height is consistent with the land use

density and development requirements envisioned for this area. The project density of 71.1 du/ac is consistent with the allowable density of the DSP.

2. The proposed location of the development allows the planned development to be well integrated with its surroundings by providing a high-density mixed-use residential housing project in close proximity to transit, and near retail and other commercially developed properties. Adequate parking, circulation, utilities and access would be provided for the development (as detailed in the staff report). The project also would not be out of character for the area because the Mercado District of the Downtown Specific Plan envisions an upscale urban area with a mix of high-density residential and commercial development, and the proximity to the Escondido Transit Center makes the density appropriate. The overall mass and scale of the buildings is appropriate for the proposed location due to the street-oriented appeal and urban design characteristics, along with the quality of the architectural design and use of a variety of building materials and colors.

3. All vehicular traffic generated by the proposed development would be accommodated safely and without causing undue congestion upon adjoining streets, as determined by the Engineering Division and detailed in the preliminary Traffic Assessment that was prepared for the project by Michael Baker International (dated February 12, 2019, and amended April 22, 2019).

4. The overall design of the proposed residential mixed-use development would produce an attractive, efficient and stable environment for living, because adequate residential amenities, parking, and landscaping would be provided, and the design of the development is consistent with a high quality, urban infill project that will provide housing opportunities within walking distance of downtown commercial and retail services consistent with the City's vision for the downtown area. The project includes sufficient on-site open space amenities appropriate for this high-density urban development, including a podium and roof-deck common open areas with view decks and outdoor seating areas, and private balconies for each unit.

5. The proposed development would be well integrated into its surroundings, because the new structure would incorporate compatible and integrated architecture, materials and colors, and the project would not be visually obstructive or disharmonious with surrounding areas, or harm major views from adjacent properties. The proposed grading design would not result in any manufactured slopes or pad that would create any significant adverse visual or compatibility impacts with adjacent lots, nor block any significant views. Extensive grading is not required to support the project, and the project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is not located on a skyline or intermediate ridge, and the site does not contain any significant topographical features.

6. Utilizing the Planned Development process allows flexibility from the Specific Plan requirements to achieve a high-density residential project in the urban core. The project would

provide residential opportunities integrated into a comprehensive and self-contained development, which creates an environment of sustained desirability and stability through the controls offered and regulated through the Planned Development process.

7. The project would provide an environment of sustained desirability and stability because city services and adequate access would be provided; adequate parking would be provided; the proposed architecture would be integrated into its surroundings; and the project could serve as a catalyst for further revitalization efforts in the area.

8. The improvements are not likely to cause substantial environmental concerns because the property was previously developed as a gas station that has since been demolished. The site does not contain any sensitive or protected habitat or other environmental concerns as determined during the environmental review. The design of the project and the type of improvements are not likely to cause serious public health problems because the project will not degrade the levels of service on the adjoining streets or drainage system as the project incorporates street and drainage improvements are part of the project and city sewer and water is available to the site.

Development Agreement Determination(s):

1. The Development Agreement is consistent with the goals and objectives of the Mercado District of the Downtown Specific Plan because it enables the property owner to construct a higher-density mixed-use development in support a vibrant downtown economy while maintaining the overall limit of 5,275 dwelling units in the Downtown Specific Plan area.

2. The Development Agreement conforms to the need for public convenience, general welfare and good land use practices because the project will provide additional housing opportunities within 1/3 mile of mass transit and is located in close proximity to retail and services, parks, library, and cultural events.

3. The Development Agreement will not be detrimental to the health, safety and general welfare as the project as detailed in the findings/factors above and staff report prepared for the project dated September 10, 2019.

4. The proposed project and Development Agreement will not adversely affect the orderly development of property or the preservation of property values because the project would provide residential opportunities integrated into a comprehensive and self-contained development, which creates an environment of sustained desirability and stability through the controls offered and regulated through the Planned Development process.

5. The proposed project and associated Development Agreement is consistent with the provisions of Government Code Section 65864 et seq. (Zoning Code, Ch. 93, § 9309; Ord. No. 2018-07R, § 7, 4-18-18)

Density Transfer Determination(s):

1. The City’s Density Transfer Program allows the transfer of unused residential density from the developing properties to another, future project in the downtown area. Through the program, residential units that are transferred from undeveloped or underutilized properties (i.e. sending areas) are placed in a density credit pool and are held until there are developing properties (i.e. receiving areas) acquire the density. Through the application of Planning Case File No. PHG17-0026, the subject property has been deemed a candidate to be a "sending area" and 13 units have been identified for transfer into the density credit pool. There are currently no units in the credit pool. If transferred, the new credit pool balance would be 13 units, as of this writing.

2. The transfer of said units would help incentivize future development - and keep it in the downtown area to support nearby retailers, services, entertainment, and attract other new businesses that are part of a desirable downtown economy. The overall amount of new development within the downtown would remain the same; however, implementation of the program creates a flexible way to still achieve the ultimate build-out of the downtown and create a future sustainable center of activity. Adopting the project and approving the transfer of units would help accommodate the city's share of future regional housing needs with greater mix of housing types and choices, which benefits everyone in the community.

EXHIBIT "C"

CONDITIONS OF APPROVAL
SUB18-0008, PHG18-0021
555 West Grand Avenue

PLANNING CONDITIONS OF APPROVAL

A. General

1. This project is conditionally approved as set forth on the application/plans received by the City of Escondido, dated August 30, 2019, and designated as recommended for approval by the Planning Commission on September 10, 2019, and shall not be altered without express authorization by the Community Development Department.

2. Approval of this request shall not waive compliance with any sections of the Municipal Code and all other applicable City regulations in effect at the time of Building Permit issuance unless specifically waived herein and shown on the project plans. Nothing in this permit shall relieve the Applicant from complying with conditions and regulations generally imposed upon activities similar in nature to the activity authorized by this permit. This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.

   Exceptions granted by the Planned Development Permit to the development standards identified in the Downtown Specific Plan are as follows:

   a. Allow up to 29.5 percent reduction in the number of parking spaces which will require the project to provide a minimum of 43 parking spaces within the garage to include up to 7 compact spaces.

   b. Allow reduction in open space of 1,482 SF as detailed in the September 10, 2019 Planning Commission staff report. Said amount of open space is based on the project set plans, dated August 30, 2019 on file with the Planning Division. Implementation of certain project conditions may require additional reductions of open space. Any modification to open space provision effecting the total number of SF provided as a result of condition compliance shall be deemed to substantially conform with scope of the details of the project request, conditions imposed by the Planning Commission and/or City Council, and satisfy the terms of the Development Agreement.

   c. Minor encroachment into the front setback for a ground-floor design feature (curved stairs at northwestern corner to podium level), as shown on the development plans, dated August 30, 2019.

d. Allow upper story architectural features to encroach into the public right-of-way, as shown on the development plans, dated August 30, 2019.

3. Prior to any use of the project site pursuant to this permit, all conditions of approval contained herein shall be completed or secured to the satisfaction of the Community Development Department.

4. The developer shall be required to pay all development fees of the City prior to building permit issuance, including any applicable City-Wide Facilities fees at the established rate. Such fees may include, but not be limited to: Permit and Plan Checking Fees, Water and Sewer Service Fees, School Fees, Traffic Mitigation Fees, Flood Control Mitigation Fees, Park Mitigation Fees, Fire Mitigation/Cost Recovery Fees, and other fees listed in the Fee Schedule, which may be amended. Arrangements to pay these fees shall be made prior to building permit issuance to the satisfaction of the Community Development Department.

5. All construction shall comply with all applicable requirements of the Escondido Zoning Code and requirements of the Planning Department, Building Official, and the Fire Chief.

6. The property description, attached as Exhibit "A" to this Resolution, has been provided by the applicant and neither the City of Escondido nor any of its employees assume responsibility for the accuracy of said legal description.

7. All requirements of the Public Partnership Program, Ordinance No. 86-70 shall be satisfied prior to building permit issuance. The ordinance requires that a public art fee be added at the time of the building permit issuance for the purpose of participating in the City Public Art Program, unless otherwise specified in the Development Agreement.

8. Three (3) copies of revised plan sets and tentative map, reflecting any modifications identified in these conditions of approval, shall be submitted to the Planning Division for certification. Said plans must be certified by the Planning Division prior to submittal of grading, public improvement and landscape plans for the project.

9. This Planned Development Permit shall expire three (3) years after the date of final approval of this project, that date being the effective date of the ordinance approving the Permit, unless otherwise specified in the Development Agreement. Extensions of time may be requested in the same manner as would be permitted for a tentative map.

10. An inspection by the Planning Division will be required prior to occupancy of the project. Items subject to inspection include, but are not limited to, parking layout and striping, identification of handicap parking stalls and required signage, landscaping, trash enclosures, and architecture, as well as any other conditions of approval. Everything shall be installed prior to calling for an inspection, although preliminary inspections may be requested. Contact the project planner at (760) 839-4671 to arrange a final inspection.

11. In the event that any of the conditions of this permit are not satisfied, the Community Development Department shall cause a noticed hearing to be set before the authorized agency to determine whether the City of Escondido should, acting through the authorized agency, add, amend, or delete conditions and regulations contained in this permit.

12. Nothing in this permit shall authorize the applicant to intensify the authorized activity beyond that which is specifically described in this permit. Any future modifications to the approved project will be reviewed relative to the findings for substantial conformance. Modifications beyond the scope described therein will require submittal of an amendment to the project plans and approval by the authorized agency.

13. The City of Escondido hereby notifies the applicant that the County Clerk's Office requires a documentary handling fee of $50.00 in order to file a Notice of Exemption for the project (environmental determination for the project). In conformance with California Environmental Quality Act (CEQA) Section 15062, the applicant should remit to the City of Escondido Planning Division, within two working days of the final approval of the project (the final approval being the date of this letter) a check payable to the "County Clerk" in the amount of $50.00. The filing of a Notice of Exemption and the posting with the County Clerk starts a 35-day statute of limitations period on legal challenges to the agency's decision that the project is exempt from CEQA. Failure to submit the required fee within the specified time noted above will result in the Notice of Exemption not being filed with the County Clerk, and a 180-day statute of limitations will apply.

14. The project shall participate in the Density Transfer Program as a "sending area," as described in Exhibit "B" to City Council Resolution No. 2019-69. A deed restriction shall be recorded prior to building permit issuance, transferring thirteen (13) units into the Transfer Density Credit Pool.

15. Implementation of the project requires the City to sell and dispose of a .05 city-owned triangle parcel, as described in the September 10, 2019 Planning Commission staff report and as shown in the project plans. Escrow of said city-owned triangle parcel must close prior to Final Map approval by the City.

B. <u>Architecture and Design</u>

1. All signs are to be approved by a separate sign permit. All signs must be consistent with the sign standards in the Downtown Specific Plan, unless otherwise authorized by this Planned Development.

2. A minimum of 80 cubic feet of private storage shall be provided for each residential unit as depicted on the development plans. Said storage shall be in addition to typical cabinets and closets.

3. Any retaining walls and raised planters along the project frontages shall be constructed with split-face block, stucco-finished or other appropriate decorative materials/finish to match the color(s) used on the building.

4. All exterior lighting shall conform to the requirements of Article 35 (Outdoor Lighting Ordinance) of the Escondido Zoning Code. Prior to building permit issuance, proposed outdoor lighting fixtures shall be submitted to the Planning Division for review and approval. Site lighting and photometric plans shall be included with the building plans.

5. The building, architecture, colors and materials, and conceptual landscaping shall be in substantial conformance with the Master and Precise Development Plan attached as Exhibit "D" to Ordinance No. 2019-15 and on-file with the Planning Division, except as modified by these conditions of approval. Any major modifications to the exterior architectural building elements or lessening of the quality of the exterior design shall require the processing of a Precise Plan modification, as described in Article 19 of the Escondido Zoning Code. Minor modifications may be approved through the design review process described in Article 64 of the Escondido Zoning Code.

6. An art feature shall be incorporated into the project (similar or equal to the concept kinetic art feature) identified on the plans and maintained throughout the life of the project. The final design shall be submitted to the Staff Design Review Board prior to approval of the building plans for the project.

7. The final designs for the garage vent features along Grand Avenue shall be submitted Planning Division design review. The venting/screening features shall incorporate additional vertical architectural elements (while still allowing for adequate ventilation) consistent with the building design to help further break overall horizontal screen area into separate distinct elements.

8. All mechanical equipment shall be screened from view in accordance with Section 33-1085 of the Escondido Zoning Code.

9. All new utilities shall be underground.

10. Exterior drainage downspouts shall be appropriately integrated into the architecture of the building and/or placed in appropriate exterior locations to help blend it into the design of the building. They shall be painted/textured to blend with the building background. This shall be clearly identified on the building plans.

11. Prior to the issuance of a building permit, the applicant shall prepare exterior-to-interior noise report completed by a qualified acoustical consultant for the proposed on-site residential units and the common podium-level open space areas. The report shall also assume a "windows-closed" condition with vehicles traveling along the adjacent roadways in accordance with the identified speed limit. The report would determine the predicted interior noise levels for the units. If predicted noise levels are found to be in excess of 45 CNEL, the report would identify

architectural materials or techniques that could be included in project design plans to reduce noise levels to 45 CNEL in habitable rooms. The report also shall identify any architectural techniques that would be included in the final project design to conform to the General Plan noise level goal for multi-family residential use of 65 dBA CNEL at the exterior common podium use areas. The report shall be submitted and approved by the City prior to issuance of a building permit.

12. The HVAC units on the project rooftop shall be installed with appropriate enclosures such that noise from HVAC operation does not exceed 55 dBA at the nearest off-site receptor. A final acoustical analysis shall be submitted with the building plans to determine whether any final design measures are necessary to conform to the City's Noise Ordinance.

13. Prior to approval of the grading plans and grading permit for the site, a Health and Safety Plan for construction workers (including PPE and testing equipment when working in areas of known residual petroleum impact soils) and a soil and groundwater management plan for soil and groundwater that may be hauled from the site shall be prepared and approved by the San Diego Water Board.

C. <u>Operational</u>

1. Trash and recycling shall be picked up as frequently as necessary to prevent overflow. The property owner/manager shall be responsible for placing/staging the trash bins in an appropriate area for pickup by the local trash hauler (that does not interfere with access to the facility or emergency vehicles). Bins shall be returned to the designed trash room as soon as they have been emptied by the hauler.

2. Provisions shall be made so that trash and recycling materials are not placed in the trash chute(s) while the bins are not in place. This may be accomplished by providing other receptacles in the trash room when the bins are not in place, by locking the chutes, or by other means that will accomplish this provision.

3. Permitted animals/pets shall be allowed in conformance with those identified in the Escondido Zoning Code for R-5 zoned properties, unless more restrictive standards are applied by the property owner.

4. All project generated noise shall conform to the City's Noise Ordinance (Ordinance 90-08).

5. Security cameras shall be provided if deemed necessary by the Police Chief.

6. Balconies and patios shall be kept in a neat and orderly manner. Items stored on balconies should be kept out of view or properly screened. Items shall not be hung over, across or on balconies or patios (such a towels, clothing, etc.).

7. Any decorative pavement, driveways and sidewalks shall be indicated on the building and landscape plans, including appropriate notes regarding type and color of materials. Any

decorative paving damaged or removed by the City or other utility provider in order to perform maintenance of public utility lines shall be replaced at the sole expense of the property owner.

8. Commercial uses for the 300 square foot flex/office space on the ground floor shall be limited to the uses permitted or conditionally permitted in the Mercado District of the Downtown Specific Plan.

D. <u>Parking, Access and Circulation</u>

1. In accordance with the approved Planned Development Permit, a minimum of 43 parking spaces shall be provided on-site within the parking garage in addition to an area designated for up to 4 motorcycles. The 43 parking spaces shall accommodate at least two accessible parking spaces. No more than 30 percent of the parking spaces shall be designated as compact spaces. All interior parking aisles shall be a minimum of 24 feet wide with appropriate turning radius at the end of the parking aisles, to the satisfaction of the Engineering Division.

2. The parking garage shall be equipped with appropriate infrastructure for the future installation of the eighteen (18) mechanical vehicle lifts (e.g., appropriate pad/foundations, electrical conduit/connections, power source, clearance height, etc.). At least five (5) vehicle lifts shall be installed upon initial occupancy of the facility to monitor the effectiveness of its use.

   After occupancy, the applicant shall monitor the site's overall parking provisions on an on-going basis. The on-going assessment shall be used to help determine if additional parking facilities are necessary to meet the project's parking demand. The applicant shall post a duly authorized surety bond, to the satisfaction of the Director of Community Development, to pay the City of Escondido up to a stated amount of money to install the balance of the mechanical parking lifts, tender options to do the same, and/or other benefits to ensure the completion of this bonded obligation.

   The Director of Community Development has the authority to create/terminate the bonded contract and call upon or cancel the surety at any time prior to the expiration of the Development Agreement. The bond shall spell out the options and make them part of the agreement.

3. Future electric vehicle designated charging stations shall be provided in accordance with 2016 California Green Building Code, Section 4.106.4.2.

4. All parking spaces shall be striped in conformance with Article 39 of the Escondido Zoning Code, and shown on the improvements plans.

5. The gated access to the proposed parking garage shall be electric. All residents with assigned parking spaces shall be provided with remote access for entrance into the garage. An electric/magnetic loop shall be installed on the interior of the garage so that the gate automatically opens for exiting vehicles.

6. Prior to building permit issuance, a parking and garage management plan shall be submitted to the City for review, and approved by the Director of Community Development. Said plan shall address parking lot access, space assignment(s), gate hours (if left open) general maintenance, signage and striping, delivery and other short-term parking allowances/requirements, guest parking, utility access and trash/recycling staging, and any other issues which affect the use and maintenance of the parking garage. The parking and garage management plan shall specify that the surety bond amount, as required in Condition No. 2 of this subsection, meets the minimum capital requirements to remedy a performance default. The applicant also shall provide 30-day transit passes to all tenants during the initial lease up period.

7. Private secure bicycle parking facility for residents (such as bike racks) shall be installed within the parking garage, or other appropriate areas on site, as approved by the Planning Division.

E. Landscaping

1. All landscaping shall be installed prior to final occupancy.

2. All vegetation shall be maintained in a flourishing manner, and kept free of all foreign matter, weeds and plant materials not approved as part of the landscape plan.

3. All irrigation shall be maintained in fully operational condition.

4. The property owner assumes all responsibility for maintaining all on-site landscaping and any landscaping in the public right-of-way adjacent to the property installed as part of the project, including the raised planters adjacent to the building along Grand Avenue and Quince Street, and any potted plants.

5. The raised landscape planter along Grand Avenue shall contain a mix or taller vertical materials at appropriate intervals and medium height shrubs to help screen pedestrian views into the parking garage. The raised planter along the Quince Street frontage also shall include the mix of taller and medium height planting materials, as the bio-filter design will accommodate. A metal trellis type feature also may be required to be installed in front of the garage ventilation screens to allow vines provide additional screening of the parking garage if vines attached to the ventilation screens will affect the effectiveness of the metal screens.

6. The landscaping on the triangular parcel (fronting 2nd Avenue) shall include an upgraded design to include specimen sized trees and a combination of appropriate shrubs, ground cover and other hardscape type features. Appropriate shrubs shall be installed along portions of the public utility easement (driveway and loading area) to help screen these areas. The storm drain basin shall incorporate an appropriate design to be a visual amenity for the project. The driveway entrance from 2nd Avenue shall incorporate decorative type elements into the final design (such as color concrete elements with additional scoring pattern, stamped concrete elements, or pavers).

7. Street trees shall be provided along each of the site's street frontages, in conformance with the Landscape Ordinance and the City of Escondido Street Tree List.

8. Five copies of detailed landscape and irrigation plans shall be submitted to the Engineering Services Department with the second submittal of the grading plan. The initial submittal of the landscape plans shall include the required plan check fees.

9. The landscape and irrigation plans shall be reviewed and approved by the Planning Division and Engineering Services Department prior to approval of the grading plans, and shall be equivalent or superior to the conceptual landscape plans included as part of the Master and Precise Development Plans, to the satisfaction of the Planning Division. The required landscape and irrigation plans(s) shall comply with the provisions, requirements and standards outlined in Article 62 (Landscape Standards) of the Escondido Zoning Code, except where stricter requirements are imposed by the State of California. The plans shall be prepared by, or under the supervision of, a licensed landscape architect.

10. The installation of the landscaping and irrigation shall be inspected by the project landscape architect upon completion. He/she shall complete a Certificate of Landscape Compliance certifying that the installation is in substantial compliance with the approved landscape and irrigation plans and City standards. The applicant shall submit the Certificate of Compliance to the Planning Division and request a final inspection.

F. <u>On-Site Management Plan</u>

1. Prior to occupancy, the applicant shall submit a Management Plan that provides for ongoing maintenance of lighting, signing and striping, parkway landscaping and irrigation, storm water treatment basins, and facilities, common open spaces, public utilities easements areas, public walkways, and alley, etc. These provisions shall be approved by the Engineering Department prior to occupancy.

2. The Management Plan shall reference the recorded Storm Water Control Facility Maintenance Agreement and approved Storm Water Quality Management Plan for the project.

3. The Management Plan shall identify responsibility for liability for damage and repair to City utilities in the event that damage is caused by tenants, vehicles or personnel servicing the property or delivery personnel, and/or operation of maintenance personnel of the project.

4. The Management Plan shall state that if stamped concrete or decorative pavers or used within walkways within the City right-of-ways, any damage and repair/replacement shall be the responsibility of the management company and/or project owner.

ENGINEERING CONDITIONS OF APPROVAL

GENERAL

1. The applicant shall provide the City Engineer with a Subdivision Guarantee and Title Report covering subject property.

2. The location of all existing on-site and adjacent utilities and storm drain facilities shall be determined by the Developer's engineer. If a conflict occurs with the proposed project or improvements, arrangements for relocation of the conflicting utilities/facilities shall be made with the owner of the utility/facility prior to approval of the Grading plans and Final Map. This utility/facility relocation work shall be completed prior to issuance of Building Permits.

3. Improvement plans prepared by a Civil Engineer are required for all public street and utility improvements and a Grading/Private Improvement plan prepared by Civil Engineer is required for all grading, drainage and private onsite improvement design. Landscaping Plans shall be prepared by a Landscape Architect for the project.

4. The Developer shall post securities in accordance with the City prepared Bond and Fee Letter based on a final Engineer's Estimate of Grading and Improvements Cost prepared by the project engineer. The Developer is required to provide a Cash Clean Up deposit for all grading, landscaping, private Improvements and onsite drainage improvements prior to approval of Grading Plans and issuance of Grading Permit. This Cash Clean Up Deposit amount shall be 10% of the total cost of the project private improvements, drainage and landscaping. The Developer is required to provide Performance (100% of total public improvement cost estimate), Labor and Material (50% of total public improvement cost estimate) and Guarantee and Warrantee (10 % of total public improvement cost estimate) bonds for all public improvements prior to approval of the Improvement Plans and issuance of Building Permits. All improvements shall be completed prior to issuance of a Certificate of Occupancy.

5. No Building Permits shall be issued for any construction within this Subdivision until the Final Subdivision Map is recorded and either:

    a) All conditions of the Tentative Subdivision Map have been fulfilled: or

    b) Those conditions unfulfilled at the time of an application for Building Permits shall be secured and agreements executed in a form and manner satisfactory to the City Attorney and City Engineer.

6. If site conditions change adjacent to the proposed development prior to completion of the project, the developer will be responsible to modify his/her improvements to accommodate these changes. The determination and extent of the modification shall be to the satisfaction of the City Engineer.

7. All public improvements shall be constructed in a manner that does not damage existing public improvements. Any damage shall be determined by and corrected to the satisfaction of the City Engineer.

8. The engineer shall submit to the Planning Department a copy of the Tentative Map as presented to the Planning Commission and the City Council together with any changes

contained in the adopted final conditions of approval. The Tentative Map will be certified by the Planning Department verifying that it is an accurate reproduction of the approved Tentative Map and must be included in the first submittal for Final Map and grading plan check to the Engineering Department.

STREET IMPROVEMENTS AND TRAFFIC

1. Public street improvements shall be constructed to City Standards as required by the Subdivision Ordinance in effect at the time of the Tentative Map approval and to the satisfaction of the City Engineer. Specific details, including final concrete driveway apron design for the project entrances, concrete curb & gutter and sidewalk replacement, drainage, street lighting, etc. shall be resolved to the satisfaction of the City Engineer.

2. The Developer shall remove and replace all damaged sidewalk, curb and gutter, along all project frontages to the satisfaction of the City Engineer prior to issuance of a Certificate of Occupancy.

3. Access to this project shall be provided from W. 2nd Avenue and improved with an alley-type driveway apron in accordance with Escondido Standard Drawing No. G-5-E with a minimum throat width of 24 feet. The final location and design of this driveway apron and paved access into the project shall be approved by the City Engineer and City Fire Marshal as part of the Grading plans.

4. The project's access drive and unloading area shall be adequately illuminated from the project building structure to the satisfaction of the City Engineer and Building Official. This lighting shall be maintained by the Home Owner's Association.

5. All on-site driveways, and parking areas will be private. Typical sections and design details shall be to the satisfaction of the City Engineer and Community Development Director.

6. The Developer's engineer shall prepare and submit for approval by the City Engineer a complete final Signing and Striping plan for all improved and modified roadways. The developer will be responsible for removal of all existing and the construction of all new signing and striping in compliance with the current CA MUTCD standards and to the satisfaction of the City Engineer.

7. The developer will be required to install "No Parking – Bike Lanes" signs along the project's Quince Street frontage at 150-foot spacing. The signs shall be mounted on the street light poles where possible.

8. The Developer shall repaint all pavement striping and markings adjacent to the project that have been damaged and prematurely faded due to project construction traffic to the satisfaction of the City Engineer.

9. The developer will be required to provide a detailed detour and traffic control plan, for all construction within existing rights-of-way, to the satisfaction of the City Engineer. This plan shall be approved prior to the issuance of an Encroachment Permit for construction within the public right-of-way.

10. The developer may be responsible for an overlay of S. Quince Street due to the many utility trenches necessary to serve this project. The determination of the extent of the overlay shall be to the satisfaction of the City Engineer.

11. Adequate horizontal sight distance shall be provided at all driveways. Increased parkway widths, open space easements, and restrictions on landscaping may be required at the discretion of the City Engineer.

12. Pedestrian access routes shall be provided into the project to the satisfaction of the City Engineer and City Building Official.

13. All gated entrances shall be designed and improved to the satisfaction of the City Engineer and Fire Marshal.

14. The developer shall install trash capture devices on existing storm drain inlets along the project's frontage to the satisfaction of the City Engineer.

15. Existing driveways along the project's W. Grand Avenue and S. Quince Street frontages shall be completely removed and shall be replaced with full height curb, gutter, and sidewalk in accordance with City standards. curb, gutter, and sidewalk shall be replaced in-kind to match existing color and patterns.

16. Short-term parking spaces shall be installed along the project's W. Grand Avenue frontage to the satisfaction of the City Engineer. The parking spaces shall be installed to match the existing paving, color, patterns and striping along Grand Avenue.

17. Only those Mercado street furniture items, lighting fixtures, and architectural features specifically identified for removal or relocation shall be disturbed. All other items shall be protected in place and any damage to these items shall be corrected or compensated for to the satisfaction of the City Engineer and Director of Community Development. Before work in this area commences a final review and tabulation of the items in the Mercado right-of-way to be disturbed shall be approved by the City Engineer.

GRADING

1. A site grading and erosion control plan prepared by a registered Civil Engineer shall be approved by the Engineering Department. The first submittal of the grading plan shall be accompanied by 3 copies of the preliminary soils and geotechnical report. The soils engineer will be required to indicate in the soils report that he/she has reviewed the grading design and found it to be in conformance with his/her recommendations.

2. Any proposed retaining walls not a part of the building foundations or stem walls shall be shown on and permitted as part of the site grading plan. Profiles and structural details shall be shown on the site grading plan and the Soils Engineer shall state on the plans that the proposed retaining wall design is in conformance with the recommendations and specifications as outlined in the Geotechnical report. Structural calculations shall be submitted for review by a Consulting Engineer for all walls not covered by Regional or City Standard Drawings. Stem walls, foundation structures, or deepened footings that are to be constructed as part of a building structure will be permitted as part of the Building Dept. plan review and permit process.

3. Erosion control, including riprap, interim slope planting, sandbags, or other erosion control measures shall be provided to control sediment and silt from the project. The developer shall be responsible for maintaining all erosion control facilities throughout the project.

4. The developer shall be responsible for the recycling of all excavated materials designated as Industrial Recyclables (soil, asphalt, sand, concrete, land clearing brush and rock) at a recycling center or other location(s) approved by the City Engineer.

5. A Construction General Permit is required from the State Water Resources Control Board for all storm water discharges associated with a construction activity where clearing, grading, and excavation results in a land disturbance of one or more acres.

6. All blasting operations performed in connection with the improvement of the project shall conform to the City of Escondido Blasting Operations Ordinance.

7. All existing foundations and structures, other than those designated "to remain" on the Tentative Map, shall be removed or demolished from the site.

8. The developer will be required to obtain permission from adjoining property owners for any off-site grading necessary to construct the project and/or the required improvements.

9. All driveway grades shall conform to current Escondido Design Standards and Escondido Standard Drawings.

DRAINAGE

1. Final on-site and off-site storm drain improvements shall be determined to the satisfaction of the City Engineer and shall be based on a drainage study to be prepared by the Engineer of Work. The drainage study shall be in conformance with the City of Escondido Design Standards.

2. All on-site storm drains not in public easements are private. The responsibility for maintenance of these storm drains shall be that of the Home Owner's Association. Provisions stating this shall be included in the CC&Rs.

3. The project shall limit drainage flows to their pre-construction rates. Details and calculations for the detention basins shall be submitted and approved as part of the grading plan check.

4. A Storm Water Quality Management Plan (SWQMP) in compliance with the City's latest adopted Storm Water Design Manual shall be prepared for all newly created or replaced onsite impervious areas, impervious frontage, and required offsite improvements. The SWQMP shall be submitted for approval with the final improvement and grading plans. The SWQMP shall include hydro-modification calculations, treatment calculations, post-construction storm water treatment measures, and maintenance requirements.

5. All site drainage with emphasis on the parking and driveway areas shall be treated to remove expected contaminants using a high efficiency non-mechanical method of treatment. The City highly encourages the use of bio-retention areas as the primary method of storm water retention and treatment. The landscape plans will need to reflect these areas of storm water treatment.

6. The developer will be required to have the current owner of the property sign, notarize, and record a Storm Water Control Facility Maintenance Agreement.

WATER SUPPLY

1. All new water main locations and sizing shall be to the satisfaction of the City Engineer. Required water main improvements for the project shall include the design and construction of a 12-inch public water line in S. Quince Street, from 2nd Avenue to W. Valley Parkway, in accordance with the current City of Escondido Design Standards and Standard Drawings and to the satisfaction of the Utilities Engineer.

2. Fire hydrants together with an adequate water supply shall be installed at locations approved by the Fire Marshal. Fire hydrants shall connect to a minimum 8-inch water main.

3. A fire suppression sprinkler system shall be designed and constructed per current City of Escondido Design Standards and Standard Drawings and per the requirements of the Fire Marshal.

4. Water meters and back flow prevention devices shall not be installed within a driveway apron or private drive areas.

5. All on-site water lines and backflow prevention devices beyond the City water meter shall be considered a private water system. The property owner shall be responsible for all maintenance of these water lines and appurtenances.

6. No trees or deep rooted plants shall be planted within 10-feet of any water mains.

7. There shall be no permanent structures located within the City's Public Utilities Easements.

SEWER

1. A private 6-inch minimum PVC sewer lateral with a standard clean-out within 18-inches of the Public Utilities Easement or right-of-way shall be constructed for the project and shown on the Improvement and Grading plans. The private sewer lateral shall connect to the existing 18-inch sewer main in S. Quince Street. Sewer laterals less than 8-inches in diameter shall connect to the sewer main with a wye fitting or Inserta-Tee.

2. All sewer laterals shall be constructed per current City of Escondido Design Standards and Standard Drawings and per the current Uniform Plumbing Code.

3. No trees or deep rooted bushes shall be planted within 15-feet of any sewer main or within 10-feet of any sewer lateral. Sewer laterals shall be 5-feet horizontally clear from other utilities.

4. All sewer lateral(s) shall be considered a private sewer system. The Home Owners Association will be responsible for all maintenance of the sewer lateral(s) to the sewer main. Provisions stating this shall be included in the CC&Rs.

5. There shall be no permanent structures located within the City's Public Utilities Easements.

FINAL MAP - EASEMENTS AND DEDICATIONS

1. All easements, both private and public, affecting subject property shall be shown and delineated on the Final Map.

2. Public utility easements for sewer, water, storm drain, etc. which are deemed necessary by the City Engineer shall be granted to the City.

3. The project includes a street vacation of the public alley right-of-way within or adjoining the project boundary. Specific areas to be vacated shall be determined to the satisfaction of the City Engineer. A public utility easement shall be reserved over the portion of the alley to be vacated. The street vacation with the reservation of a public utility easement must be approved by the City Council prior to recordation of the Final Map.

4. The following public utility easements shall be granted to the City on the Final Map: 2-feet along S. Quince Street and 2-feet northerly of and in addition to the public utility easement reserved from the alley street vacation.

5. The developer is responsible for making the arrangements to vacate all streets or quitclaim all easements of record which conflict with the proposed development prior to approval of the final map. All street vacations shall be accomplished by means of a separate public hearing. If an easement of record contains an existing utility that must remain in service, proof of arrangements to quitclaim the easement once new utilities are constructed must be submitted to the City Engineer prior to approval of the Final Map. Building permits will not be issued for lots in which construction will conflict with existing easements, nor will any securities be released until the existing easements are quitclaimed.

REPAYMENTS AND FEES

1. A cash security shall be posted to pay any costs incurred by the City to clean-up eroded soils and debris, repair damage to public or private property and improvements, install new BMPs, and stabilize and/or close-up a non-responsive or abandoned project. Any moneys used by the City for cleanup or damage will be drawn from this security and the grading permit will be revoked by written notice to the developer until the required cash security is replaced. The cleanup cash security shall be released upon final acceptance of the grading and improvements for this project. The amount of the cash security shall be 10% of the total estimated cost of the grading, drainage, landscaping, and best management practices items of work with a minimum of $5,000 up to a maximum of $50,000, unless a higher amount is deemed necessary by the City Engineer.

2. The developer shall be required to pay all development fees of the City then in effect at the time, and in such amounts as may prevail when building permits are issued.

CC&Rs

1. Copies of the CC&Rs shall be submitted to the Engineering Department and Planning Department for approval prior to approval of the Final Map.

2. The developer shall make provisions in the CC&Rs for maintenance by the Home Owners' Association of private driveways, parking areas, private utilities (including sewer and water), storm water and drainage facilities, private street lighting, landscaping both onsite and within

fronting public right-of-ways. These provisions must be approved by the Engineering Department prior to approval of the Final Map.

3. The CC&Rs must state that the Home Owners' Association assumes liability for damage and repair to City utilities in the event that damage is caused by the property owners' association when repair or replacement of private utilities is done.

4. The CC&Rs must state that (if stamped concrete is used in the private driveway) the homeowners' association is responsible for replacing the stamped concrete in kind if the City has to trench the street for repair or replacement of an existing utility.

UTILITY UNDERGROUNDING AND RELOCATION

1. All existing overhead utilities within the subdivision boundary or along fronting streets shall be relocated underground as required by the Subdivision Ordinance. The developer may request a waiver of this condition by writing a letter to the City Engineer explaining his/her reasons for requesting the waiver. The developer will be required to pay a waiver fee as adopted by City Council resolution.

2. The developer shall sign a written agreement stating that he has made all such arrangements as may be necessary to coordinate and provide utility construction, relocation and undergrounding. All new utilities shall be constructed underground.

FIRE DEPARTMENT CONDITIONS

1. All fire underground line, fire sprinkler, fire alarm, and any standpipe systems shall comply with the current additions of NFPA and the California Fire Code.

2. All Fire protection system plans shall be deferred submittals to the Escondido Fire Department.

3. An approved paved access and approved adequate water supply shall be provided prior to any combustibles being brought to the site.

4. The number and location of FDC/ PIV 's shall be determined by the Fire Marshall. These devices shall not be on the building and shall be placed in an approved location.

5. Fire access shall be paved all-weather surface able to support the weight of the Fire apparatus (75,000 lbs.).

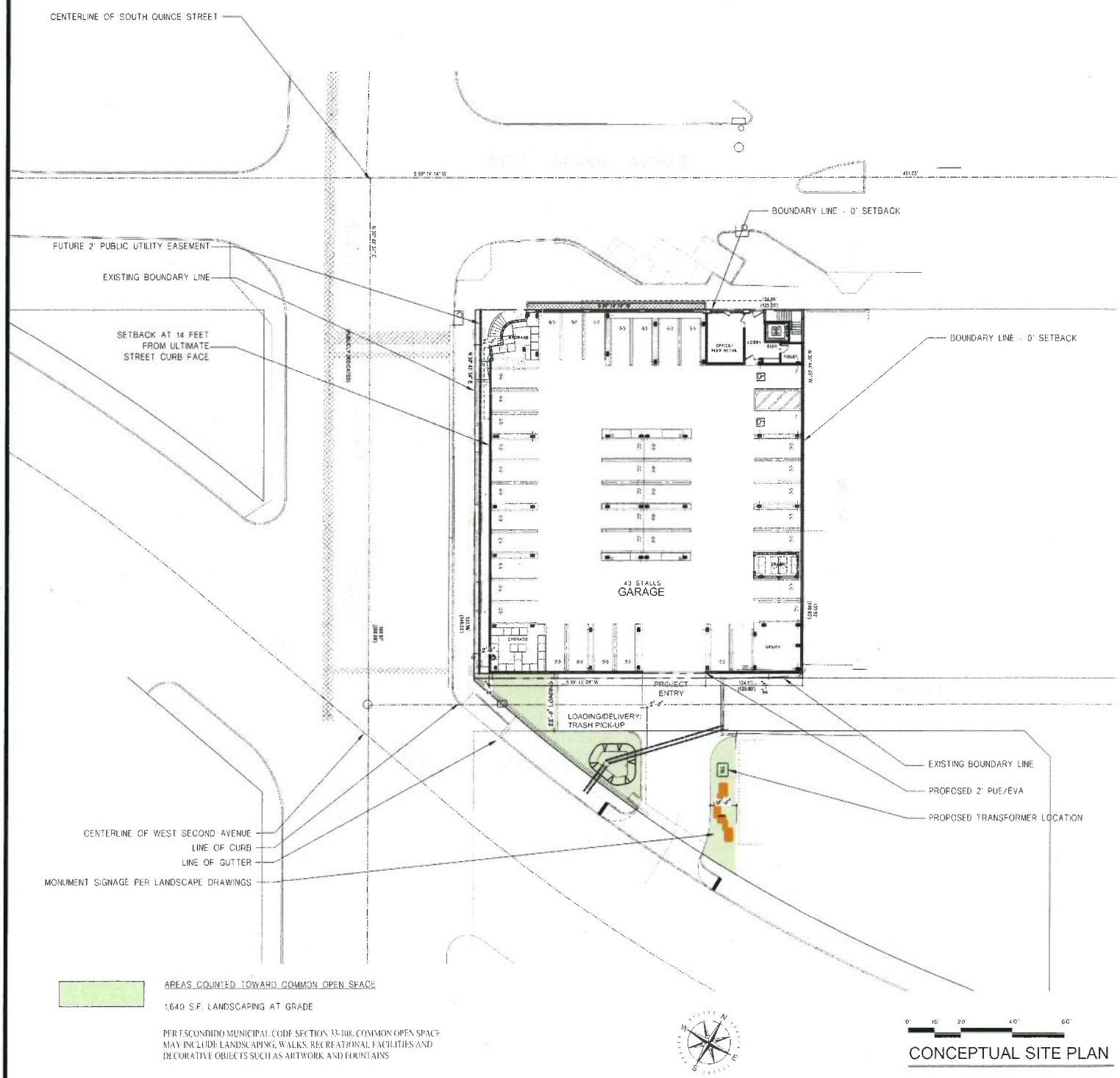
6. A minimum turning radius of 28ft inside shall be provided on all fire department access roadways, to the satisfaction of the Fire Marshal.

7. An adequate water supply with minimum fire flow shall be as determined by the Fire Marshal.

8. Fire lanes shall be designated and approved by the Fire Marshal and painted red with white letter, marked “no parking fire lane.” Fire lane shall be maintained by the project management company for the duration of the project.

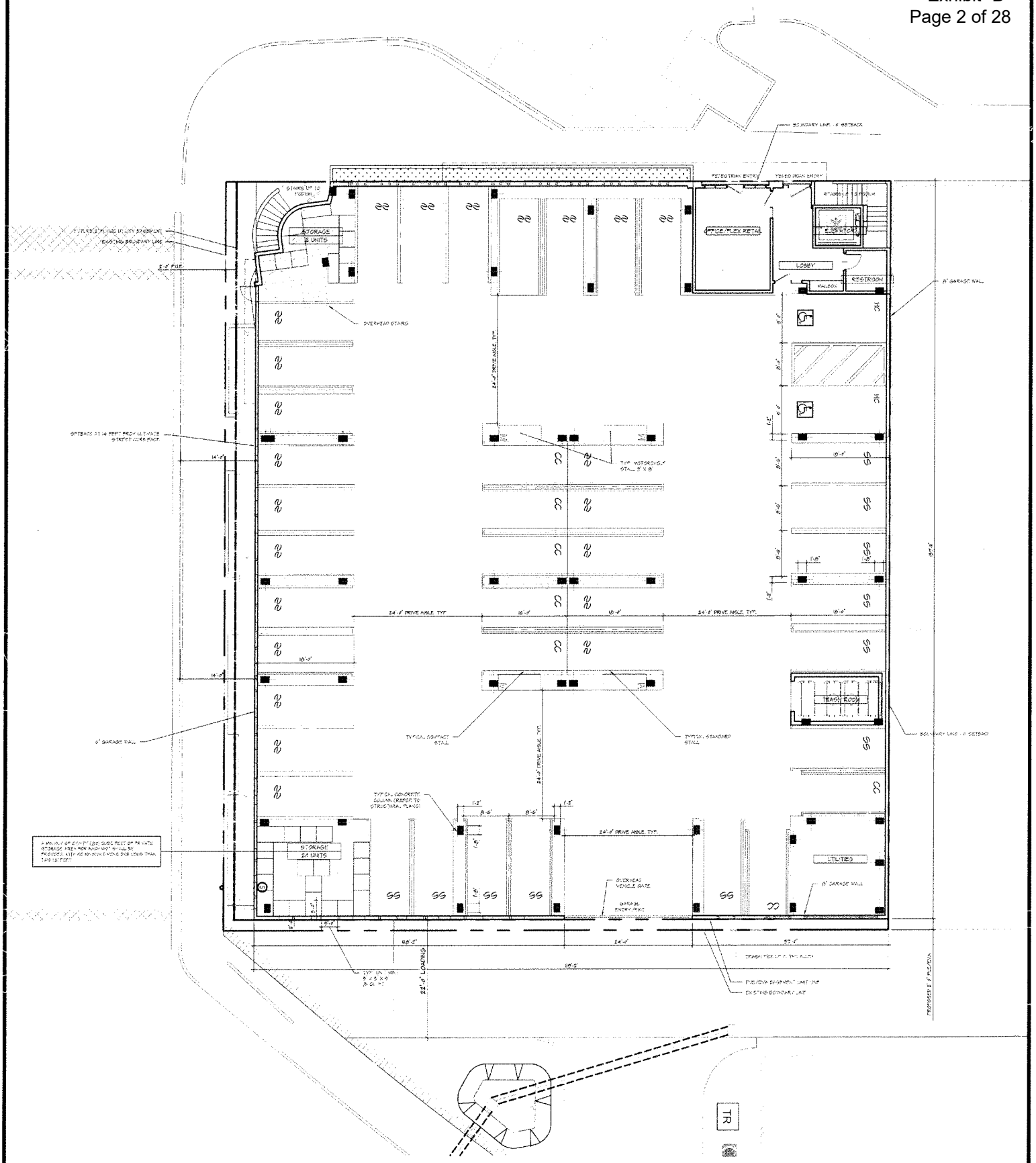
9. Bollards may be required for fire hydrants in close proximity to vehicular traffic aisles.

EXHIBIT "D"



PROPOSED PROJECT: SUB 18-0008

SITE PLAN



PROPOSED PROJECT: SUB 18-0008

ENLARGED SITE PLAN

AERIAL VIEW FROM QUINCE

CORNER OF QUINCE AND GRAND

PROPOSED PROJECT: SUB 18-0008
CONCEPTUAL RENDERINGS

CORNER OF QUINCE AND GRAND

WEST GRAND AVENUE LOOKING TOWARDS WEST

PROPOSED PROJECT: SUB 18-0008
CONCEPTUAL RENDERINGS

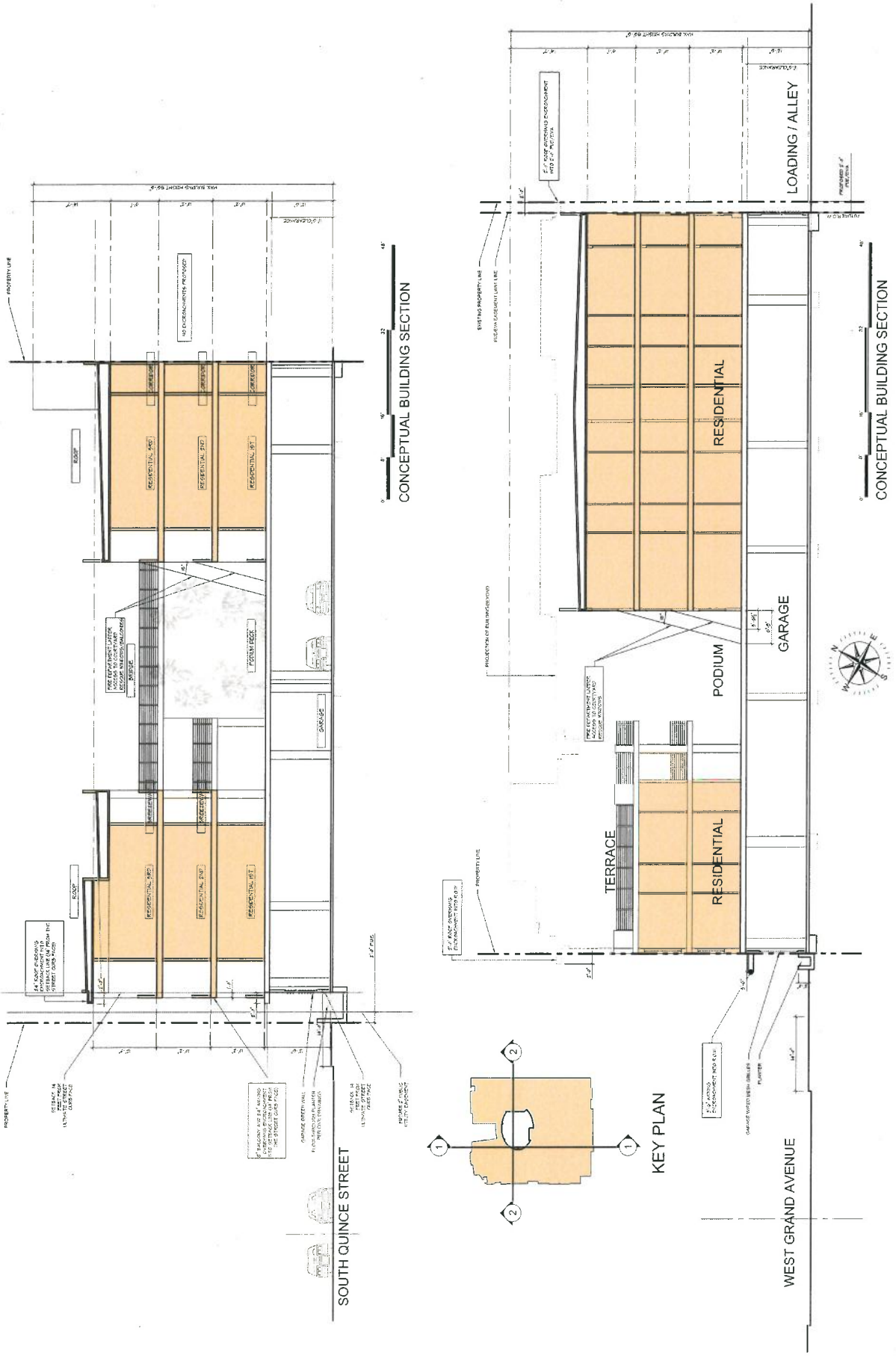
VIEW OF SOUTH QUINCE ELEVATION

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL RENDERINGS

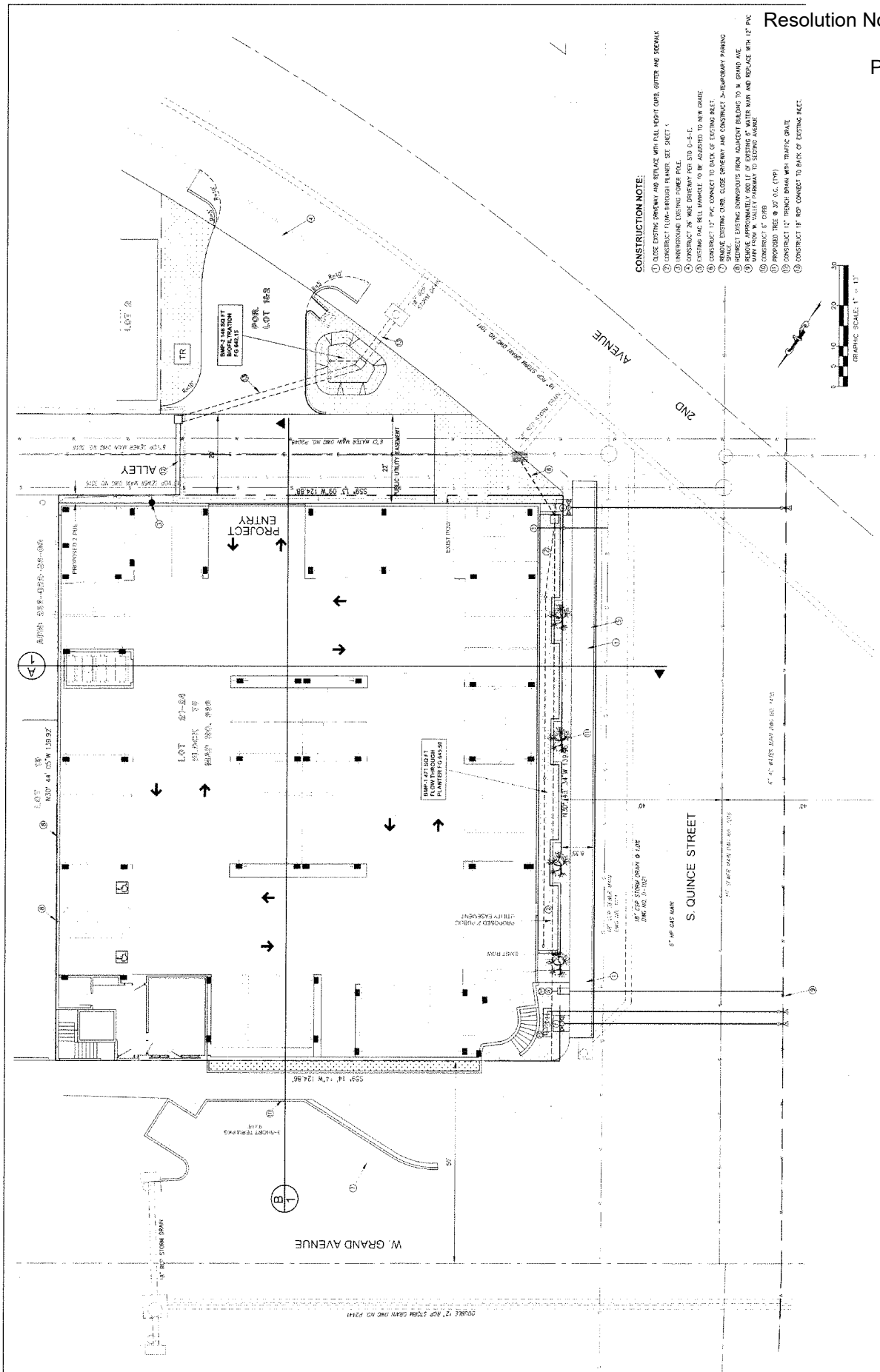
PROPOSED PROJECT: SUB 18-0008

COLOR SCHEME



PROPOSED PROJECT: SUB 18-0008

BUILDING SECTIONS

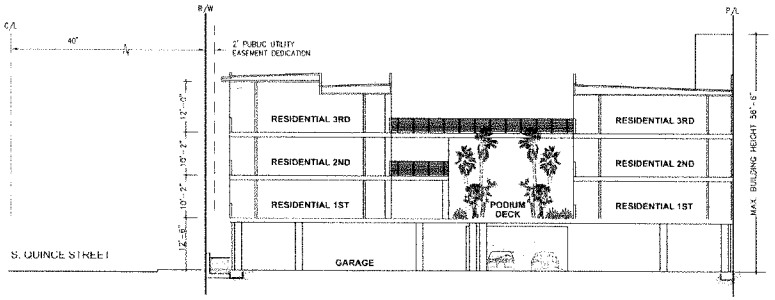


PROPOSED PROJECT: SUB 18-0008

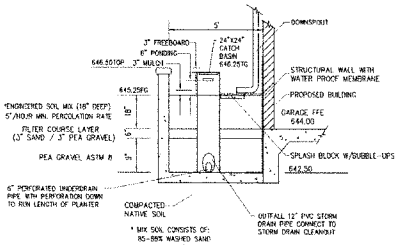
TENTATIVE MAP

PROPOSED PROJECT: SUB 18-0008

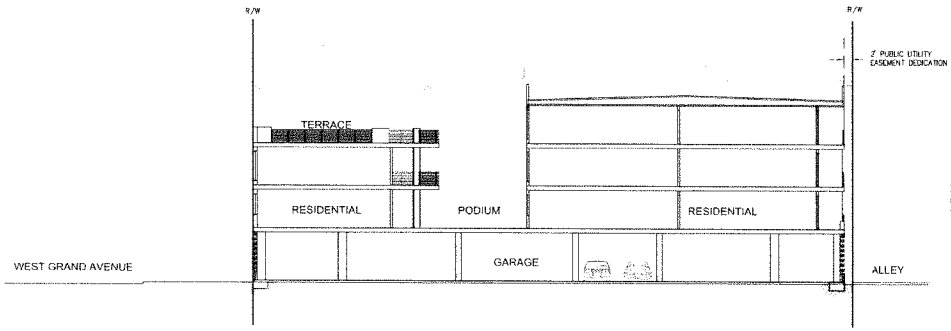
TENTATIVE MAP



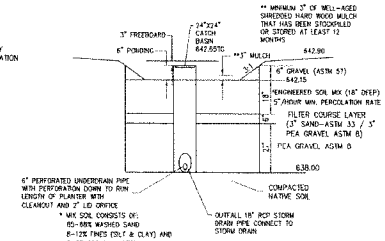
SECTION-A
NOT TO SCALE



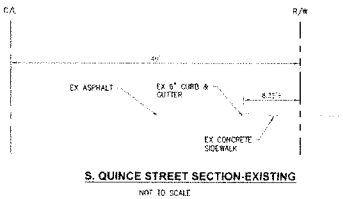
BMP-1 BIOFILTRATION BF-1
FLOW TROUGH PLANTER
NOT TO SCALE



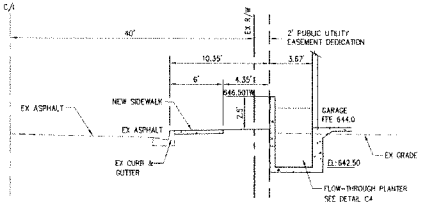
SECTION-B
NOT TO SCALE



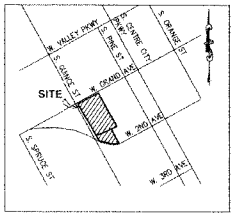
BMP-2 BIOFILTRATION BF-1
NOT TO SCALE



S. QUINCE STREET SECTION-EXISTING
NOT TO SCALE



S. QUINCE STREET SECTION-ULTIMATE
NOT TO SCALE



VICINITY MAP
N.T.S.

OWNER'S CERTIFICATE

WE HEREBY CERTIFY THAT WE ARE THE RECORD OWNERS OF THE PROPERTY SHOWN ON THIS VESTING TENTATIVE SUBDIVISION MAP AND THAT SAID MAP SHOWS ALL OUR CONTIGUOUS OWNERSHIP IN WHICH WE HAVE ANY DEED OR TRUST INTEREST. WE UNDERSTAND THAT OUR PROPERTY IS CONSIDERED CONTIGUOUS EVEN IF IT IS SEPARATED BY ROADS, STREETS, UTILITY EASEMENTS, OR RAILROAD RIGHTS-OF-WAY.

BY: _____ DATE

555 W. GRAND AVENUE, LLC
3305 JASMINE PLACE
ESCONDIDO, CA 92025
TEL: (858) 752-4121

APPLICANT/DEVELOPER

555 W. GRAND AVENUE, LLC
3305 JASMINE PLACE
ESCONDIDO, CA 92025
(858) 752-4121
EMCOUTY1965@GMAIL.COM

BY: _____
EDWARD MOODY DATE

LEGEND

ITEM	SYMBOL
PROPERTY BOUNDARY	
6" CURB & GUTTER	
CONCRETE SIDEWALK	
ASPHALT	
LANDSCAPE	
12" PVC STORM DRAIN PIPE @ 0.5% EXCEPT AS NOTED	
CATCH BASIN SIZE PER PLAN	
FLOW THROUGH PLANTER	
TRENCH RESURFACING	
6" SEWER SERVICE	S
2" WATER SERVICE WITH BACK FLOW PREVENTER	W BP
8" FIRE SERVICE	FS
12" PVC WATER MAIN	W W
FLOW	
RIPRAP	
ACCESS RIGHTS TO BE RELINQUISHED	

NOTES:

1. WATER SERVICE BY THE CITY OF ESCONDIDO.
2. SEWER DISPOSAL BY THE CITY OF ESCONDIDO.
3. GAS & ELECTRIC SERVICE BY SDG&E.
4. ALL IMPROVEMENTS SHALL BE TO CITY STANDARDS.
5. ASSESSOR'S PARCEL NO.: 233-022-01-00 AND 233-022-02-00
6. EXISTING ZONING: S-P (SPECIFIC PLAN, MERCADO PLAN)
7. PROPOSED ZONING: S-P (SPECIFIC PLAN, MERCADO PLAN)
8. GENERAL PLAN DESIGNATION: DOWNTOWN SPECIFIC PLAN
9. ALL UTILITIES SHALL BE UNDERGROUND.
10. CUT= 1,000 C.Y. FILL= 0 C.Y. EXPORT= 1,000 C.Y.

TOTAL GROSS AREA:

17,474 SF, 0.401 ACRES: LOTS 20-24
4,007 SF, 0.092 ACRES: FOR LOTS 1&2 AND ALLEY

SITE DESIGN DATA:

EXISTING NUMBER OF LOTS IS: 4
PROPOSED NUMBER OF LOTS IS: 1
TOTAL NUMBER OF BUILDINGS: 1
TOTAL NUMBER OF CONDOMINIUM UNITS
RESIDENTIAL: 32
COMMERCIAL: 1

PARKING REQUIRED: 61
PARKING PROVIDED: 62
INCLUDING 2 HANDICAPPED

SITE ADDRESS:

555 W. GRAND AVENUE
ESCONDIDO, CA

LEGAL DESCRIPTION:

LOTS 20 THROUGH 24 OF BLOCK 75 OF MAP NO. 336
TOGETHER WITH A PORTION OF LOTS 1&2 AND PORTION OF ADJACENT ALLEY CLOSED TO PUBLIC USE

ASSESSOR'S PARCEL NUMBER:

233-022-01-00 AND 233-022-02-00 AND 233-022-21

CONDOMINIUM NOTE:

THIS IS A MAP OF A CONDOMINIUM PROJECT AS DEFINED IN SECTION 4125 OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF CONDOMINIUM UNITS IS 33. (32 RESIDENTIAL CONDOMINIUM UNIT AND 1 COMMERCIAL CONDOMINIUM UNIT).

TOPOGRAPHY PREPARED BY:

DASK LAND SURVEYING
970 WEST VALLEY PARKWAY, # 621
ESCONDIDO, CA 92025
TELEPHONE (760) 740-1383
DATED: JUNE 8, 2018 AND JANUARY 29, 2019

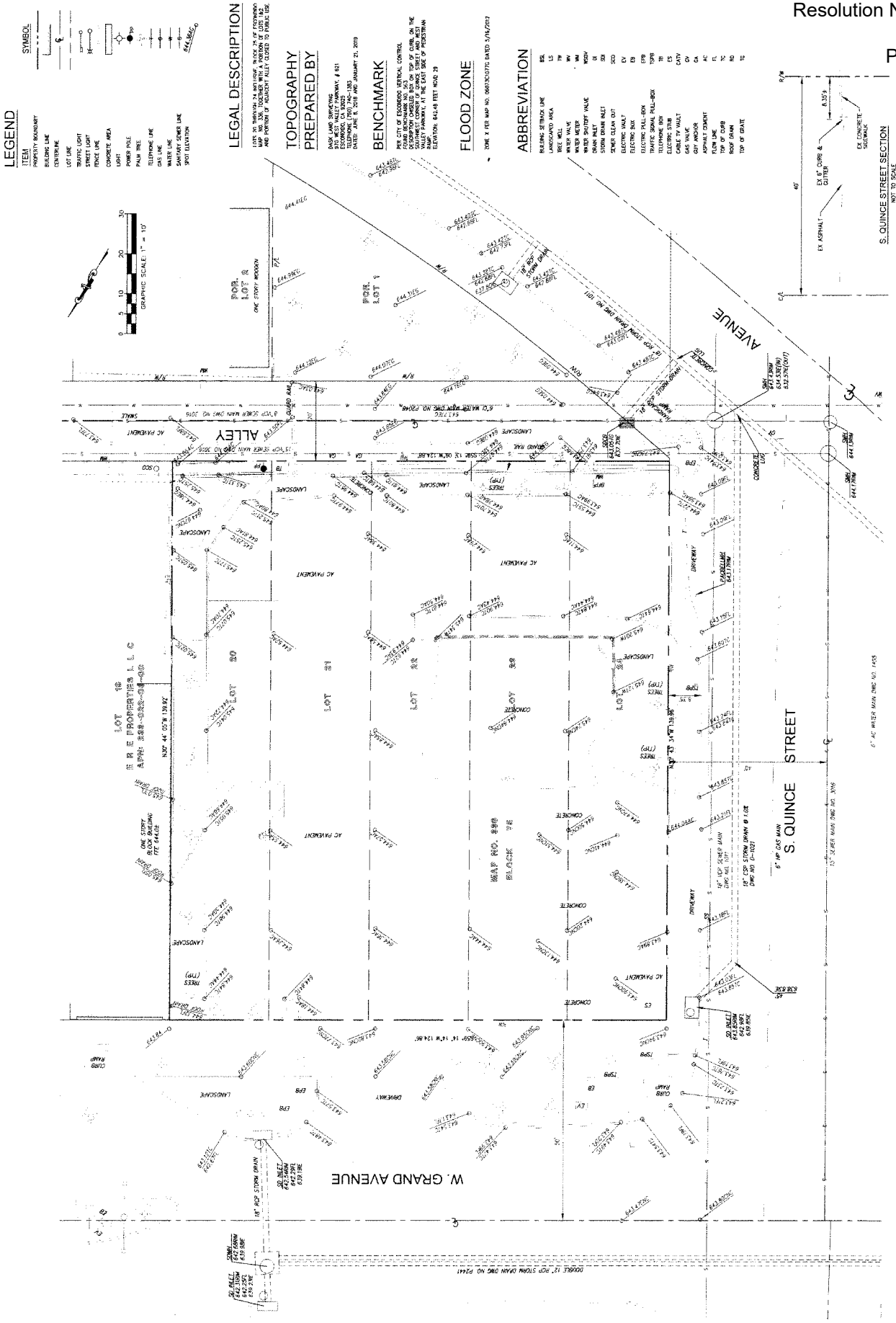
BENCH MARK

PER CITY OF ESCONDIDO VERTICAL CONTROL
FOUND BENCHMARK NO. 563
DESCRIPTION: CHISELED BOX ON TOP OF CURB, ON THE SOUTHWEST CORNER OF QUINCE STREET AND WEST VALLEY PARKWAY, AT THE EAST SIDE OF PEDESTRIAN RAMP
ELEVATION: 643.48 FEET NGVD 29

EASEMENT NOTE:

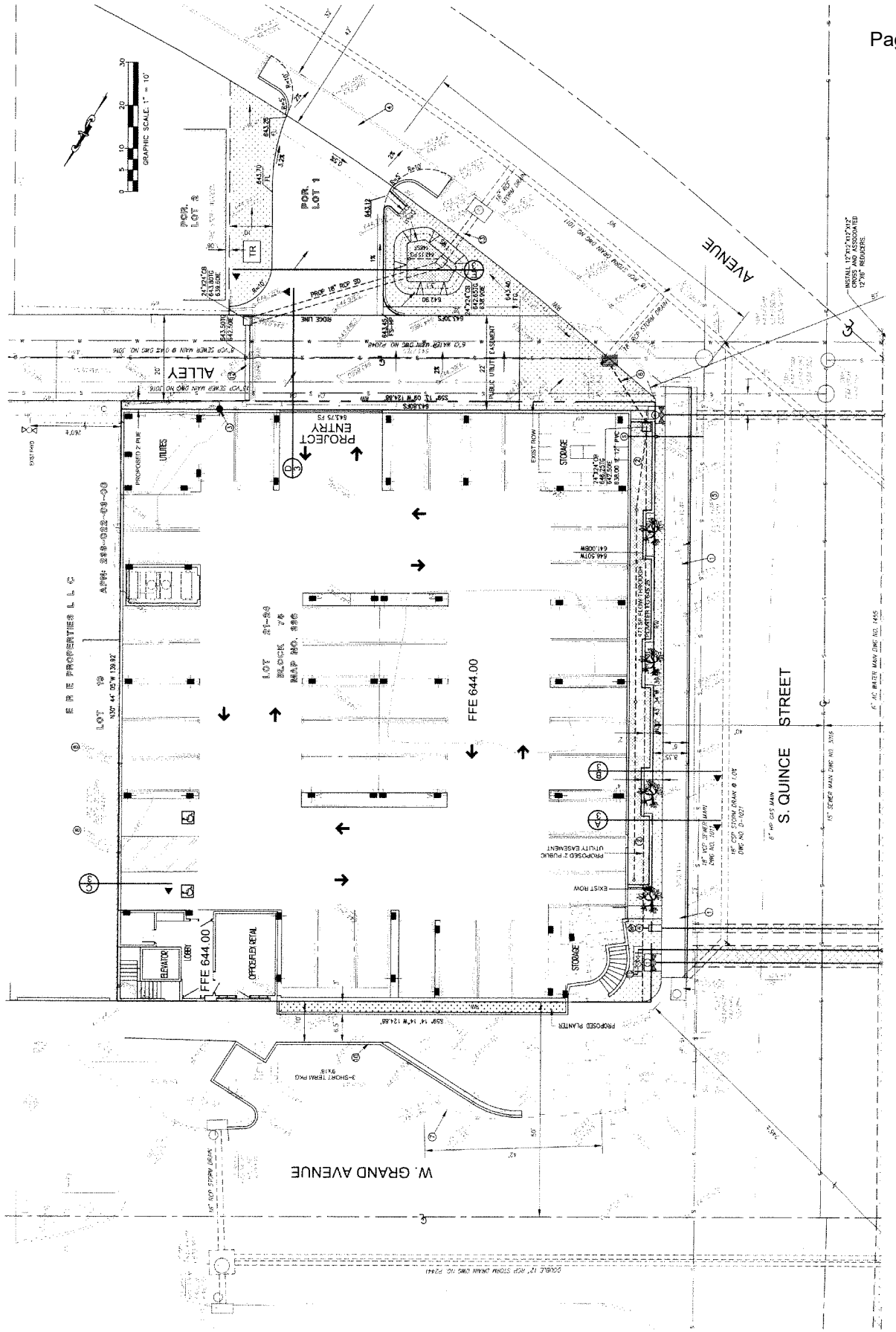
NONE

Resolution No. 2019-143
Exhibit "D"
Page 9 of 28



PROPOSED PROJECT: SUB 18-0008

EXISTING TOPOGRAPHY

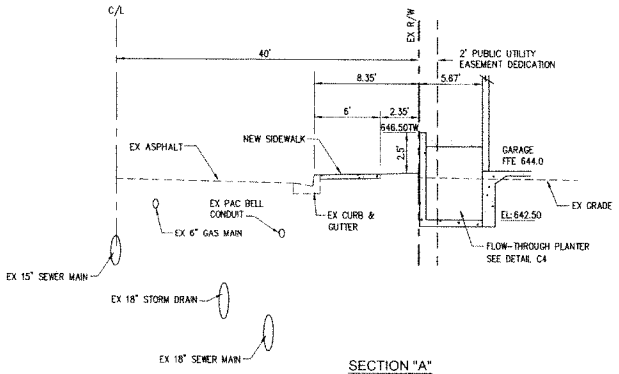


PROPOSED PROJECT: SUB 18-0008

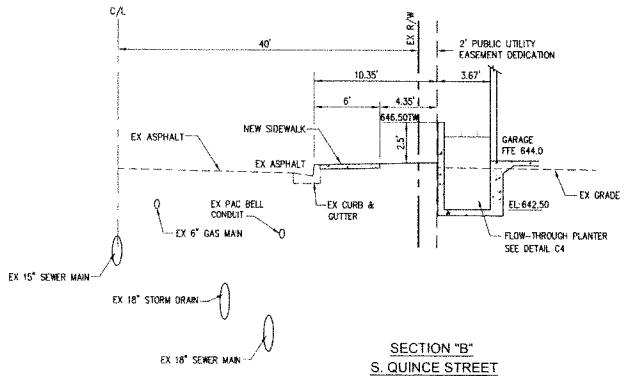
GRADING PLAN

PROPOSED PROJECT: SUB 18-008

GRADING PLAN



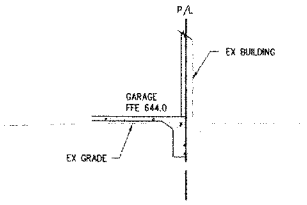
SECTION "A"
S. QUINCE STREET
NOT TO SCALE



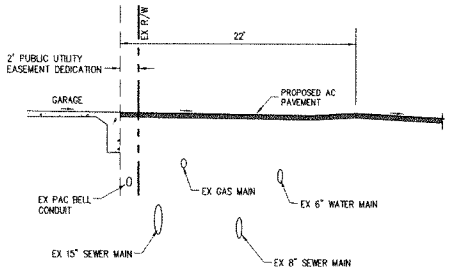
SECTION "B"
S. QUINCE STREET
NOT TO SCALE

LEGEND

ITEM	SYMBOL
PROPERTY BOUNDARY	
6" CURB & GUTTER	
CONCRETE SIDEWALK	
ASPHALT	
LANDSCAPE	
12" PVC STORM DRAIN PIPE @ 0.3% EXCEPT AS NOTED	
CATCH BASIN SIZE PER PLAN	
FLOW THROUGH PLANTER	
TRENCH RESURFACING	
6" SEWER SERVICE	S
2" WATER SERVICE WITH BACK FLOW PREVENTER	W BF
8" FIRE SERVICE	FS
FIRE HYDRANT	
12" PVC WATER MAIN	W W
FLOW	
RIPRAP	
ACCESS RIGHTS TO BE RELINQUISHED	



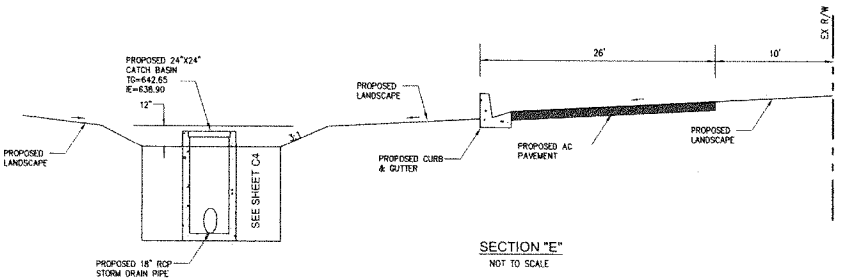
SECTION "C"
NOT TO SCALE



SECTION "D"
NOT TO SCALE

CONSTRUCTION NOTE:

1. CLOSE EXISTING DRIVEWAY AND REPLACE WITH FULL HEIGHT CURB, GUTTER AND SIDEWALK
2. CONSTRUCT FLOW-THROUGH PLANER. SEE DETAIL C3
3. UNDERGROUND EXISTING POWER POLE.
4. CONSTRUCT 26' WIDE DRIVEWAY PER STD G-5-E.
5. EXISTING PAC BELL MANHOLE TO BE ADJUSTED TO NEW GRADE.
6. CONSTRUCT 12" PVC CONNECT TO BACK OF EXISTING INLET.
7. REMOVE EXISTING CURB, CLOSE DRIVEWAY AND CONSTRUCT 3-TEMPORARY PARKING SPACE.
8. REDIRECT EXISTING DOWNSPOUTS FROM ADJACENT BUILDING TO W. GRAND AVE.
9. REMOVE APPROXIMATELY 600 LF OF EXISTING 6" WATER MAIN AND REPLACE WITH 12" PVC MAIN FROM W. VALLEY PARKWAY TO SECOND AVENUE
10. CONSTRUCT 6" CURB
11. PROPOSED TREE @ 30' O.C. (TYP)
12. CONSTRUCT 12" TRENCH DRAIN WITH TRAFFIC GRATE
13. CONSTRUCT 18" RCP CONNECT TO BACK OF EXISTING INLET.



SECTION "E"
NOT TO SCALE

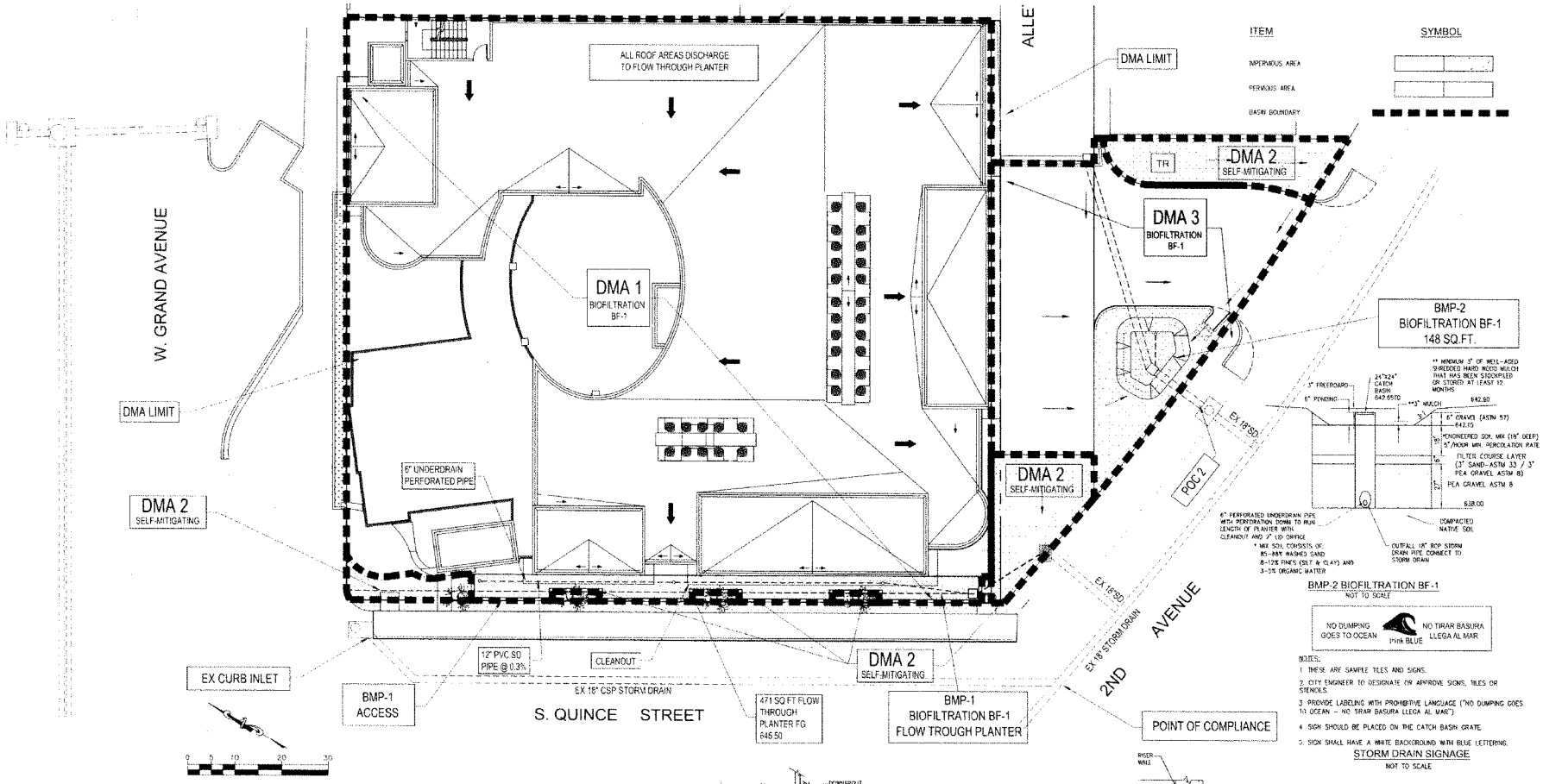
GRADING QUANTITIES

GRADED AREA	0.40	[ACRES]	MAX. CUT DEPTH	2.00	[FT]
CUT QUANTITIES	1,000	[CYD]	MAX CUT SLOPE RATIO (2:1MAX)	0	
FILL QUANTITIES	0	[CYD]	MAX. FILL DEPTH	0	[FT]
EXPORT	1,000	[CYD]	MAX FILL SLOPE RATIO (2:1MAX)	0	

THIS PROJECT PROPOSES TO EXPORT 1,000 CUBIC YARDS OF MATERIAL FROM THIS SITE. ALL EXPORT MATERIAL SHALL BE DISCHARGED TO A LEGAL DISPOSAL SITE. THE APPROVAL OF THIS PROJECT DOES NOT ALLOW PROCESSING AND SALE OF THE MATERIAL. ALL SUCH ACTIVITIES REQUIRE A SEPARATE CONDITIONAL USE PERMIT. EARTHWORK QUANTITIES SHOWN ARE FOR ESTIMATING PURPOSES ONLY. ACTUAL QUANTITIES MAY VARY DUE TO SHRINKAGE, LOSSES DUE TO CLEARING OPERATIONS, COMPACTION, SATTLEMENT, ETC. CONTRACTOR SHOULD VERIFY QUANTITIES PRIOR TO BIDDING.

PROPOSED PROJECT: SUB 18-0008

POST CONSTRUCTION BMP PLAN



BMP-2 BIOFILTRATION BF-1
NOT TO SCALE

NO DUMPING GOES TO OCEAN — Pink BLUE — NO TIRAR BASURA LLEGA AL MAR

NOTES:
1. THESE ARE SAMPLE TILES AND SIGNS.
2. CITY ENGINEER TO DESIGNATE OR APPROVE SIGNS, TILES OR STENCILS.
3. PROVIDE LABELING WITH PROHIBITIVE LANGUAGE ("NO DUMPING GOES TO OCEAN – NO TIRAR BASURA LLEGA AL MAR")
4. SIGN SHOULD BE PLACED ON THE CATCH BASIN GRATE.
5. SIGN SHALL HAVE A WHITE BACKGROUND WITH BLUE LETTERING.

STORM DRAIN SIGNAGE
NOT TO SCALE

IMPERVIOUS/PERVIOUS TABLE

	IMPERVIOUS AREA (SQ.FT.)	PERVIOUS AREA (SQ.FT.)	TOTAL (SQ.FT.)
EXISTING	14,448	7,110	21,558
PROPOSED	19,159	2,399	21,558

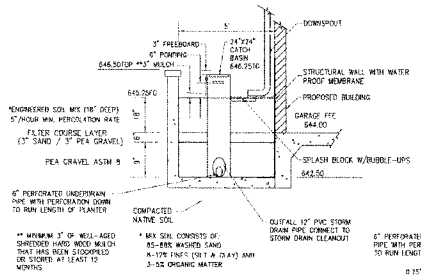
DRAINAGE MANAGEMENT AREAS

DMA	SURFACE (SQ.FT.) HARDSCAPE/ROOF	LANDSCAPE	TOTAL (SQ.FT.)	TYPE OF STRUCTURAL BMP
DMA 1	16,749	421	17,220	BIOFILTRATION BF-1
DMA 2	0	1,274	1,274	SELF-MITIGATING
DMA 3	2,420	644	3,064	BIOFILTRATION BF-1
		TOTAL	21,558	

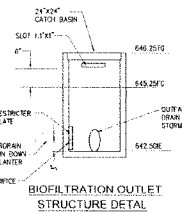
SOURCE CONTROL BMP's

A	STENCIL ON-SITE "NO DUMPING GOES TO OCEAN"
B	INDOOR & STRUCTURAL PEST CONTROL
C	LANDSCAPE / OUTDOOR PESTICIDE
D	REFUSE AREA:DO NOT DUMP HAZARDOUS MATERIALS HERE"
E	FIRE SPRINKLER TEST WATER TO DRAIN TO THE SANITARY SEWER
F	PLAZA, SIDEWALKS, SWEEP REGULARLY , COLLECT DEBRIS, COLLECT WASHWATER AND DISCHARGE TO SANITARY SEWER

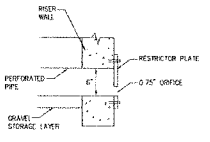
OTHER POTENTIAL POLLUNTANT SOURCE AREAS PRESENT
- ONSITE STORM DRAIN INLETS
- INTERIOR FLOOR DRAINS AND ELEVATOR SHAFT SUMP PUMPS
- INTERIOR PARKING GARAGE



BMP-1 BIOFILTRATION BF-1
FLOW TROUGH PLANTER
NOT TO SCALE



BIOFILTRATION OUTLET
STRUCTURE DETAL
NOT TO SCALE



LID ORIFICE DETAIL
NOT TO SCALE

BMP-2 BIOFILTRATION BF-1
NOT TO SCALE

GROUNDWATER
THERE IS NO UNDERGROUND WELLS ON-SITE PER WATERBOARDS GAMA GEOTRACKER.

HYDROLOGIC SOIL GROUP
THE ENTIRE SITE IS CLASSIFIED AS PaC PLACENTIA SANDY LOAM SOIL TYPE C PER NRCS WEB SOILS

CCSYA NOTE:
PROJECT IS NOT WITHIN OR DOESN'T RECEIVE OR DRAINS FROM CRITICAL COARSE SEDIMENT YIELD AREAS.

BMP CATEGORY/TYPE
-BIOFILTRATION BF-1 NO INFILTRATION

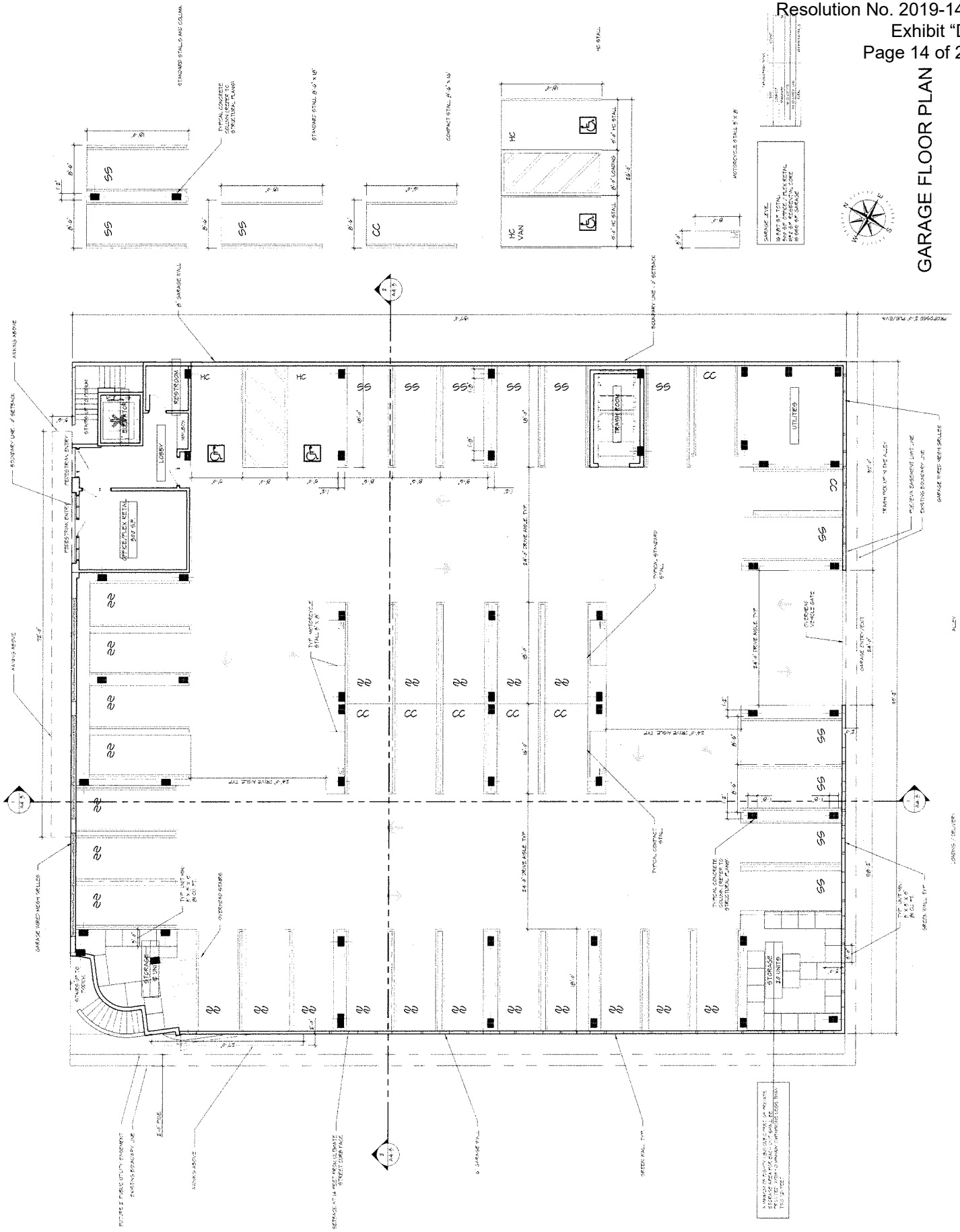
TOTAL SITE AREA
21,558 SQ. FT.

TOTAL DISTURBED AREA
21,558 SQ. FT.

POST CONSTRUCTION BMP PLAN

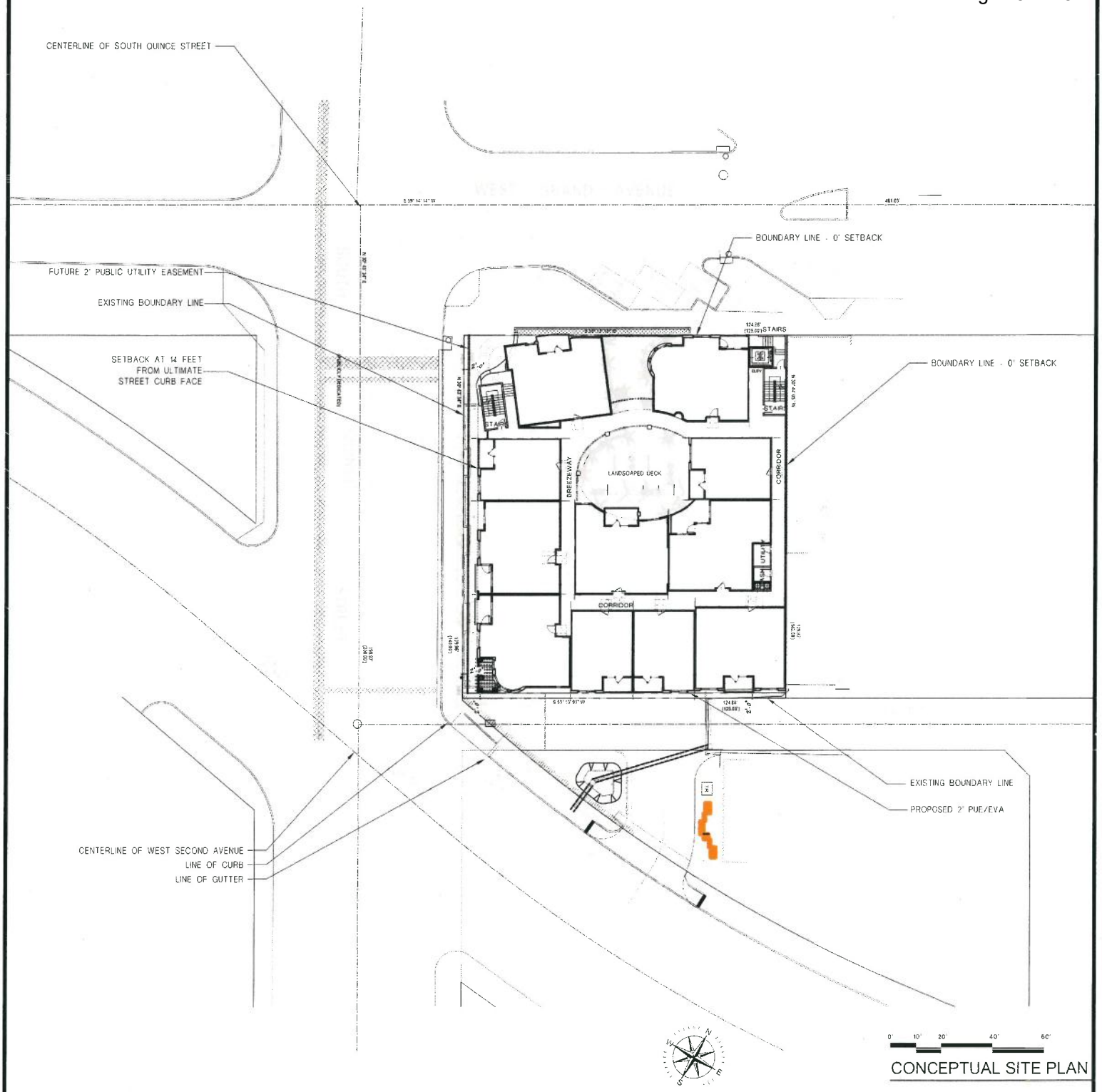
Resolution No. 2019-143
Exhibit "D"
Page 13 of 28

GARAGE FLOOR PLAN



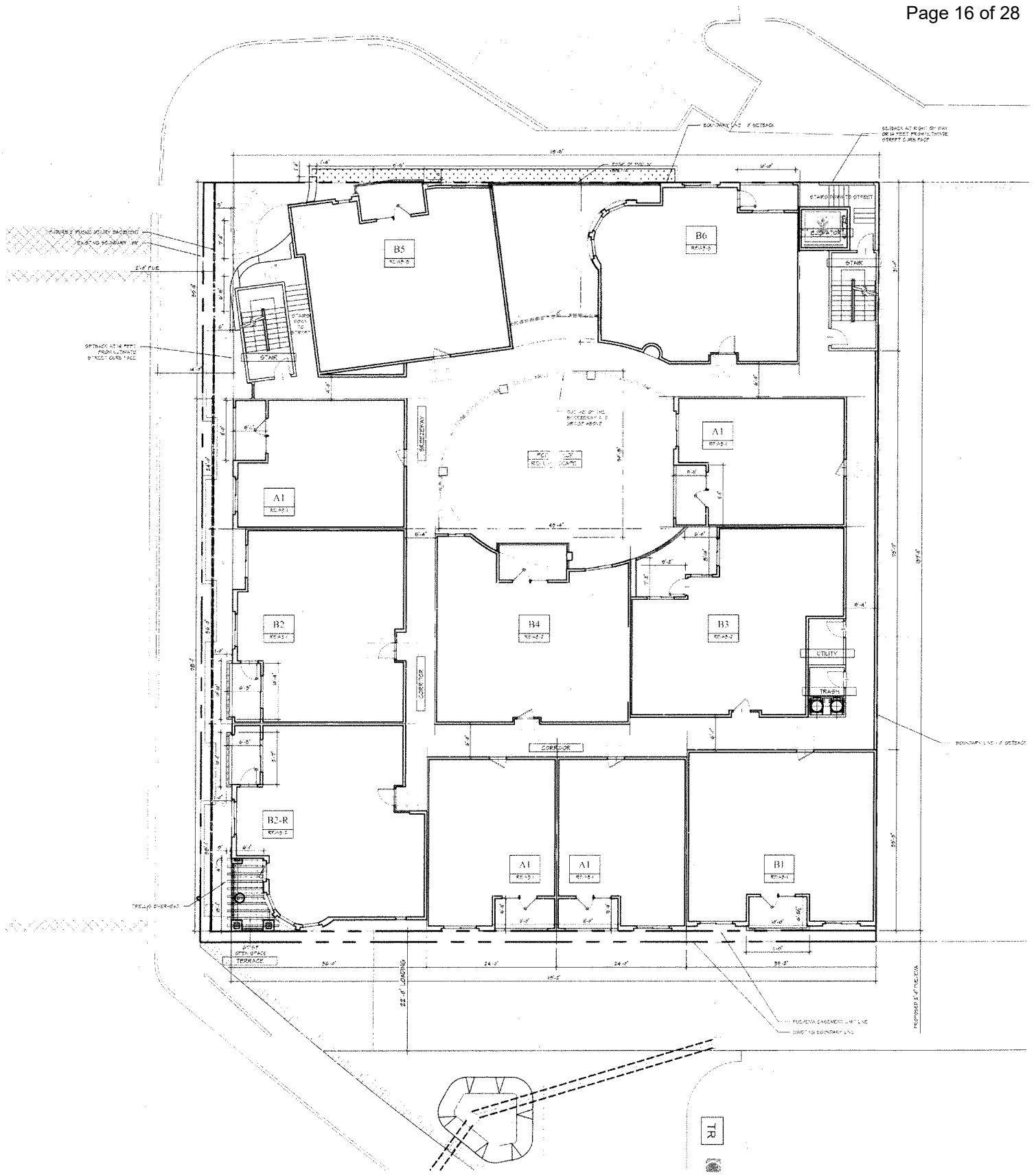
PROPOSED PROJECT: SUB 18-0008

GARAGE FLOOR PLAN



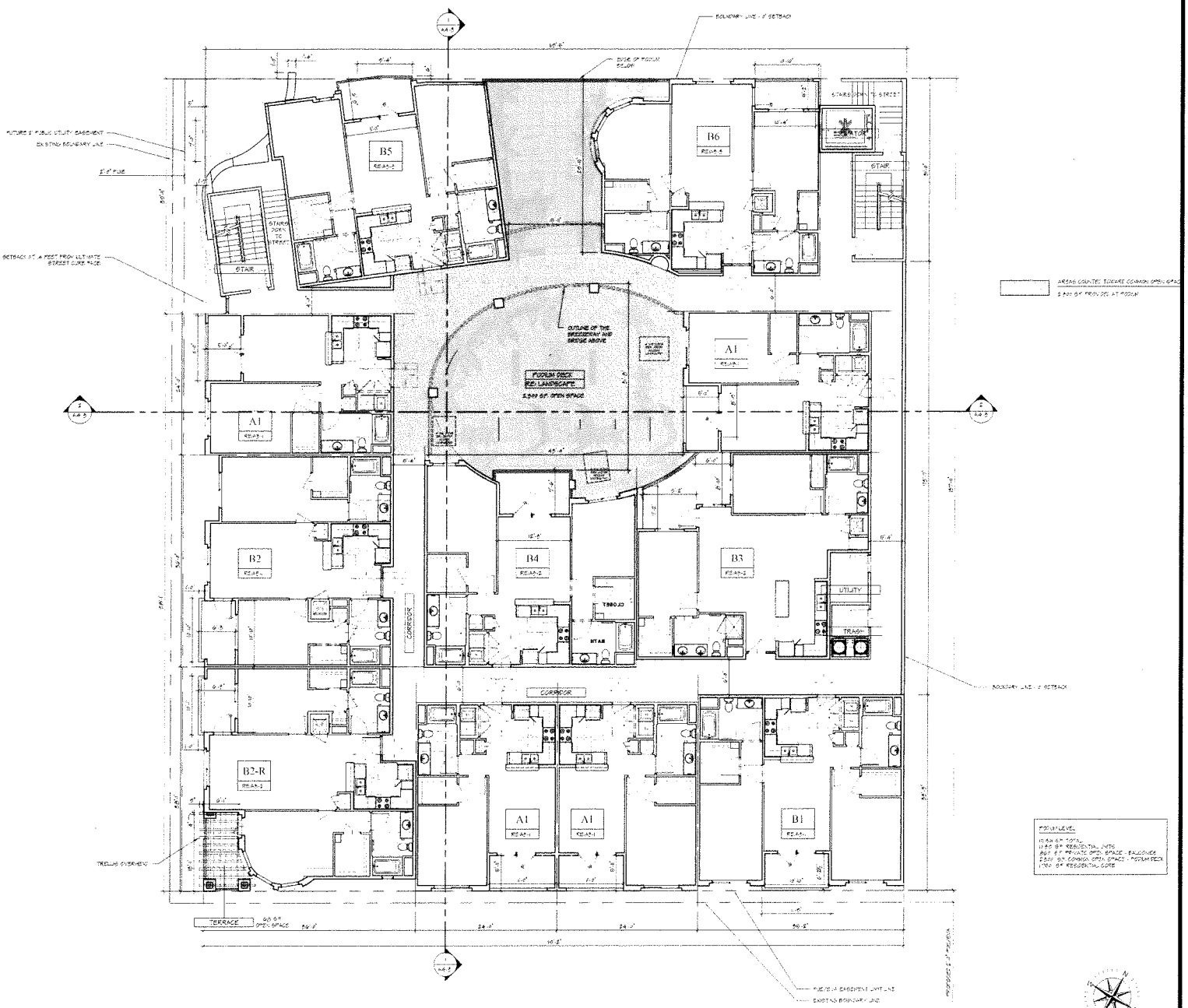
PROPOSED PROJECT: SUB 18-0008

SITE PLAN (PODIUM LEVEL)



PROPOSED PROJECT: SUB 18-0008

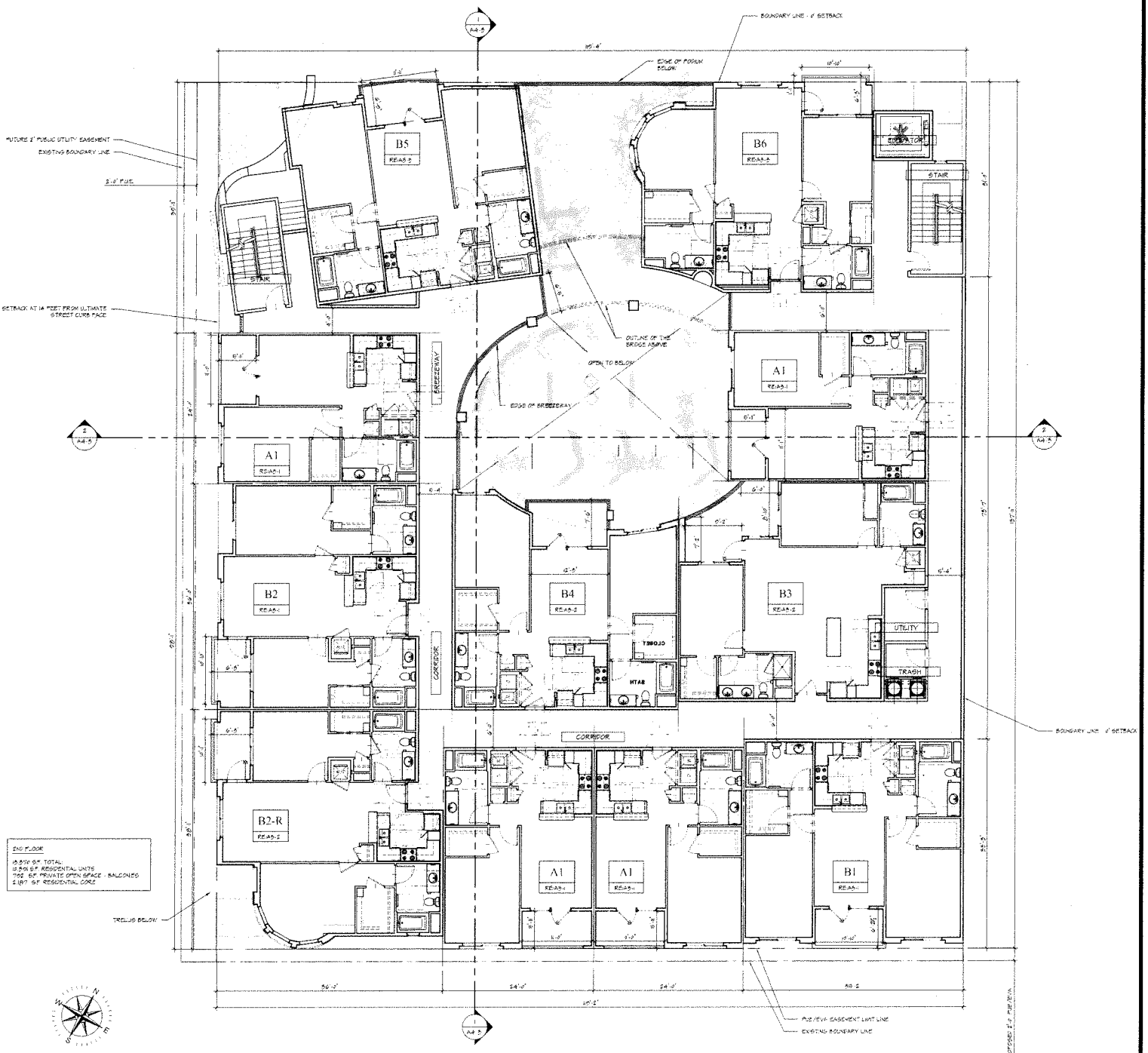
ENLARGED SITE PLAN (PODIUM LEVEL)



PODIUM FLOOR PLAN

PROPOSED PROJECT: SUB 18-0008

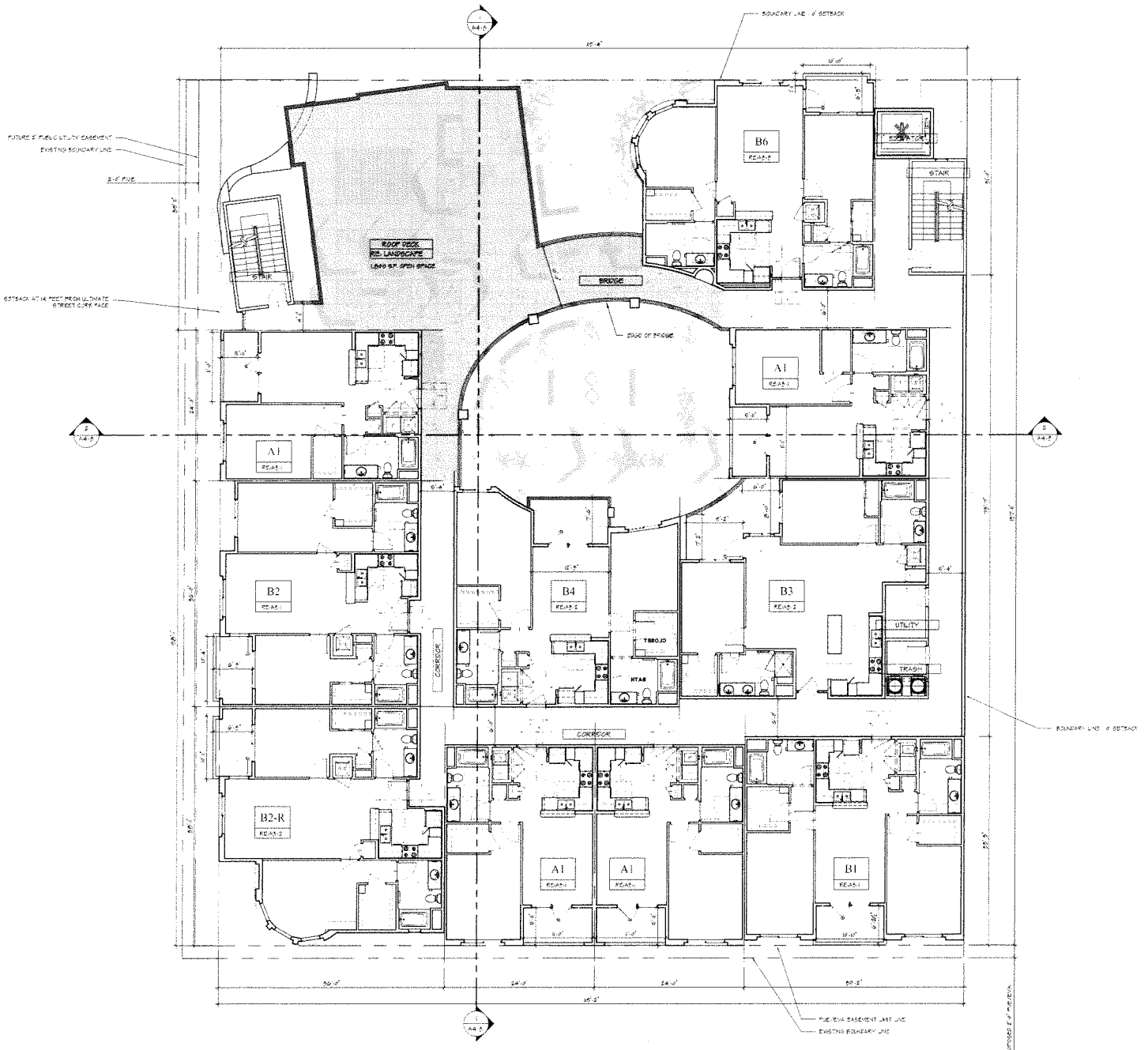
PODIUM FLOOR PLAN



SECOND FLOOR PLAN

PROPOSED PROJECT: SUB 18-0008

SECOND FLOOR PLAN

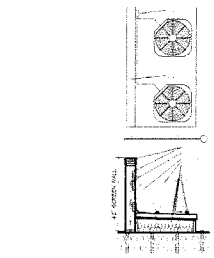


THIRD FLOOR PLAN

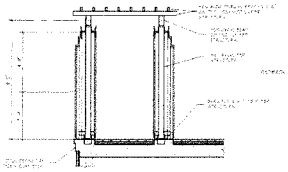
AREAS COUNTED TOWARD COMMON OPEN SPACE
1,040 S.F. PROVIDED AT ROOF DECK

PROPOSED PROJECT: SUB 18-0008

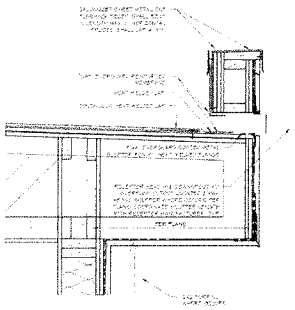
THIRD FLOOR PLAN

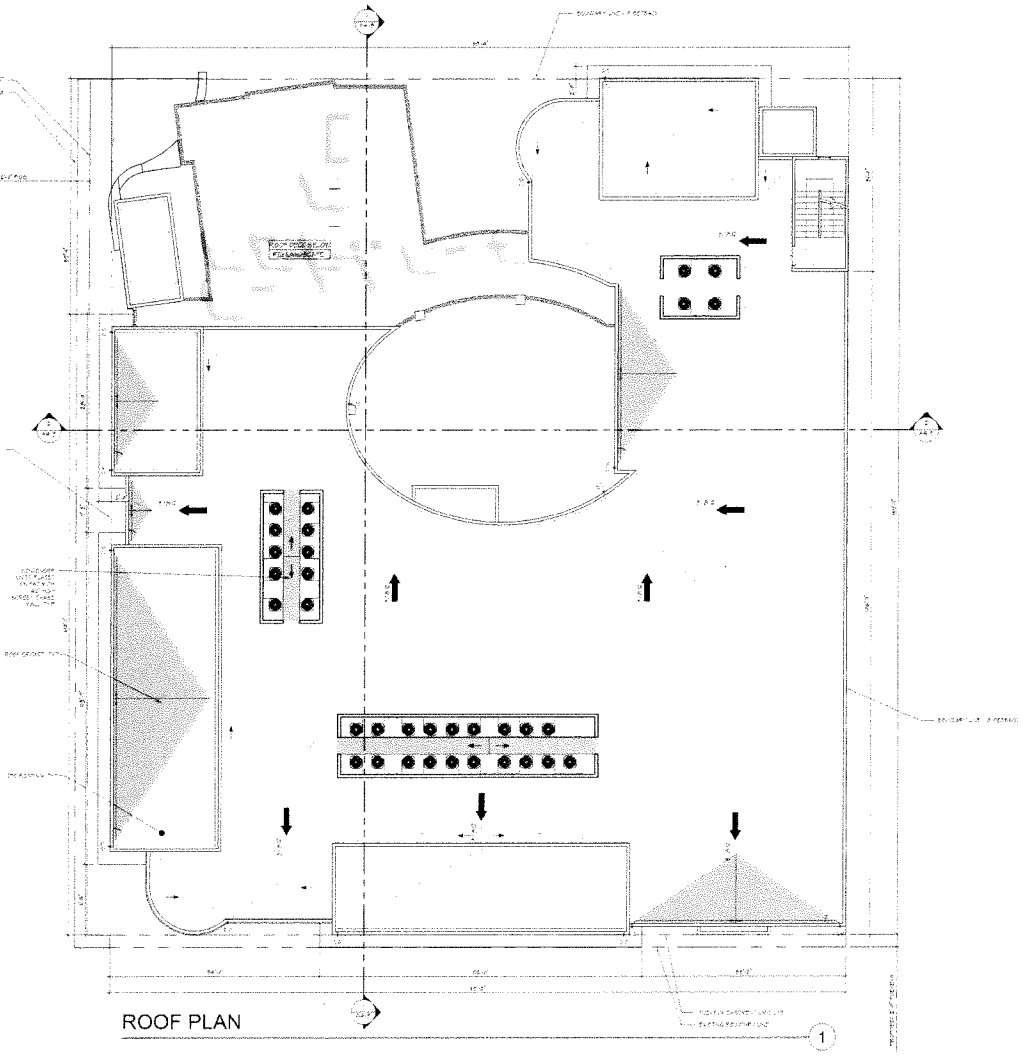


MECH. SCREENING WALL 4



TRELLIS CROSS SECTION 3

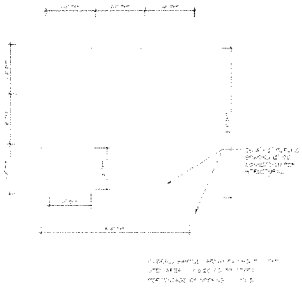




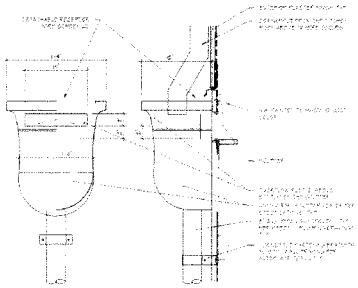
ROOF PLAN 1

ROOF DRAINAGE DETAILS 5

NOTE: ALL DOWNSPOUTS FROM ROOF, PODIUM AND ROOF DECK PIPED THROUGH GARAGE AND DISCHARGED INTO FLOW THROUGH PLANTER ALONG QUINCE STREET.



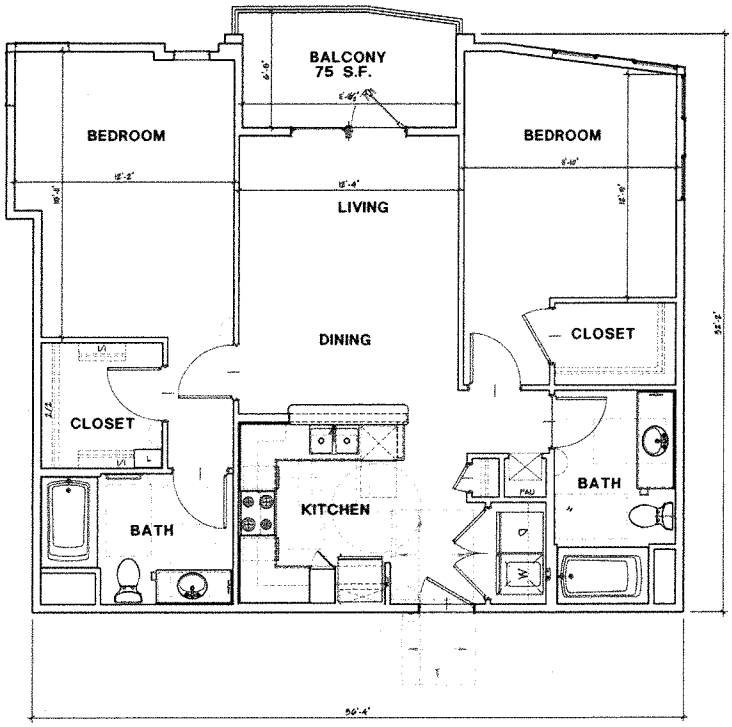
TRELLIS OPEN AREA 2



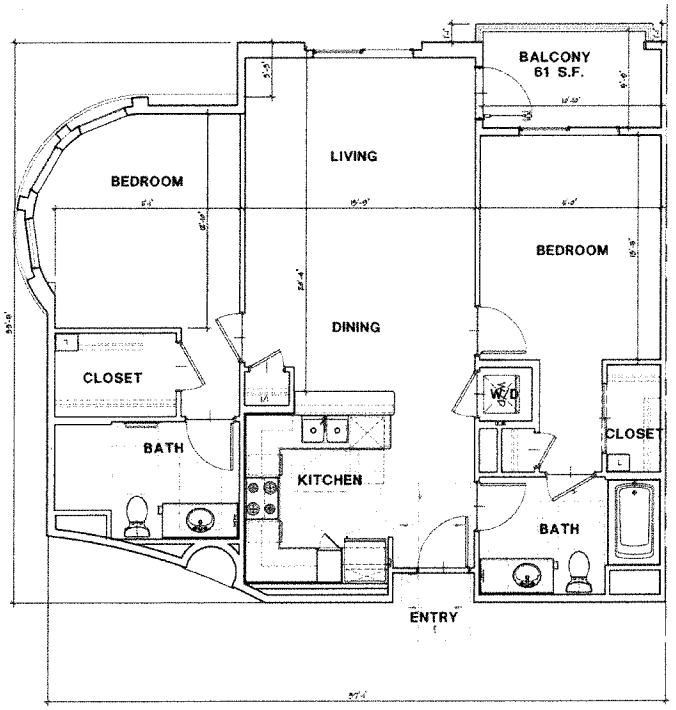
RECEPTOR&DOWNSPOUT

PROPOSED PROJECT: SUB 18-0008

ROOF PLAN



B5 (2) 1,123 s.f.

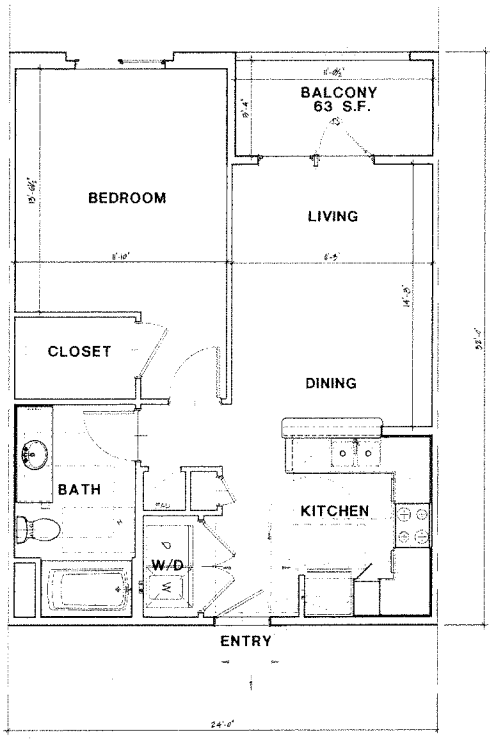


B6 (3) 1,088 s.f.

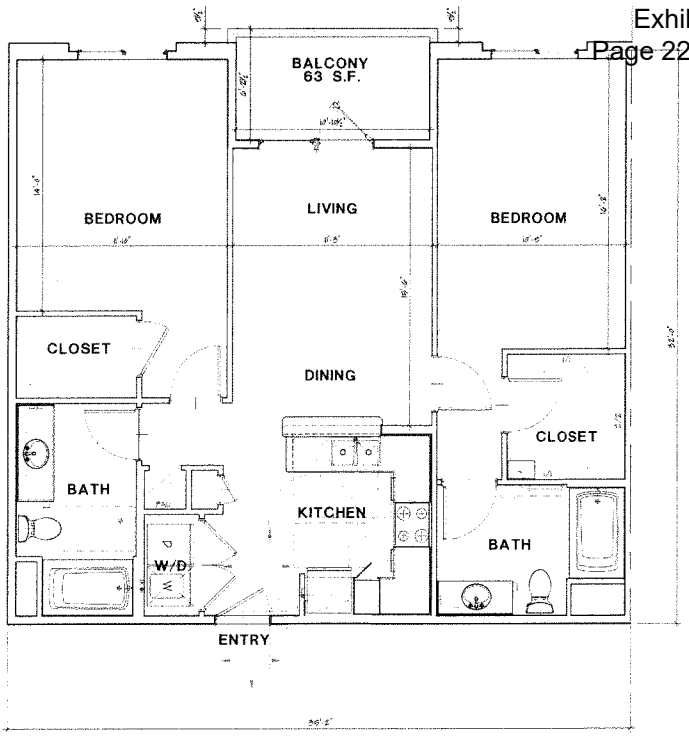
PRIVATE OPEN SPACE S.F.							
UNIT	DESCRIPTION	AREA	TYP QTY	TOT	TOT AREA	by type	%
A-1	1 BR/1 BATH	63	4	12	756	12	37.5%
B-1	2 BR/2 BATH	63	1	3	189		
B-2	2 BR/2 BATH	61	1	3	183		
B-2R	2 BR/2 BATH	61	1	3	183		
B-3	2 BR/2 BATH	135	1	3	405		
B-4	2 BR/2 BATH	84	1	3	252		
B-5	2 BR/2 BATH	75	1	2	150		
B-6	2 BR/2 BATH	61	1	3	183	20	62.5%
TOTAL			11	32	2,301	32	100%

PROPOSED PROJECT: SUB 18-0008

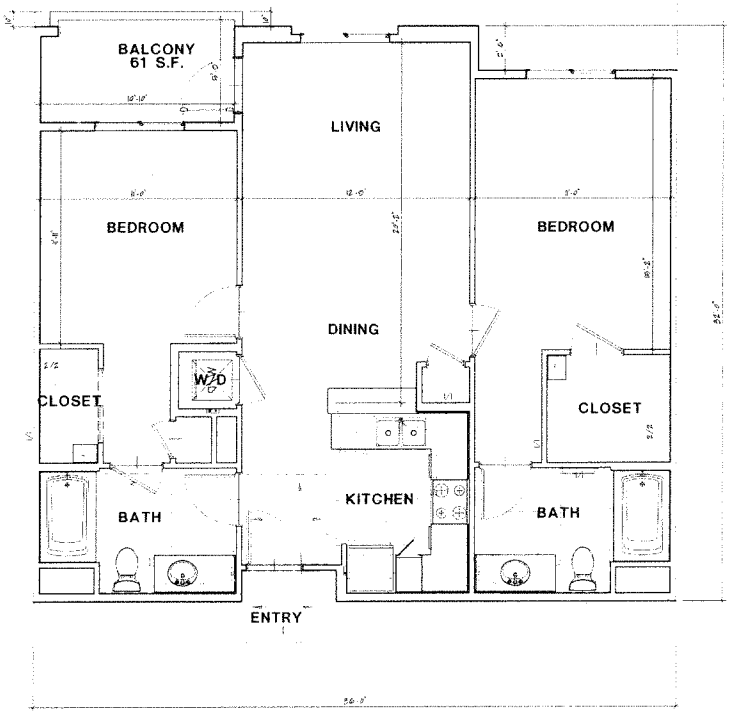
TYPICAL UNIT PLANS



A1 (12) 700 s.f.



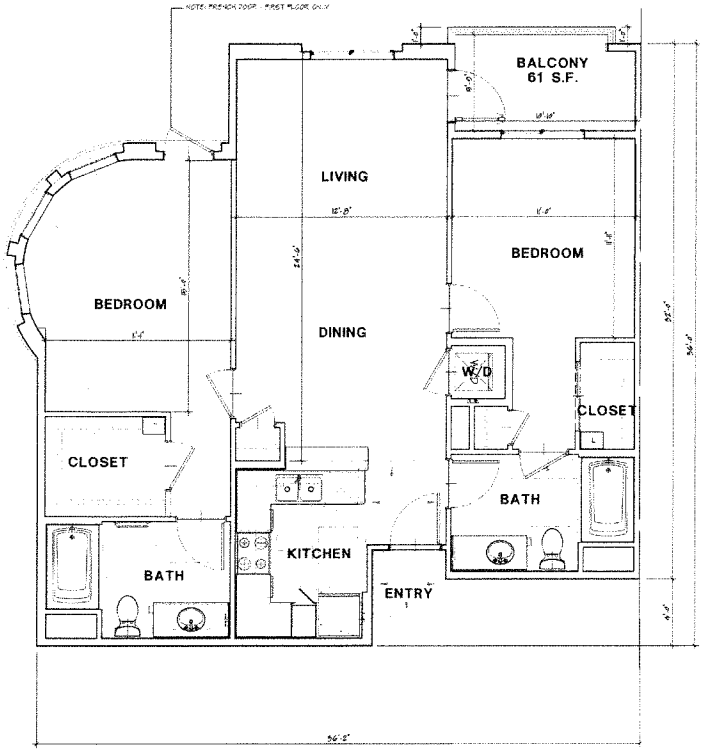
B1 (3) 1,065 s.f.



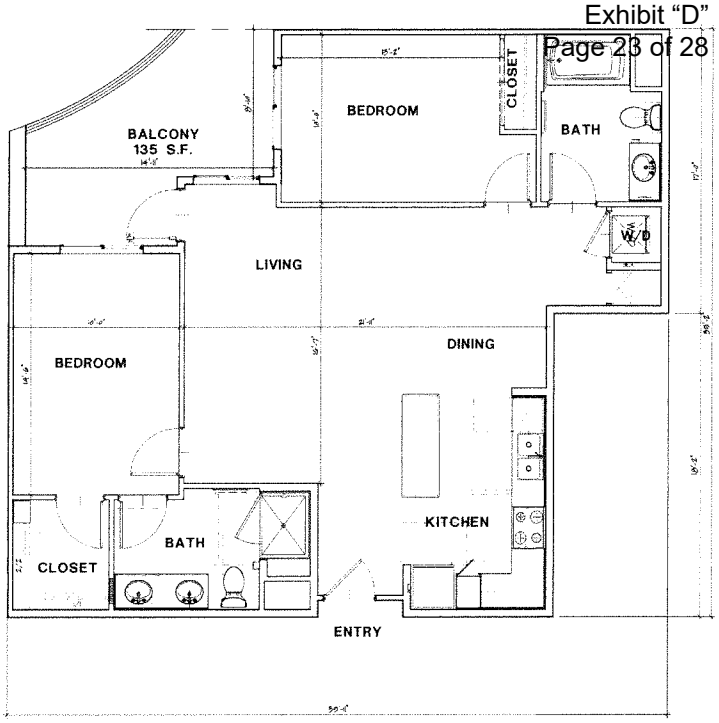
B2 (3) 1,059 s.f.

PROPOSED PROJECT: SUB 18-0008

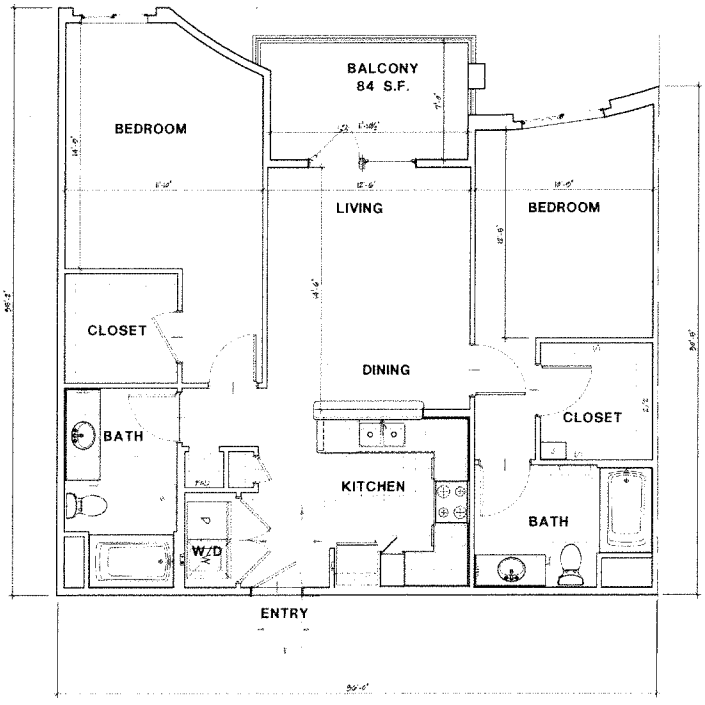
TYPICAL UNIT PLANS



B2-R (3) 1,091 s.f.



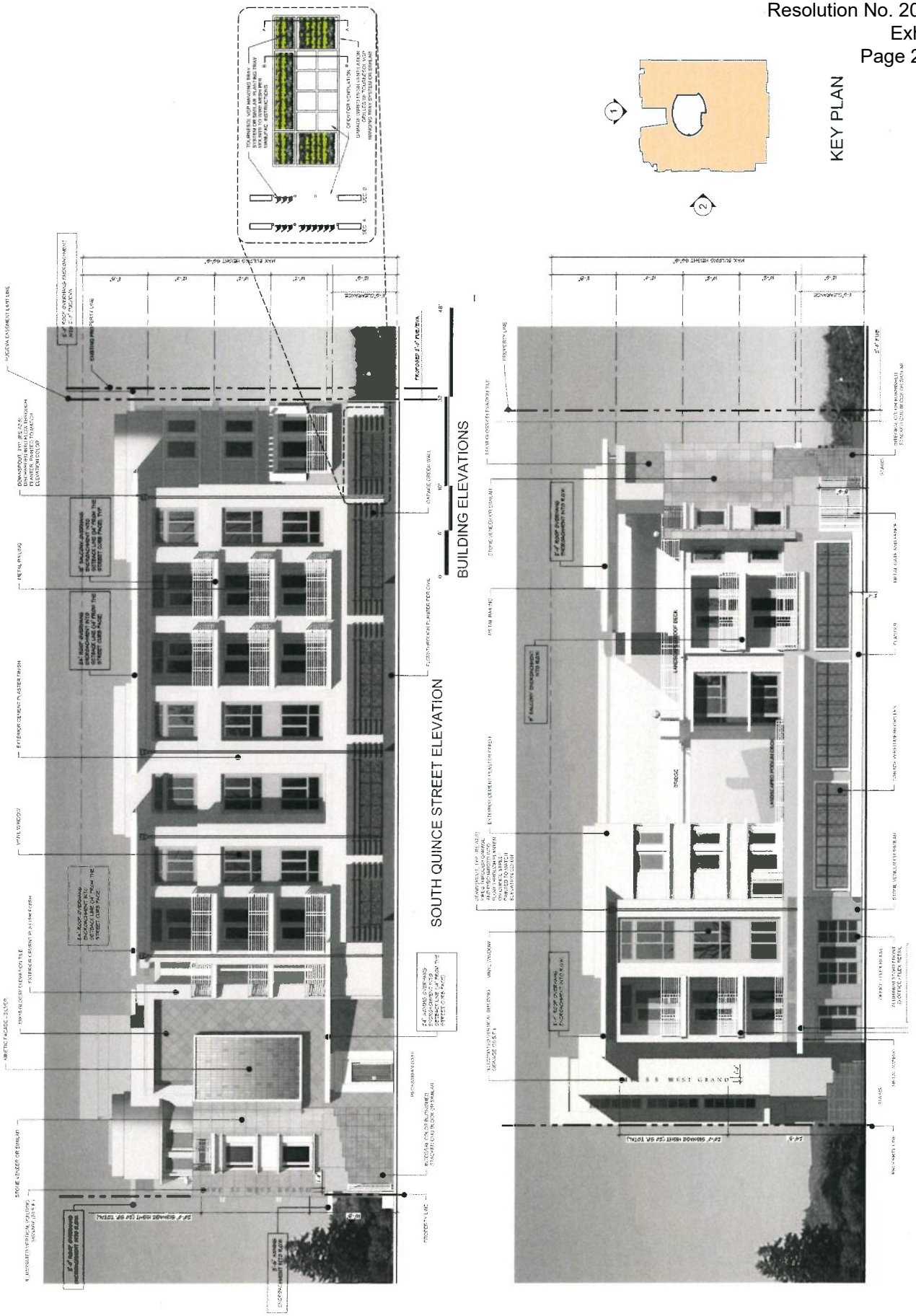
B3 (3) 1,091 s.f.



B4 (3) 1,074 s.f.

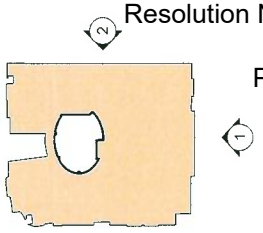
PROPOSED PROJECT: SUB 18-0008

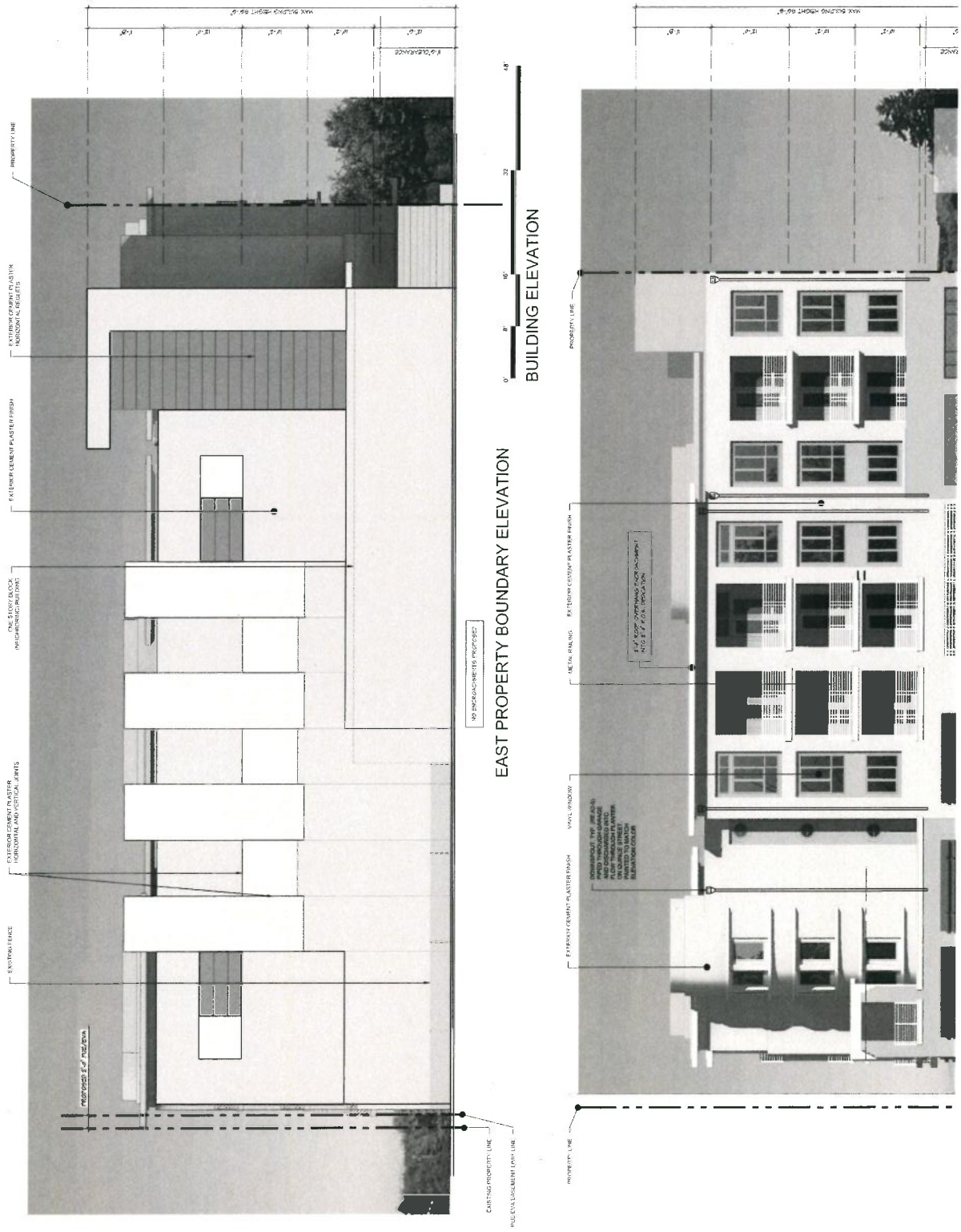
TYPICAL UNIT PLANS



PROPOSED PROJECT: SUB 18-0008

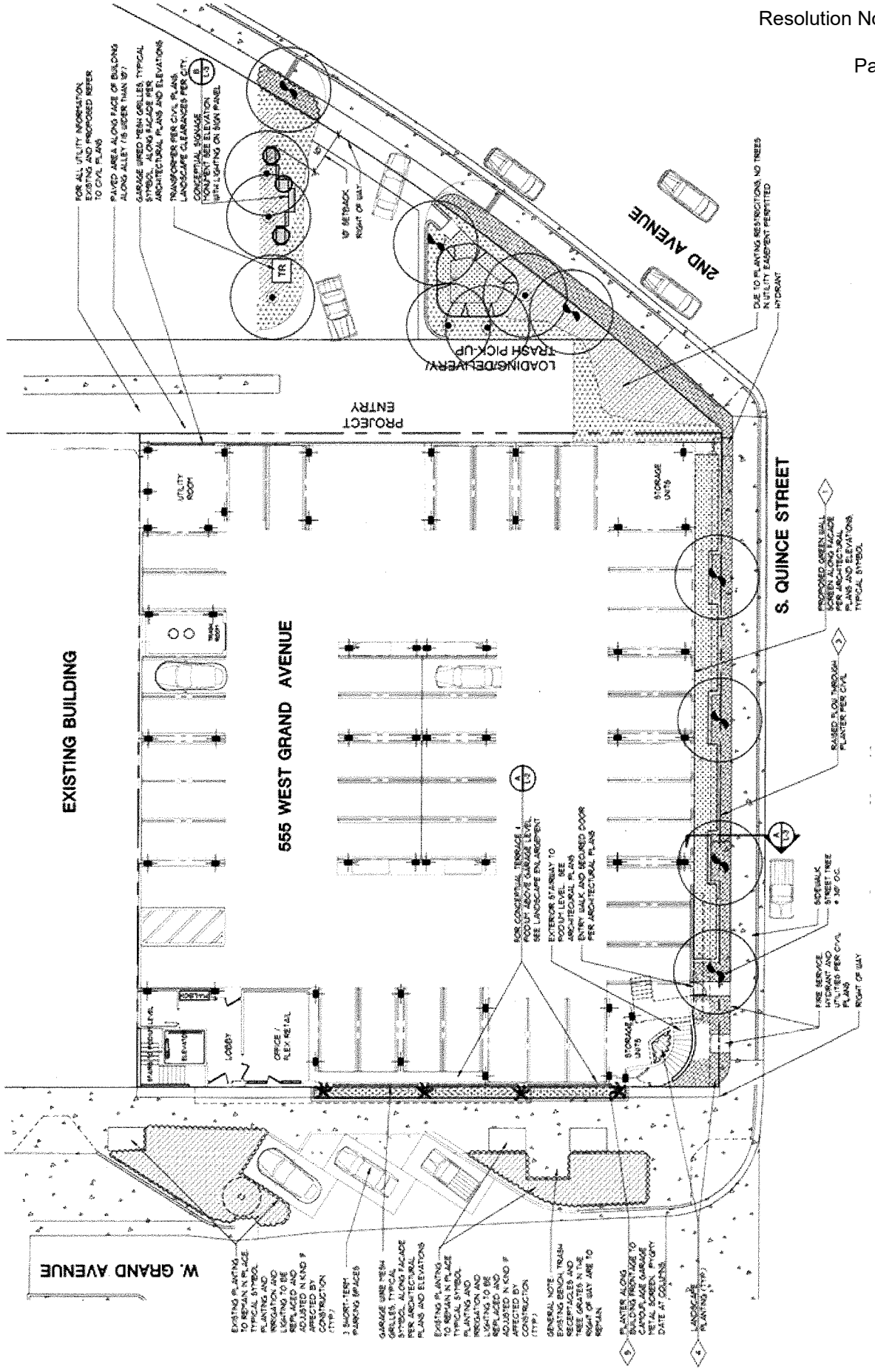
BUILDING ELEVATIONS





PROPOSED PROJECT: SUB 18-0008

BUILDING ELEVATIONS



PROPOSED PROJECT: SUB 18-0008

LANDSCAPE SITE PLAN

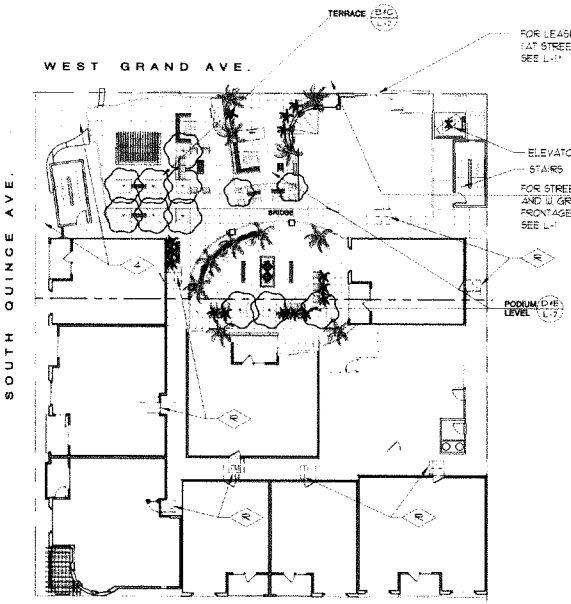
CONCEPTUAL LANDSCAPE PLAN

555 WEST GRAND AVENUE

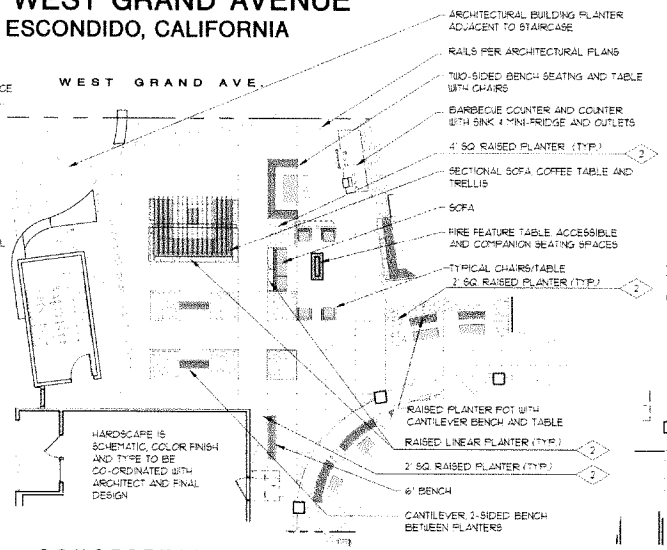
ESCONDIDO, CALIFORNIA

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL LANDSCAPE PLAN

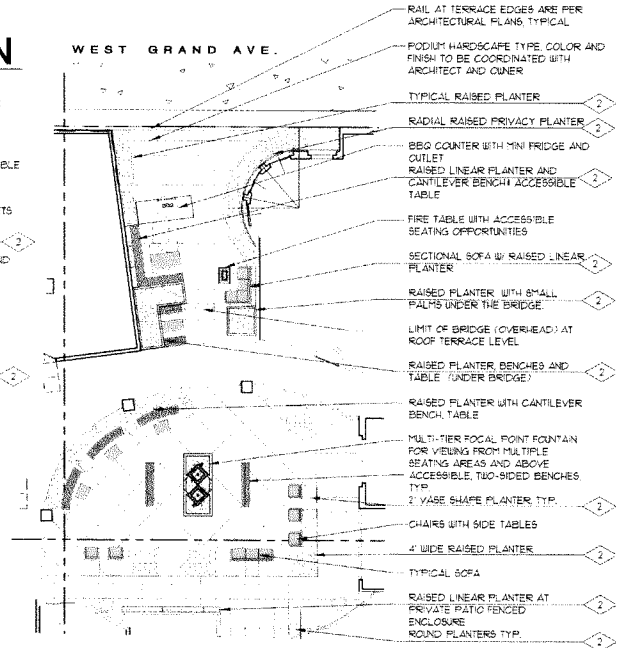


A CONCEPTUAL TERRACE / PODIUM
L-2 SCALE: 1/16" = 1'-0" (1"=16' ● 24 X 36)



B CONCEPTUAL TERRACE HARDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)

* NOTE: ALL PROJECT SITE FURNISHINGS ARE FOR GRAPHIC ILLUSTRATION AND SPATIAL ARTICULATION. FINAL LAYOUT AND FURNISHINGS TO BE DETERMINED BY OWNER AT CONSTRUCTION PHASE.



D CONCEPTUAL PODIUM TERRACE HARDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)

LANDSCAPE CONCEPT KEY

(R) RESCUE WINDOW, DOOR, BALCONY, PER ARCHITECTURAL PLAN.
TYPICAL SYMBOL TO REPRESENT THE PAD REQUIREMENTS OF THE ESCONDIDO FIRE DEPARTMENT. PLEASE SEE THE SECTIONS AND PLANS OF THE ARCHITECTURAL SET FOR MORE INFORMATION REGARDING LADDER REQUIREMENTS. FINAL LANDSCAPE PLANS TO SHOW LOCATIONS IN THE LANDSCAPE AREAS AS REQUIRED. THERE ARE NO GROUND FLOOR UNITS AT THIS TIME WITH RESCUE WINDOWS.

KEY TAGS AND NOTES:

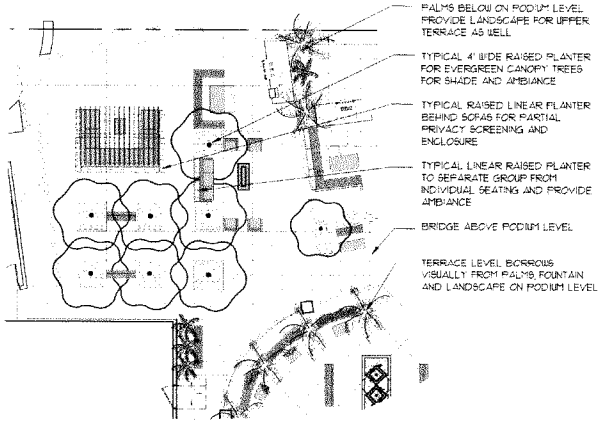
1 GREEN WALL: LOCATION AND ELEVATIONS OF ALL GREEN WALLS AT BUILDING FACADES AS NOTED ON CONCEPTUAL LANDSCAPE PLAN SHEET L-1 AND PER ARCHITECTURAL PLANS AND RENDERINGS.

2 PRE-FABRICATED LIGHT WEIGHT RAISED PLANTER / POTS (NOT BUILT IN): ALL LINEAR AND RECTANGULAR RAISED PLANTER AND POTS SHALL HAVE CONTAINED SELF-WATERING INSERTS SYSTEMS FOR IRRIGATION TO BE PRIVATELY WATERED AND MAINTAINED. SEE SHEET L-3 FOR PLANT PALETTE AND DETAIL C / L-3 FOR CONCEPTUAL PLANTER ELEVATIONS. PLANTER COLOR AND FINISH TO BE COORDINATED WITH ARCHITECT.

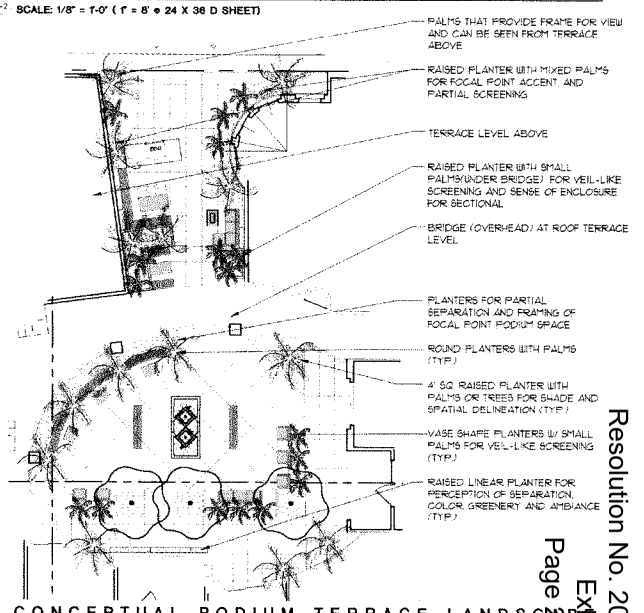
3 FLOW THROUGH PLANTER: SEE L-1 FOR LOCATION OF TREATMENT BMP PLANTER, 2-1/2' HIGH WITH 18" OF ENGINEERED SOIL. SEE CIVIL PLAN C4 FOR SECTION DETAIL AND INFORMATION. SEE SHEET L-3 FOR PLANT PALETTE INFORMATION. VISUALLY, PLANTER SERVES AS AN ORNAMENTAL PLANTING AND STREETSCAPE.

4 FRONTAGE LANDSCAPE AT STREET LEVEL AND STAIR CASE PLANTER: LOW WATER USE PLANTS SUITABLE FOR SOUTH AND WEST FACING EXPOSURES. PALETTE TO INCLUDE COLORFUL LAYERING OF CONTRASTING FORMS AND TEXTURES THAT ACCENT ARCHITECTURE AND SERVE AS STREETSCAPE AS WELL AS FOUNDATION PLANTING. LOW PROFILE WHERE REQUIRED. FOR PLANT PALETTE SEE SHEET L-3. IRRIGATION SYSTEM WITH LOW PRECIPITATION AND LOW FLOW IRRIGATION METHODS. SEE IRRIGATION NOTES ON SHEET L-3.

5 WEST GRAND AVENUE STREET LEVEL FRONTAGE PLANTER: FACE OF PLANTER SHALL MAINTAIN A 6' CLEARANCE FROM CURB EDGE OF SIDEWALK. REFER TO ARCHITECTURAL PLANS FOR PLANTER INFORMATION.



C CONCEPTUAL TERRACE LANDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)



F CONCEPTUAL PODIUM TERRACE LANDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL LANDSCAPE

EXISTING TREE AND PALMS
TYPICAL SYMBOLS. ARE TO REMAIN PROTECTED IN PLACE

EXISTING WEST GRAND LANDSCAPE IMPROVEMENTS
TYPICAL SYMBOL. PLANTING IS TO REMAIN IN PLACE EXISTING PLANTING, IRRIGATION AND LIGHTING TO BE ADJUSTED OR REPLACED IN KIND IF AFFECTED BY CONSTRUCTION

PLANT PALETTE AND LEGEND
SYMBOLS AND HATCH PATTERNS REPRESENT PLANTS PROPOSED FOR FINAL DESIGN AT CONSTRUCTION PHASE. FINAL SELECTION TO BE BASED ON DESIGN AND AVAILABILITY.

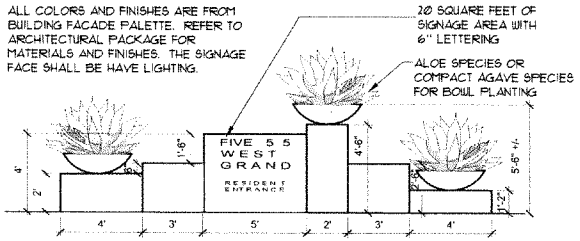
PLANT PALETTE AND LEGEND

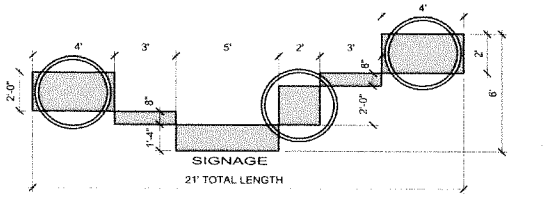
BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS
LOPHOSTEMON CONFERTUS (TRISTANIA)	BRISBANE BOX, STANDARD	24" BOX	L
TREES			
ARBUTUS 'MARINA'	STRAWBERRY MADRONE	24" BOX	L
SCHEFFLERA PUECLERI (TUPIDANTHUS)	UMBRELLA TREE	24" BOX	M
MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM MAGNOLIA	24" BOX	M
ERYOBOTRYA 'COPPERTONE'	COPPERTONE LOQUAT	24" BOX	M
PALMS			
ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	24" BOX	M
HOWEIA FORSTERIANA	KENTIA PALM MULTI	24" BOX	M
PHOENIX RECLINATA	SENEGAL DATE MULTI	10' BTH	L
STRELITZIA NICOLAI	GIANT BIRD OF PARADISE	24" BOX	M
SYAGRUS ROMANZOFFIANUM	QUEEN PALM	10' BTH	M
SMALL PALMS AND VERTICAL ACCENTS			
YUCCA E. 'MARGINATA'	VARIEGATED YUCCA	15 GAL	M
CHAMEDOREA SPECIES	BAMBOO PALM	15 GAL	M
PHOENIX ROEBELENII	PYGMY DATE	5 GAL	M
RHAPIS EXCELSA	LADY PALM	5 GAL	M
PALETTE FOR W. GRAND AVE. FRONTAGE PLANTER AND ALL POTS WITH SELF-WATERING SYSTEM			
AEONIUM SPECIES	AEONIUM	1 GAL	L
ALOE SPECIES	ALOE	1 GAL	L
ANIGOZANTHOS SPECIES	KANGAROO PAW	1 GAL	M
ASPARAGUS DENSIFLORUS 'MEYERS'	MYER ASPARAGUS	5 GAL	M
BESCHORNERIA SPECIES	BESCHORNERIA	5 GAL	L
CAMPANULA SPECIES	BELLFLOWER	1 GAL	M
CORDYLINE SPECIES	DRACAENA	5 GAL	M
CYCAS REVOLUTA	SAGO PALM	5 GAL	M
DIANELLA ENSIFOLIA	UMBRELLA DRACAENA	1 GAL	M
DIETES SPECIES	FORTNIGHT LILY	5 GAL	M
FERN SPECIES	FERNS	5 GAL	M
GERANIUM SPECIES	CRANESBILL	1 GAL	M
LANTANA SPECIES	TRAILING LANTANA	1 GAL	L
LIRIOPE SPECIES	LILY TURF	1 GAL	M
LOMANDRA SPECIES	LOMANDRA	5 GAL	L/M
ORNAMENTAL GRASS SPECIES	NON-INVASIVE GRASSES	5 GAL	M
PELARGONIUM SPECIES	IVY GERANIUM	1 GAL	M
PHILODENDRON SPECIES	PHILODENDRON	5 GAL	M
PLECTRANTHUS SPECIES	PLECTRANTHUS	1 GAL	M
SENECIO SPECIES	BLUE CHALK FINGERS	1 GAL	L
STRELITZIA REGINAE	BIRD OF PARADISE	5 GAL	M
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	M
TRANDESCANTIA SPECIES	SPDERWORTS	1 GAL	M
VINCA MINOR HYBRIDS	PERIWINKLE	1 GAL	M
PALETTE FOR RIGHT OF WAY & ENTRY DRIVE PLANTING AREAS			
AEONIUM SPECIES	AEONIUM	1 GAL	L
AGAVE SPECIES	AGAVE	5 GAL	L
ALOE SPECIES	ALOE	1 GAL	L
BOUGAINVILLEA SPECIES	GROUNDCOVER FORM	5 GAL	L
BULBINE FRUTESCENS 'TINY TANGERINE'	TINY TANGERINE	1 GAL	L
CORREA SPECIES	AUSTRALIAN FUCHSIA	1 GAL	L
FURCRAEA SPECIES	FURCRAEA	5 GAL	L
HESPERALOE SPECIES	RED YUCCA	5 GAL	L
LANTANA SPECIES	TRAILING LANTANA	1 GAL	L
WESTRINGIA FRUTICOSA HYBRIDS	COAST ROSEMARY	5 GAL	L
LOW WATER USE GRASS SPECIES	GRASSES	1 GAL	L
OTHONNA CAPENSIS	LITTLE PICKLES	1 GAL	L
PLECTRANTHUS SPECIES	PLECTRANTHUS	1 GAL	L
PORTULACARIA AFRA MINIMA 'VARIEGATA	GROUNDCOVER FORM	1 GAL	L
SENECIO SPECIES	BLUE CHALK FINGERS	1 GAL	L
TEUCRIUM SPECIES	GERMANDER	1 GAL	L
PALETTE FOR STORMWATER PLANTER AREAS, SOIL MEDIUM PER CIVIL			
AGAVE SPECIES	AGAVE	5 GAL	L
CAREX SPECIES	SEDGE	1 GAL	L/M
CHONDROPETALUM SPECIES	CAPE RUSH	5 GAL	L
DIANELLA SPECIES	FLAX LILY	1 GAL	L
DROUGHT TOLERANT & NATIVE GRASS SPE	NON-INVASIVE GRASSES	5 GAL	M
JUNCUS SPECIES	RUSHES	5 GAL	M
LOMANDRA SPECIES	LOMANDRA	5 GAL	L/M
VINE PALETTE			
DISTICTIS BUCCINATORIA	BLOOD-RED TRUMPET VINE	5 GAL	L
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	M

4' PLANTER | 2' SQ. PLANTER | LINEAR PLANTER | VASE (RND. ROUND/ SQ. PLANTERS & SQ. PALM WITH ASSORTED PALMS PLANTERS)

C L-3 CONCEPTUAL FREESTANDING RAISED PLANTERS

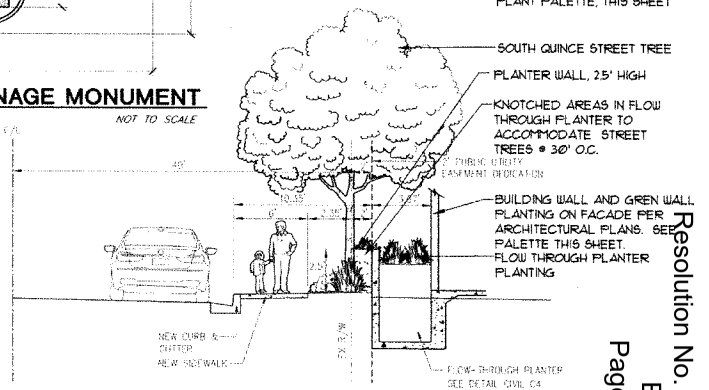
PLANTING CONCEPTS FOR RAISED PLANTERS. SOME ARE FOR SHADE, SOME FOR ACCENT, SOME FOR VISUAL SEPARATION AND PRIVACY SCREENING.





B L-3 CONCEPTUAL ENTRY SIGNAGE MONUMENT

NOT TO SCALE



A L-3 S. QUINCE STREET FRONTAGE SECTION

NOT TO SCALE

Resolution No. 2019-143
Exhibit "D"
Page 28 of 28

ORDINANCE NO. 2019-15

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, APPROVING A MASTER AND PRECISE DEVELOPMENT PLAN AND DEVELOPMENT AGREEMENT FOR A 32-UNIT MIXED-USE DEVELOPMENT AND AUTHORIZING THE FILING OF A NOTICE OF EXEMPTION

APPLICANT: 555 W. Grand, LLC
CASE NO.: PHG19-0021

The City Council of the City of Escondido ("City"), California, DOES HEREBY ORDAIN as follows:

SECTION 1. The City Council makes the following findings:

a) 555 W. Grand, LLC ("Applicant") submitted a verified land use development application on approximately 0.45-acres of land generally located on the southeastern corner of W. Grand Avenue and Quince Street, north of Second Avenue, addressed at 555 W. Grand Avenue (APNs 233-022-01, -02, -21 and portion of -23), in the Mercado District of the Downtown Specific Plan, more particularly described as shown on Exhibit "A" (the "Property Description"), attached to this Ordinance and incorporated herein by this reference as though fully set forth. Said verified application was submitted to, and processed by, the Planning Division of the Community Development Department as Planning Case Nos. PHG19-0021 and SUB19-0008. The Applicant seeks approval of a Master and Precise Development Plan, and Development Agreement to construct a 32-unit mixed-use condominium project, as shown on Exhibits "D" (Master and Precise Development Plan), and on file in the Planning Division, and incorporated herein by this reference as though fully set forth.

b) The Planning Division of the Community Development Department completed its review and scheduled a public hearing regarding the application before

the Planning Commission for September 10, 2019. Following the public hearing on September 10, 2019, the Planning Commission adopted Resolution No. 2019-20, which recommended that the City Council approve the project's Master and Precise Development Plan, Development Agreement, and associated Tentative Subdivision Map.

SECTION 2. An original copy of the proposed Master and Precise Development Plan, Development Agreement, and associated Tentative Subdivision Map and all other related Project materials are on file in the Office of the City Clerk, with a copy of each document submitted to the City Council for its consideration. The City Clerk, whose office is located at 201 North Broadway, Escondido, California 92025, is hereby designated as the custodian of the documents and other materials which constitute the record of proceedings upon which the City Council's decision is based, which documents and materials shall be available for public inspection and copying in accordance with the provisions of the California Public Records Act.

SECTION 3. The City Council did on October 9, 2019, hold a duly noticed public hearing as prescribed by law. Evidence was submitted to and considered by the City Council, including, without limitation:

a) Written information including all application materials and other written and graphical information posted on the project website.

b) Oral testimony from City staff, interested parties, and the public.

c) The City Council staff report, dated October 9, 2019, which along with its attachments, is incorporated herein by this reference as though fully set forth herein, including the Planning Commission's recommendation on the request.

d) Additional information submitted during the public hearing.

SECTION 4. Pursuant to the California Environmental Quality Act, a Class 32 CEQA Exemption relative to the Project is attached as Exhibit “E” and incorporated herein by this reference as though fully set forth, and a Notice of Exemption will be filed with the County Clerk.

SECTION 5. That, upon consideration of the Findings of Fact/Factors to be Considered, attached as Exhibit “B”, and the Conditions of Approval, attached as Exhibit “C”, the City Council desires at this time and deems it to be in the best public interest to approve the Master and Precise Development Plan, and Development Agreement, as specified and depicted in the October 9, 2019, City Council staff report, and incorporated herein by this reference as though fully set forth herein.

SECTION 6. That the Development Agreement, attached as Exhibit "F," is hereby approved as set forth substantially to the same form on file with the Office of the City Clerk, and incorporated herein by this reference as though fully set forth herein.

SECTION 7. All references within this Ordinance to "Applicant" or "Developer," shall be equally applicable to the current property owner and to any successors-in-interest or assigns, whether such successors of assigns own, control, or otherwise have development authority for all, a portion, or portions of that property included within the Project site.

SECTION 8. SEPARABILITY. If any section, subsection sentence, clause, phrase or portion of this Ordinance is held invalid or unconstitutional for any reason by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions.

SECTION 9. That as of the effective date of this ordinance, all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 10. The City Council authorizes all subsequent action to be taken by City Officials consistent with this Ordinance.

SECTION 11. That the City Clerk is hereby directed to certify to the passage of this Ordinance and to cause the same or a summary to be prepared in accordance with Government Code Section 36933, to be published one time within 15 days of its passage in a newspaper of general circulation, printed and published in the County and circulated in the City of Escondido.

SECTION 12. The Ordinance shall become effective 30 days from the date of the passage.

EXHIBIT "A"

Property Description
SUB18-0008; PHG 18-0021

APN 233-022-0100 and 233-022-0200

Lots 20 through 24 inclusive, Block 75 of Escondido, in the City of Escondido, County of San Diego, according to Map No. 336, filed in the Office of the County Recorder of San Diego County, July 10, 1886.

Also including approximately 2,275 square feet (gross) of land that includes a portion of Lots 1 and 2, Block 75 of Map 336, City of Escondido, County of San Diego (APN 233-022-2100 and portion of 233-022-23, and portion of the public alley) as depicted below:

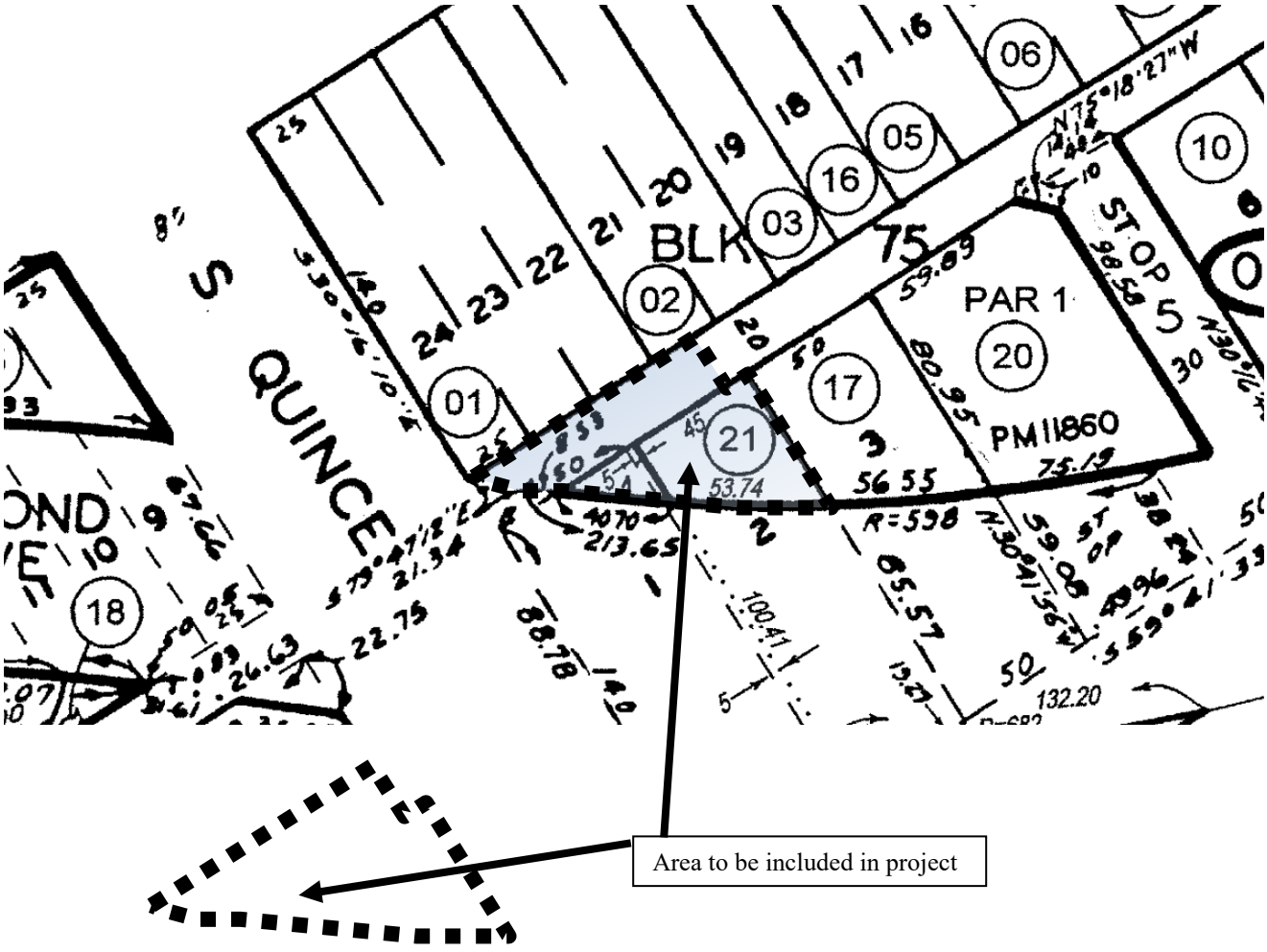


EXHIBIT "B"

Findings of Fact/Factors to be Considered

SUB18-0008; PHG 18-0021
555 W. Grand Avenue

Environmental Determination(s):

1. Pursuant to the California Environmental Quality Act, (CEQA, Public Resources Code Section 21000 et. seq.), and its implementing regulations (the State CEQA Guidelines), Article 14 of the California Code of Regulations Section 15000 et. seq., the City of Escondido is the Lead Agency for the project ("Project"), as the public agency with the principal responsibility for approving the Project.

2. All of the requirements of the California Environmental Quality Act have been met because it was found that the project will not have a significant effect on the environment as demonstrated in the Class 32 CEQA Exemption prepared for the Project, dated September 4, 2019. Design measures were incorporated into the Conditions of Approval for to address noise and hazardous site impacts.

Tentative Subdivision Map Determination(s):

1. The location, design, and residential density of the proposed planned development are consistent with the goals and policies of the Escondido General Plan because high-density residential and mixed-use development is permitted and encouraged in Specific Plan Area #9. The proposed infill residential project would be in conformance with General Plan Housing Goals and Policies to plan for quality managed and sustainable growth and provide a range of housing opportunities for all income groups and populations with special needs, and which encourage a compact, efficient urban form the promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The site is physically suitable for the proposed density of development because the property is within a high-density redevelopment area that was previously a blighted property in the Mercado District. Development of the property will assist in the ongoing revitalization of the downtown retail core by establishing a permanent residential base in the downtown area. The subject site is located within the Mercado District of the DSP, which allows multi-family mixed-use development up to 100 du/ac. Based on the property size of 0.45 acres, the Mercado District would allow up to 45 units and a four-story structure up to 60 feet in height. The request to construct 32 units and a four- story structure ranging in height from up to approximately 57 feet in height is consistent with the land use density and development requirements envisioned for this area. The project density of 71.1 du/ac is consistent with the allowable density of the DSP.

2. The approval of the proposed project would be based on sound principles of land use and is well-integrated with its surroundings near residentially and commercially developed properties because adequate parking, access, on-site circulation, utilities, landscaping and open space would be provided (as detailed in the staff report). The residential project also would not be out of character for the area which contains other multi-story residential developments. The design of the project would be in conformance with the Mercado District because the project would provide residential units with varying number of rooms and sizes to accommodate a wide range of housing needs (with ownership opportunities). The project includes a variety of amenities such as individual balconies units and various common areas and features. All vehicular traffic generated by the project will be accommodated safely and without degrading the level of service on the adjoining streets or intersections.

3. The project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is not located on a skyline or intermediate ridge, and the site does not contain any significant topographical features. The proposed grading design would not result in any manufactured slopes or pad elevations that would create any significant adverse visual or compatibility impacts with adjacent lots, nor block any significant views.

4. The site is suitable for this residential type of mixed-use development and density because the General Plan and Mercado District allows for multi-story high density residential development. The site is relatively flat and extensive grading is not proposed. The project would be compatible with the surrounding uses because the subject site within an urban commercial area developed with a variety of commercial and multi-story residential developments of varying density and design. Adequate access and public utilities can be provided to the site. All vehicular traffic generated by the project will be accommodated safely and without degrading the level of service on the adjoining streets or intersections. Appropriate noise attenuation would be provided for the new units. The proposed project also would not result in a significant impact to biological or natural resources.

5. The design of the residential map and the type of improvements are not likely to cause serious public health problems because the project would not degrade the levels of service on the adjoining streets or drainage systems. Adequate water and sewer could be provided to the site. The project would not cause substantial environmental damage and avoidably injure fish or wildlife or their habitat because the site is located within an urban setting and previously has been developed with a commercial use.

6. The design of the map and the type of improvements will not conflict with easements of record, or easements established through court judgments, or acquired by the population at large, for access through, or use of property within the proposed map because any existing easements and improvements will either be accommodated within the project design; be quitclaimed prior to recordation of the map; or alternate provisions provided.

7. The design of the map has provided, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. The lot sizes and the subdivision configuration provides opportunities for passive/solar heating.

8. All permits and approvals applicable to the proposed map pursuant to the Escondido Zoning Code (Chapter 33 Zoning) will have been obtained prior to the recordation of the map.

9. The proposed map and associated planned development will not conflict with regional or local housing because the proposed infill residential mixed-use project would be in conformance with General Plan Housing Goals and Policies to expand the stock of all housing; increase homeownership; plan for quality managed and sustainable growth; and encourage a compact, efficient urban form that promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The proposed project would not diminish the Quality-of-Life Standards of the General Plan as the project would not materially degrade the level of service on adjacent streets or public facilities, create excessive noise, and adequate on-site parking, circulation and public services could be provided to the site. All lots would maintain all development standards of the applicable zone (in accordance with Article 19, Planned Development) and observe the density of the General Plan and area plans, as noted in the sections above.

10. The proposed map meets all of the requirements or conditions imposed by the Map Act and the Escondido Zoning Code, as detailed in the staff reports, the Escondido General Plan and above findings.

Master and Precise Development Plan Determination(s):

1. The location, design, and residential density of the proposed planned development are consistent with the goals and policies of the Escondido General Plan because high-density residential and mixed-use development is permitted and encouraged in Specific Plan Area #9. The proposed infill residential project would be in conformance with General Plan Housing Goals and Policies to plan for quality managed and sustainable growth and provide a range of housing opportunities for all income groups and populations with special needs, and which encourage a compact, efficient urban form the promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The site is physically suitable for the proposed density of development because the property is within a high-density redevelopment area that was previously a blighted property in the Mercado District. Development of the property will assist in the ongoing revitalization of the downtown retail core by establishing a permanent residential base in the downtown area. The subject site is located within the Mercado District of the DSP, which allows multi-family mixed-use development up to 100 du/ac. Based on the property size of 0.45 acres, the Mercado District would allow up to 45 units and a four-story structure up to 60 feet in height. The request to construct 32 units and a four- story structure ranging in height from up to approximately 57 feet in height is consistent with the land use

density and development requirements envisioned for this area. The project density of 71.1 du/ac is consistent with the allowable density of the DSP.

2. The proposed location of the development allows the planned development to be well integrated with its surroundings by providing a high-density mixed-use residential housing project in close proximity to transit, and near retail and other commercially developed properties. Adequate parking, circulation, utilities and access would be provided for the development (as detailed in the staff report). The project also would not be out of character for the area because the Mercado District of the Downtown Specific Plan envisions an upscale urban area with a mix of high-density residential and commercial development, and the proximity to the Escondido Transit Center makes the density appropriate. The overall mass and scale of the buildings is appropriate for the proposed location due to the street-oriented appeal and urban design characteristics, along with the quality of the architectural design and use of a variety of building materials and colors.

3. All vehicular traffic generated by the proposed development would be accommodated safely and without causing undue congestion upon adjoining streets, as determined by the Engineering Division and detailed in the preliminary Traffic Assessment that was prepared for the project by Michael Baker International (dated February 12, 2019, and amended April 22, 2019).

4. The overall design of the proposed residential mixed-use development would produce an attractive, efficient and stable environment for living, because adequate residential amenities, parking, and landscaping would be provided, and the design of the development is consistent with a high quality, urban infill project that will provide housing opportunities within walking distance of downtown commercial and retail services consistent with the City's vision for the downtown area. The project includes sufficient on-site open space amenities appropriate for this high-density urban development, including a podium and roof-deck common open areas with view decks and outdoor seating areas, and private balconies for each unit.

5. The proposed development would be well integrated into its surroundings, because the new structure would incorporate compatible and integrated architecture, materials and colors, and the project would not be visually obstructive or disharmonious with surrounding areas, or harm major views from adjacent properties. The proposed grading design would not result in any manufactured slopes or pad that would create any significant adverse visual or compatibility impacts with adjacent lots, nor block any significant views. Extensive grading is not required to support the project, and the project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is not located on a skyline or intermediate ridge, and the site does not contain any significant topographical features.

6. Utilizing the Planned Development process allows flexibility from the Specific Plan requirements to achieve a high-density residential project in the urban core. The project would

provide residential opportunities integrated into a comprehensive and self-contained development, which creates an environment of sustained desirability and stability through the controls offered and regulated through the Planned Development process.

7. The project would provide an environment of sustained desirability and stability because city services and adequate access would be provided; adequate parking would be provided; the proposed architecture would be integrated into its surroundings; and the project could serve as a catalyst for further revitalization efforts in the area.

8. The improvements are not likely to cause substantial environmental concerns because the property was previously developed as a gas station that has since been demolished. The site does not contain any sensitive or protected habitat or other environmental concerns as determined during the environmental review. The design of the project and the type of improvements are not likely to cause serious public health problems because the project will not degrade the levels of service on the adjoining streets or drainage system as the project incorporates street and drainage improvements are part of the project and city sewer and water is available to the site.

Development Agreement Determination(s):

1. The Development Agreement is consistent with the goals and objectives of the Mercado District of the Downtown Specific Plan because it enables the property owner to construct a higher-density mixed-use development in support a vibrant downtown economy while maintaining the overall limit of 5,275 dwelling units in the Downtown Specific Plan area.

2. The Development Agreement conforms to the need for public convenience, general welfare and good land use practices because the project will provide additional housing opportunities within 1/3 mile of mass transit and is located in close proximity to retail and services, parks, library, and cultural events.

3. The Development Agreement will not be detrimental to the health, safety and general welfare as the project as detailed in the findings/factors above and staff report prepared for the project dated September 10, 2019.

4. The proposed project and Development Agreement will not adversely affect the orderly development of property or the preservation of property values because the project would provide residential opportunities integrated into a comprehensive and self-contained development, which creates an environment of sustained desirability and stability through the controls offered and regulated through the Planned Development process.

5. The proposed project and associated Development Agreement is consistent with the provisions of Government Code Section 65864 et seq. (Zoning Code, Ch. 93, § 9309; Ord. No. 2018-07R, § 7, 4-18-18)

Density Transfer Determination(s):

1. The City’s Density Transfer Program allows the transfer of unused residential density from the developing properties to another, future project in the downtown area. Through the program, residential units that are transferred from undeveloped or underutilized properties (i.e. sending areas) are placed in a density credit pool and are held until there are developing properties (i.e. receiving areas) acquire the density. Through the application of Planning Case File No. PHG17-0026, the subject property has been deemed a candidate to be a "sending area" and 13 units have been identified for transfer into the density credit pool. There are currently no units in the credit pool. If transferred, the new credit pool balance would be 13 units, as of this writing.

2. The transfer of said units would help incentivize future development - and keep it in the downtown area to support nearby retailers, services, entertainment, and attract other new businesses that are part of a desirable downtown economy. The overall amount of new development within the downtown would remain the same; however, implementation of the program creates a flexible way to still achieve the ultimate build-out of the downtown and create a future sustainable center of activity. Adopting the project and approving the transfer of units would help accommodate the city's share of future regional housing needs with greater mix of housing types and choices, which benefits everyone in the community.

EXHIBIT "C"

CONDITIONS OF APPROVAL
SUB18-0008, PHG18-0021
555 West Grand Avenue

PLANNING CONDITIONS OF APPROVAL

A. General

1. This project is conditionally approved as set forth on the application/plans received by the City of Escondido, dated August 30, 2019, and designated as recommended for approval by the Planning Commission on September 10, 2019, and shall not be altered without express authorization by the Community Development Department.

2. Approval of this request shall not waive compliance with any sections of the Municipal Code and all other applicable City regulations in effect at the time of Building Permit issuance unless specifically waived herein and shown on the project plans. Nothing in this permit shall relieve the Applicant from complying with conditions and regulations generally imposed upon activities similar in nature to the activity authorized by this permit. This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.

   Exceptions granted by the Planned Development Permit to the development standards identified in the Downtown Specific Plan are as follows:

   a. Allow up to 29.5 percent reduction in the number of parking spaces which will require the project to provide a minimum of 43 parking spaces within the garage to include up to 7 compact spaces.

   b. Allow reduction in open space of 1,482 SF as detailed in the September 10, 2019 Planning Commission staff report. Said amount of open space is based on the project set plans, dated August 30, 2019 on file with the Planning Division. Implementation of certain project conditions may require additional reductions of open space. Any modification to open space provision effecting the total number of SF provided as a result of condition compliance shall be deemed to substantially conform with scope of the details of the project request, conditions imposed by the Planning Commission and/or City Council, and satisfy the terms of the Development Agreement.

   c. Minor encroachment into the front setback for a ground-floor design feature (curved stairs at northwestern corner to podium level), as shown on the development plans, dated August 30, 2019.

d. Allow upper story architectural features to encroach into the public right-of-way, as shown on the development plans, dated August 30, 2019.

3. Prior to any use of the project site pursuant to this permit, all conditions of approval contained herein shall be completed or secured to the satisfaction of the Community Development Department.

4. The developer shall be required to pay all development fees of the City prior to building permit issuance, including any applicable City-Wide Facilities fees at the established rate. Such fees may include, but not be limited to: Permit and Plan Checking Fees, Water and Sewer Service Fees, School Fees, Traffic Mitigation Fees, Flood Control Mitigation Fees, Park Mitigation Fees, Fire Mitigation/Cost Recovery Fees, and other fees listed in the Fee Schedule, which may be amended. Arrangements to pay these fees shall be made prior to building permit issuance to the satisfaction of the Community Development Department.

5. All construction shall comply with all applicable requirements of the Escondido Zoning Code and requirements of the Planning Department, Building Official, and the Fire Chief.

6. The property description, attached as Exhibit “A” to this Ordinance, has been provided by the applicant and neither the City of Escondido nor any of its employees assume responsibility for the accuracy of said legal description.

7. All requirements of the Public Partnership Program, Ordinance No. 86-70 shall be satisfied prior to building permit issuance. The ordinance requires that a public art fee be added at the time of the building permit issuance for the purpose of participating in the City Public Art Program, unless otherwise specified in the Development Agreement.

8. Three (3) copies of revised plan sets and tentative map, reflecting any modifications identified in these conditions of approval, shall be submitted to the Planning Division for certification. Said plans must be certified by the Planning Division prior to submittal of grading, public improvement and landscape plans for the project.

9. This Planned Development Permit shall expire three (3) years after the date of final approval of this project, that date being the effective date of the ordinance approving the Permit, unless otherwise specified in the Development Agreement. Extensions of time may be requested in the same manner as would be permitted for a tentative map.

10. An inspection by the Planning Division will be required prior to occupancy of the project. Items subject to inspection include, but are not limited to, parking layout and striping, identification of handicap parking stalls and required signage, landscaping, trash enclosures, and architecture, as well as any other conditions of approval. Everything shall be installed prior to calling for an inspection, although preliminary inspections may be requested. Contact the project planner at (760) 839-4671 to arrange a final inspection.

11. In the event that any of the conditions of this permit are not satisfied, the Community Development Department shall cause a noticed hearing to be set before the authorized agency to determine whether the City of Escondido should, acting through the authorized agency, add, amend, or delete conditions and regulations contained in this permit.

12. Nothing in this permit shall authorize the applicant to intensify the authorized activity beyond that which is specifically described in this permit. Any future modifications to the approved project will be reviewed relative to the findings for substantial conformance. Modifications beyond the scope described therein will require submittal of an amendment to the project plans and approval by the authorized agency.

13. The City of Escondido hereby notifies the applicant that the County Clerk's Office requires a documentary handling fee of $50.00 in order to file a Notice of Exemption for the project (environmental determination for the project). In conformance with California Environmental Quality Act (CEQA) Section 15062, the applicant should remit to the City of Escondido Planning Division, within two working days of the final approval of the project (the final approval being the date of this letter) a check payable to the "County Clerk" in the amount of $50.00. The filing of a Notice of Exemption and the posting with the County Clerk starts a 35-day statute of limitations period on legal challenges to the agency's decision that the project is exempt from CEQA. Failure to submit the required fee within the specified time noted above will result in the Notice of Exemption not being filed with the County Clerk, and a 180-day statute of limitations will apply.

14. The project shall participate in the Density Transfer Program as a "sending area," as described in Exhibit "B" to City Council Resolution No. 2019-69. A deed restriction shall be recorded prior to building permit issuance, transferring thirteen (13) units into the Transfer Density Credit Pool.

15. Implementation of the project requires the City to sell and dispose of a .05 city-owned triangle parcel, as described in the September 10, 2019 Planning Commission staff report and as shown in the project plans. Escrow of said city-owned triangle parcel must close prior to Final Map approval by the City.

B. <u>Architecture and Design</u>

1. All signs are to be approved by a separate sign permit. All signs must be consistent with the sign standards in the Downtown Specific Plan, unless otherwise authorized by this Planned Development.

2. A minimum of 80 cubic feet of private storage shall be provided for each residential unit as depicted on the development plans. Said storage shall be in addition to typical cabinets and closets.

3. Any retaining walls and raised planters along the project frontages shall be constructed with split-face block, stucco-finished or other appropriate decorative materials/finish to match the color(s) used on the building.

4. All exterior lighting shall conform to the requirements of Article 35 (Outdoor Lighting Ordinance) of the Escondido Zoning Code. Prior to building permit issuance, proposed outdoor lighting fixtures shall be submitted to the Planning Division for review and approval. Site lighting and photometric plans shall be included with the building plans.

5. The building, architecture, colors and materials, and conceptual landscaping shall be in substantial conformance with the Master and Precise Development Plan attached as Exhibit “D” to the Ordinance and on-file with the Planning Division, except as modified by these conditions of approval. Any major modifications to the exterior architectural building elements or lessening of the quality of the exterior design shall require the processing of a Precise Plan modification, as described in Article 19 of the Escondido Zoning Code. Minor modifications may be approved through the design review process described in Article 64 of the Escondido Zoning Code.

6. An art feature shall be incorporated into the project (similar or equal to the concept kinetic art feature) identified on the plans and maintained throughout the life of the project. The final design shall be submitted to the Staff Design Review Board prior to approval of the building plans for the project.

7. The final designs for the garage vent features along Grand Avenue shall be submitted Planning Division design review. The venting/screening features shall incorporate additional vertical architectural elements (while still allowing for adequate ventilation) consistent with the building design to help further break overall horizontal screen area into separate distinct elements.

8. All mechanical equipment shall be screened from view in accordance with Section 33-1085 of the Escondido Zoning Code.

9. All new utilities shall be underground.

10. Exterior drainage downspouts shall be appropriately integrated into the architecture of the building and/or placed in appropriate exterior locations to help blend it into the design of the building. They shall be painted/textured to blend with the building background. This shall be clearly identified on the building plans.

11. Prior to the issuance of a building permit, the applicant shall prepare exterior-to-interior noise report completed by a qualified acoustical consultant for the proposed on-site residential units and the common podium-level open space areas. The report shall also assume a “windows-closed” condition with vehicles traveling along the adjacent roadways in accordance with the identified speed limit. The report would determine the predicted interior noise levels for the units. If predicted noise levels are found to be in excess of 45 CNEL, the report would identify

architectural materials or techniques that could be included in project design plans to reduce noise levels to 45 CNEL in habitable rooms. The report also shall identify any architectural techniques that would be included in the final project design to conform to the General Plan noise level goal for multi-family residential use of 65 dBA CNEL at the exterior common podium use areas. The report shall be submitted and approved by the City prior to issuance of a building permit.

12. The HVAC units on the project rooftop shall be installed with appropriate enclosures such that noise from HVAC operation does not exceed 55 dBA at the nearest off-site receptor. A final acoustical analysis shall be submitted with the building plans to determine whether any final design measures are necessary to conform to the City's Noise Ordinance.

13. Prior to approval of the grading plans and grading permit for the site, a Health and Safety Plan for construction workers (including PPE and testing equipment when working in areas of known residual petroleum impact soils) and a soil and groundwater management plan for soil and groundwater that may be hauled from the site shall be prepared and approved by the San Diego Water Board.

C. <u>Operational</u>

1. Trash and recycling shall be picked up as frequently as necessary to prevent overflow. The property owner/manager shall be responsible for placing/staging the trash bins in an appropriate area for pickup by the local trash hauler (that does not interfere with access to the facility or emergency vehicles). Bins shall be returned to the designed trash room as soon as they have been emptied by the hauler.

2. Provisions shall be made so that trash and recycling materials are not placed in the trash chute(s) while the bins are not in place. This may be accomplished by providing other receptacles in the trash room when the bins are not in place, by locking the chutes, or by other means that will accomplish this provision.

3. Permitted animals/pets shall be allowed in conformance with those identified in the Escondido Zoning Code for R-5 zoned properties, unless more restrictive standards are applied by the property owner.

4. All project generated noise shall conform to the City's Noise Ordinance (Ordinance 90-08).

5. Security cameras shall be provided if deemed necessary by the Police Chief.

6. Balconies and patios shall be kept in a neat and orderly manner. Items stored on balconies should be kept out of view or properly screened. Items shall not be hung over, across or on balconies or patios (such a towels, clothing, etc.).

7. Any decorative pavement, driveways and sidewalks shall be indicated on the building and landscape plans, including appropriate notes regarding type and color of materials. Any

decorative paving damaged or removed by the City or other utility provider in order to perform maintenance of public utility lines shall be replaced at the sole expense of the property owner.

8. Commercial uses for the 300 square foot flex/office space on the ground floor shall be limited to the uses permitted or conditionally permitted in the Mercado District of the Downtown Specific Plan.

D. <u>Parking, Access and Circulation</u>

1. In accordance with the approved Planned Development Permit, a minimum of 43 parking spaces shall be provided on-site within the parking garage in addition to an area designated for up to 4 motorcycles. The 43 parking spaces shall accommodate at least two accessible parking spaces. No more than 30 percent of the parking spaces shall be designated as compact spaces. All interior parking aisles shall be a minimum of 24 feet wide with appropriate turning radius at the end of the parking aisles, to the satisfaction of the Engineering Division.

2. The parking garage shall be equipped with appropriate infrastructure for the future installation of the eighteen (18) mechanical vehicle lifts (e.g., appropriate pad/foundations, electrical conduit/connections, power source, clearance height, etc.). At least five (5) vehicle lifts shall be installed upon initial occupancy of the facility to monitor the effectiveness of its use.

   After occupancy, the applicant shall monitor the site's overall parking provisions on an on-going basis. The on-going assessment shall be used to help determine if additional parking facilities are necessary to meet the project's parking demand. The applicant shall post a duly authorized surety bond, to the satisfaction of the Director of Community Development, to pay the City of Escondido up to a stated amount of money to install the balance of the mechanical parking lifts, tender options to do the same, and/or other benefits to ensure the completion of this bonded obligation.

   The Director of Community Development has the authority to create/terminate the bonded contract and call upon or cancel the surety at any time prior to the expiration of the Development Agreement. The bond shall spell out the options and make them part of the agreement.

3. Future electric vehicle designated charging stations shall be provided in accordance with 2016 California Green Building Code, Section 4.106.4.2.

4. All parking spaces shall be striped in conformance with Article 39 of the Escondido Zoning Code, and shown on the improvements plans.

5. The gated access to the proposed parking garage shall be electric. All residents with assigned parking spaces shall be provided with remote access for entrance into the garage. An electric/magnetic loop shall be installed on the interior of the garage so that the gate automatically opens for exiting vehicles.

6. Prior to building permit issuance, a parking and garage management plan shall be submitted to the City for review, and approved by the Director of Community Development. Said plan shall address parking lot access, space assignment(s), gate hours (if left open) general maintenance, signage and striping, delivery and other short-term parking allowances/requirements, guest parking, utility access and trash/recycling staging, and any other issues which affect the use and maintenance of the parking garage. The parking and garage management plan shall specify that the surety bond amount, as required in Condition No. 2 of this subsection, meets the minimum capital requirements to remedy a performance default. The applicant also shall provide 30-day transit passes to all tenants during the initial lease up period.

7. Private secure bicycle parking facility for residents (such as bike racks) shall be installed within the parking garage, or other appropriate areas on site, as approved by the Planning Division.

E. <u>Landscaping</u>

1. All landscaping shall be installed prior to final occupancy.

2. All vegetation shall be maintained in a flourishing manner, and kept free of all foreign matter, weeds and plant materials not approved as part of the landscape plan.

3. All irrigation shall be maintained in fully operational condition.

4. The property owner assumes all responsibility for maintaining all on-site landscaping and any landscaping in the public right-of-way adjacent to the property installed as part of the project, including the raised planters adjacent to the building along Grand Avenue and Quince Street, and any potted plants.

5. The raised landscape planter along Grand Avenue shall contain a mix or taller vertical materials at appropriate intervals and medium height shrubs to help screen pedestrian views into the parking garage. The raised planter along the Quince Street frontage also shall include the mix of taller and medium height planting materials, as the bio-filter design will accommodate. A metal trellis type feature also may be required to be installed in front of the garage ventilation screens to allow vines provide additional screening of the parking garage if vines attached to the ventilation screens will affect the effectiveness of the metal screens.

6. The landscaping on the triangular parcel (fronting 2nd Avenue) shall include an upgraded design to include specimen sized trees and a combination of appropriate shrubs, ground cover and other hardscape type features. Appropriate shrubs shall be installed along portions of the public utility easement (driveway and loading area) to help screen these areas. The storm drain basin shall incorporate an appropriate design to be a visual amenity for the project. The driveway entrance from 2nd Avenue shall incorporate decorative type elements into the final design (such as color concrete elements with additional scoring pattern, stamped concrete elements, or pavers).

7. Street trees shall be provided along each of the site's street frontages, in conformance with the Landscape Ordinance and the City of Escondido Street Tree List.

8. Five copies of detailed landscape and irrigation plans shall be submitted to the Engineering Services Department with the second submittal of the grading plan. The initial submittal of the landscape plans shall include the required plan check fees.

9. The landscape and irrigation plans shall be reviewed and approved by the Planning Division and Engineering Services Department prior to approval of the grading plans, and shall be equivalent or superior to the conceptual landscape plans included as part of the Master and Precise Development Plans, to the satisfaction of the Planning Division. The required landscape and irrigation plans(s) shall comply with the provisions, requirements and standards outlined in Article 62 (Landscape Standards) of the Escondido Zoning Code, except where stricter requirements are imposed by the State of California. The plans shall be prepared by, or under the supervision of, a licensed landscape architect.

10. The installation of the landscaping and irrigation shall be inspected by the project landscape architect upon completion. He/she shall complete a Certificate of Landscape Compliance certifying that the installation is in substantial compliance with the approved landscape and irrigation plans and City standards. The applicant shall submit the Certificate of Compliance to the Planning Division and request a final inspection.

F. <u>On-Site Management Plan</u>

1. Prior to occupancy, the applicant shall submit a Management Plan that provides for ongoing maintenance of lighting, signing and striping, parkway landscaping and irrigation, storm water treatment basins, and facilities, common open spaces, public utilities easements areas, public walkways, and alley, etc. These provisions shall be approved by the Engineering Department prior to occupancy.

2. The Management Plan shall reference the recorded Storm Water Control Facility Maintenance Agreement and approved Storm Water Quality Management Plan for the project.

3. The Management Plan shall identify responsibility for liability for damage and repair to City utilities in the event that damage is caused by tenants, vehicles or personnel servicing the property or delivery personnel, and/or operation of maintenance personnel of the project.

4. The Management Plan shall state that if stamped concrete or decorative pavers or used within walkways within the City right-of-ways, any damage and repair/replacement shall be the responsibility of the management company and/or project owner.

ENGINEERING CONDITIONS OF APPROVAL

GENERAL

1. The applicant shall provide the City Engineer with a Subdivision Guarantee and Title Report covering subject property.

2. The location of all existing on-site and adjacent utilities and storm drain facilities shall be determined by the Developer's engineer. If a conflict occurs with the proposed project or improvements, arrangements for relocation of the conflicting utilities/facilities shall be made with the owner of the utility/facility prior to approval of the Grading plans and Final Map. This utility/facility relocation work shall be completed prior to issuance of Building Permits.

3. Improvement plans prepared by a Civil Engineer are required for all public street and utility improvements and a Grading/Private Improvement plan prepared by Civil Engineer is required for all grading, drainage and private onsite improvement design. Landscaping Plans shall be prepared by a Landscape Architect for the project.

4. The Developer shall post securities in accordance with the City prepared Bond and Fee Letter based on a final Engineer's Estimate of Grading and Improvements Cost prepared by the project engineer. The Developer is required to provide a Cash Clean Up deposit for all grading, landscaping, private Improvements and onsite drainage improvements prior to approval of Grading Plans and issuance of Grading Permit. This Cash Clean Up Deposit amount shall be 10% of the total cost of the project private improvements, drainage and landscaping. The Developer is required to provide Performance (100% of total public improvement cost estimate), Labor and Material (50% of total public improvement cost estimate) and Guarantee and Warrantee (10 % of total public improvement cost estimate) bonds for all public improvements prior to approval of the Improvement Plans and issuance of Building Permits. All improvements shall be completed prior to issuance of a Certificate of Occupancy.

5. No Building Permits shall be issued for any construction within this Subdivision until the Final Subdivision Map is recorded and either:

    a) All conditions of the Tentative Subdivision Map have been fulfilled: or

    b) Those conditions unfulfilled at the time of an application for Building Permits shall be secured and agreements executed in a form and manner satisfactory to the City Attorney and City Engineer.

6. If site conditions change adjacent to the proposed development prior to completion of the project, the developer will be responsible to modify his/her improvements to accommodate these changes. The determination and extent of the modification shall be to the satisfaction of the City Engineer.

7. All public improvements shall be constructed in a manner that does not damage existing public improvements. Any damage shall be determined by and corrected to the satisfaction of the City Engineer.

8. The engineer shall submit to the Planning Department a copy of the Tentative Map as presented to the Planning Commission and the City Council together with any changes

contained in the adopted final conditions of approval. The Tentative Map will be certified by the Planning Department verifying that it is an accurate reproduction of the approved Tentative Map and must be included in the first submittal for Final Map and grading plan check to the Engineering Department.

STREET IMPROVEMENTS AND TRAFFIC

1. Public street improvements shall be constructed to City Standards as required by the Subdivision Ordinance in effect at the time of the Tentative Map approval and to the satisfaction of the City Engineer. Specific details, including final concrete driveway apron design for the project entrances, concrete curb & gutter and sidewalk replacement, drainage, street lighting, etc. shall be resolved to the satisfaction of the City Engineer.

2. The Developer shall remove and replace all damaged sidewalk, curb and gutter, along all project frontages to the satisfaction of the City Engineer prior to issuance of a Certificate of Occupancy.

3. Access to this project shall be provided from W. 2nd Avenue and improved with an alley-type driveway apron in accordance with Escondido Standard Drawing No. G-5-E with a minimum throat width of 24 feet. The final location and design of this driveway apron and paved access into the project shall be approved by the City Engineer and City Fire Marshal as part of the Grading plans.

4. The project's access drive and unloading area shall be adequately illuminated from the project building structure to the satisfaction of the City Engineer and Building Official. This lighting shall be maintained by the Home Owner's Association.

5. All on-site driveways, and parking areas will be private. Typical sections and design details shall be to the satisfaction of the City Engineer and Community Development Director.

6. The Developer's engineer shall prepare and submit for approval by the City Engineer a complete final Signing and Striping plan for all improved and modified roadways. The developer will be responsible for removal of all existing and the construction of all new signing and striping in compliance with the current CA MUTCD standards and to the satisfaction of the City Engineer.

7. The developer will be required to install "No Parking – Bike Lanes" signs along the project's Quince Street frontage at 150-foot spacing. The signs shall be mounted on the street light poles where possible.

8. The Developer shall repaint all pavement striping and markings adjacent to the project that have been damaged and prematurely faded due to project construction traffic to the satisfaction of the City Engineer.

9. The developer will be required to provide a detailed detour and traffic control plan, for all construction within existing rights-of-way, to the satisfaction of the City Engineer. This plan shall be approved prior to the issuance of an Encroachment Permit for construction within the public right-of-way.

10. The developer may be responsible for an overlay of S. Quince Street due to the many utility trenches necessary to serve this project. The determination of the extent of the overlay shall be to the satisfaction of the City Engineer.

11. Adequate horizontal sight distance shall be provided at all driveways. Increased parkway widths, open space easements, and restrictions on landscaping may be required at the discretion of the City Engineer.

12. Pedestrian access routes shall be provided into the project to the satisfaction of the City Engineer and City Building Official.

13. All gated entrances shall be designed and improved to the satisfaction of the City Engineer and Fire Marshal.

14. The developer shall install trash capture devices on existing storm drain inlets along the project's frontage to the satisfaction of the City Engineer.

15. Existing driveways along the project's W. Grand Avenue and S. Quince Street frontages shall be completely removed and shall be replaced with full height curb, gutter, and sidewalk in accordance with City standards. curb, gutter, and sidewalk shall be replaced in-kind to match existing color and patterns.

16. Short-term parking spaces shall be installed along the project's W. Grand Avenue frontage to the satisfaction of the City Engineer. The parking spaces shall be installed to match the existing paving, color, patterns and striping along Grand Avenue.

17. Only those Mercado street furniture items, lighting fixtures, and architectural features specifically identified for removal or relocation shall be disturbed. All other items shall be protected in place and any damage to these items shall be corrected or compensated for to the satisfaction of the City Engineer and Director of Community Development. Before work in this area commences a final review and tabulation of the items in the Mercado right-of-way to be disturbed shall be approved by the City Engineer.

GRADING

1. A site grading and erosion control plan prepared by a registered Civil Engineer shall be approved by the Engineering Department. The first submittal of the grading plan shall be accompanied by 3 copies of the preliminary soils and geotechnical report. The soils engineer will be required to indicate in the soils report that he/she has reviewed the grading design and found it to be in conformance with his/her recommendations.

2. Any proposed retaining walls not a part of the building foundations or stem walls shall be shown on and permitted as part of the site grading plan. Profiles and structural details shall be shown on the site grading plan and the Soils Engineer shall state on the plans that the proposed retaining wall design is in conformance with the recommendations and specifications as outlined in the Geotechnical report. Structural calculations shall be submitted for review by a Consulting Engineer for all walls not covered by Regional or City Standard Drawings. Stem walls, foundation structures, or deepened footings that are to be constructed as part of a building structure will be permitted as part of the Building Dept. plan review and permit process.

3. Erosion control, including riprap, interim slope planting, sandbags, or other erosion control measures shall be provided to control sediment and silt from the project. The developer shall be responsible for maintaining all erosion control facilities throughout the project.

4. The developer shall be responsible for the recycling of all excavated materials designated as Industrial Recyclables (soil, asphalt, sand, concrete, land clearing brush and rock) at a recycling center or other location(s) approved by the City Engineer.

5. A Construction General Permit is required from the State Water Resources Control Board for all storm water discharges associated with a construction activity where clearing, grading, and excavation results in a land disturbance of one or more acres.

6. All blasting operations performed in connection with the improvement of the project shall conform to the City of Escondido Blasting Operations Ordinance.

7. All existing foundations and structures, other than those designated "to remain" on the Tentative Map, shall be removed or demolished from the site.

8. The developer will be required to obtain permission from adjoining property owners for any off-site grading necessary to construct the project and/or the required improvements.

9. All driveway grades shall conform to current Escondido Design Standards and Escondido Standard Drawings.

DRAINAGE

1. Final on-site and off-site storm drain improvements shall be determined to the satisfaction of the City Engineer and shall be based on a drainage study to be prepared by the Engineer of Work. The drainage study shall be in conformance with the City of Escondido Design Standards.

2. All on-site storm drains not in public easements are private. The responsibility for maintenance of these storm drains shall be that of the Home Owner's Association. Provisions stating this shall be included in the CC&Rs.

3. The project shall limit drainage flows to their pre-construction rates. Details and calculations for the detention basins shall be submitted and approved as part of the grading plan check.

4. A Storm Water Quality Management Plan (SWQMP) in compliance with the City's latest adopted Storm Water Design Manual shall be prepared for all newly created or replaced onsite impervious areas, impervious frontage, and required offsite improvements. The SWQMP shall be submitted for approval with the final improvement and grading plans. The SWQMP shall include hydro-modification calculations, treatment calculations, post-construction storm water treatment measures, and maintenance requirements.

5. All site drainage with emphasis on the parking and driveway areas shall be treated to remove expected contaminants using a high efficiency non-mechanical method of treatment. The City highly encourages the use of bio-retention areas as the primary method of storm water retention and treatment. The landscape plans will need to reflect these areas of storm water treatment.

6. The developer will be required to have the current owner of the property sign, notarize, and record a Storm Water Control Facility Maintenance Agreement.

WATER SUPPLY

1. All new water main locations and sizing shall be to the satisfaction of the City Engineer. Required water main improvements for the project shall include the design and construction of a 12-inch public water line in S. Quince Street, from 2nd Avenue to W. Valley Parkway, in accordance with the current City of Escondido Design Standards and Standard Drawings and to the satisfaction of the Utilities Engineer.

2. Fire hydrants together with an adequate water supply shall be installed at locations approved by the Fire Marshal. Fire hydrants shall connect to a minimum 8-inch water main.

3. A fire suppression sprinkler system shall be designed and constructed per current City of Escondido Design Standards and Standard Drawings and per the requirements of the Fire Marshal.

4. Water meters and back flow prevention devices shall not be installed within a driveway apron or private drive areas.

5. All on-site water lines and backflow prevention devices beyond the City water meter shall be considered a private water system. The property owner shall be responsible for all maintenance of these water lines and appurtenances.

6. No trees or deep rooted plants shall be planted within 10-feet of any water mains.

7. There shall be no permanent structures located within the City's Public Utilities Easements.

SEWER

1. A private 6-inch minimum PVC sewer lateral with a standard clean-out within 18-inches of the Public Utilities Easement or right-of-way shall be constructed for the project and shown on the Improvement and Grading plans. The private sewer lateral shall connect to the existing 18-inch sewer main in S. Quince Street. Sewer laterals less than 8-inches in diameter shall connect to the sewer main with a wye fitting or Inserta-Tee.

2. All sewer laterals shall be constructed per current City of Escondido Design Standards and Standard Drawings and per the current Uniform Plumbing Code.

3. No trees or deep rooted bushes shall be planted within 15-feet of any sewer main or within 10-feet of any sewer lateral. Sewer laterals shall be 5-feet horizontally clear from other utilities.

4. All sewer lateral(s) shall be considered a private sewer system. The Home Owners Association will be responsible for all maintenance of the sewer lateral(s) to the sewer main. Provisions stating this shall be included in the CC&Rs.

5. There shall be no permanent structures located within the City's Public Utilities Easements.

FINAL MAP - EASEMENTS AND DEDICATIONS

1. All easements, both private and public, affecting subject property shall be shown and delineated on the Final Map.

2. Public utility easements for sewer, water, storm drain, etc. which are deemed necessary by the City Engineer shall be granted to the City.

3. The project includes a street vacation of the public alley right-of-way within or adjoining the project boundary. Specific areas to be vacated shall be determined to the satisfaction of the City Engineer. A public utility easement shall be reserved over the portion of the alley to be vacated. The street vacation with the reservation of a public utility easement must be approved by the City Council prior to recordation of the Final Map.

4. The following public utility easements shall be granted to the City on the Final Map: 2-feet along S. Quince Street and 2-feet northerly of and in addition to the public utility easement reserved from the alley street vacation.

5. The developer is responsible for making the arrangements to vacate all streets or quitclaim all easements of record which conflict with the proposed development prior to approval of the final map. All street vacations shall be accomplished by means of a separate public hearing. If an easement of record contains an existing utility that must remain in service, proof of arrangements to quitclaim the easement once new utilities are constructed must be submitted to the City Engineer prior to approval of the Final Map. Building permits will not be issued for lots in which construction will conflict with existing easements, nor will any securities be released until the existing easements are quitclaimed.

REPAYMENTS AND FEES

1. A cash security shall be posted to pay any costs incurred by the City to clean-up eroded soils and debris, repair damage to public or private property and improvements, install new BMPs, and stabilize and/or close-up a non-responsive or abandoned project. Any moneys used by the City for cleanup or damage will be drawn from this security and the grading permit will be revoked by written notice to the developer until the required cash security is replaced. The cleanup cash security shall be released upon final acceptance of the grading and improvements for this project. The amount of the cash security shall be 10% of the total estimated cost of the grading, drainage, landscaping, and best management practices items of work with a minimum of $5,000 up to a maximum of $50,000, unless a higher amount is deemed necessary by the City Engineer.

2. The developer shall be required to pay all development fees of the City then in effect at the time, and in such amounts as may prevail when building permits are issued.

CC&Rs

1. Copies of the CC&Rs shall be submitted to the Engineering Department and Planning Department for approval prior to approval of the Final Map.

2. The developer shall make provisions in the CC&Rs for maintenance by the Home Owners' Association of private driveways, parking areas, private utilities (including sewer and water), storm water and drainage facilities, private street lighting, landscaping both onsite and within

fronting public right-of-ways. These provisions must be approved by the Engineering Department prior to approval of the Final Map.

3. The CC&Rs must state that the Home Owners' Association assumes liability for damage and repair to City utilities in the event that damage is caused by the property owners' association when repair or replacement of private utilities is done.

4. The CC&Rs must state that (if stamped concrete is used in the private driveway) the homeowners' association is responsible for replacing the stamped concrete in kind if the City has to trench the street for repair or replacement of an existing utility.

UTILITY UNDERGROUNDING AND RELOCATION

1. All existing overhead utilities within the subdivision boundary or along fronting streets shall be relocated underground as required by the Subdivision Ordinance. The developer may request a waiver of this condition by writing a letter to the City Engineer explaining his/her reasons for requesting the waiver. The developer will be required to pay a waiver fee as adopted by City Council resolution.

2. The developer shall sign a written agreement stating that he has made all such arrangements as may be necessary to coordinate and provide utility construction, relocation and undergrounding. All new utilities shall be constructed underground.

FIRE DEPARTMENT CONDITIONS

1. All fire underground line, fire sprinkler, fire alarm, and any standpipe systems shall comply with the current additions of NFPA and the California Fire Code.

2. All Fire protection system plans shall be deferred submittals to the Escondido Fire Department.

3. An approved paved access and approved adequate water supply shall be provided prior to any combustibles being brought to the site.

4. The number and location of FDC/ PIV 's shall be determined by the Fire Marshall. These devices shall not be on the building and shall be placed in an approved location.

5. Fire access shall be paved all-weather surface able to support the weight of the Fire apparatus (75,000 lbs.).

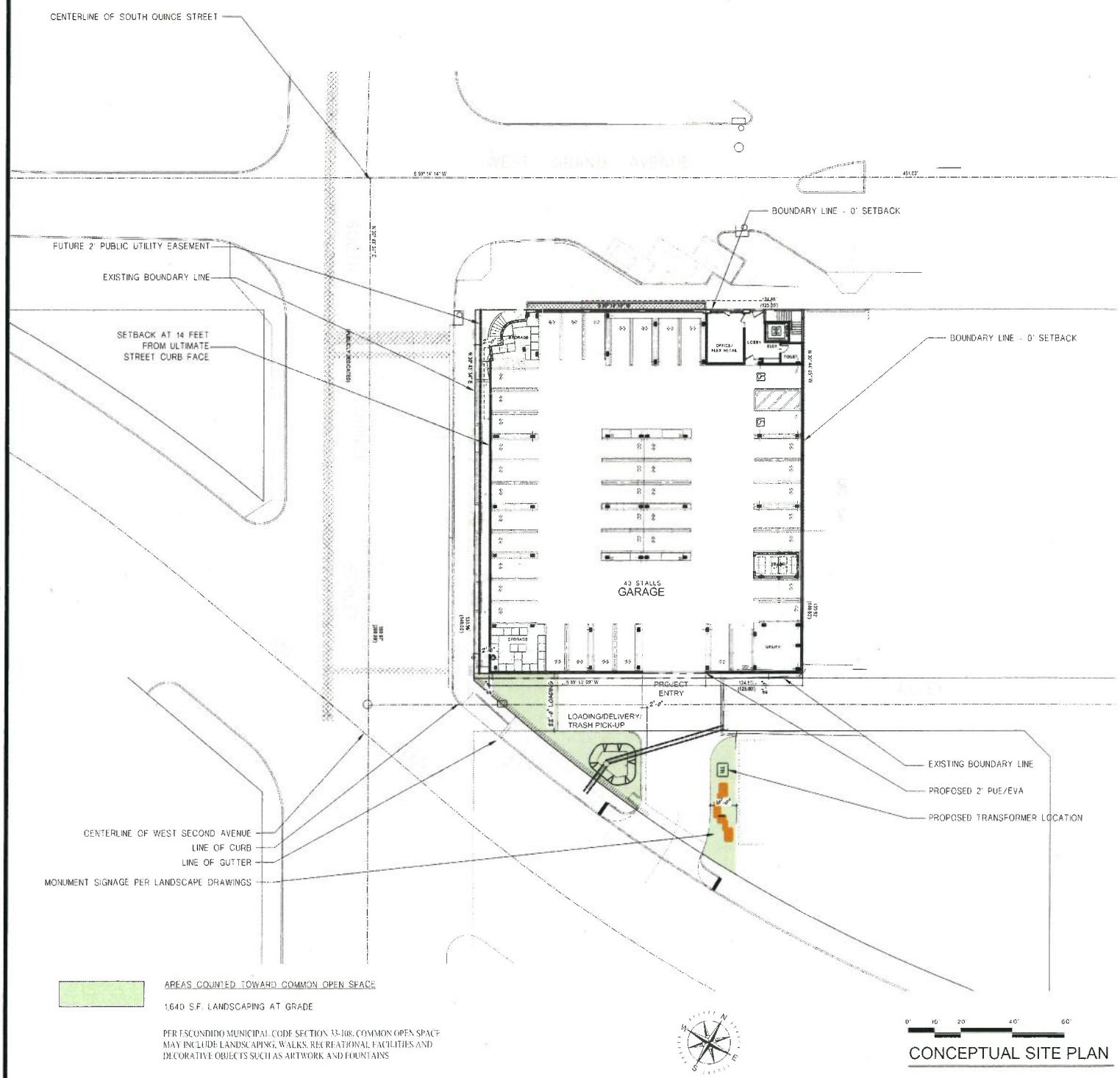
6. A minimum turning radius of 28ft inside shall be provided on all fire department access roadways, to the satisfaction of the Fire Marshal.

7. An adequate water supply with minimum fire flow shall be as determined by the Fire Marshal.

8. Fire lanes shall be designated and approved by the Fire Marshal and painted red with white letter, marked “no parking fire lane.” Fire lane shall be maintained by the project management company for the duration of the project.

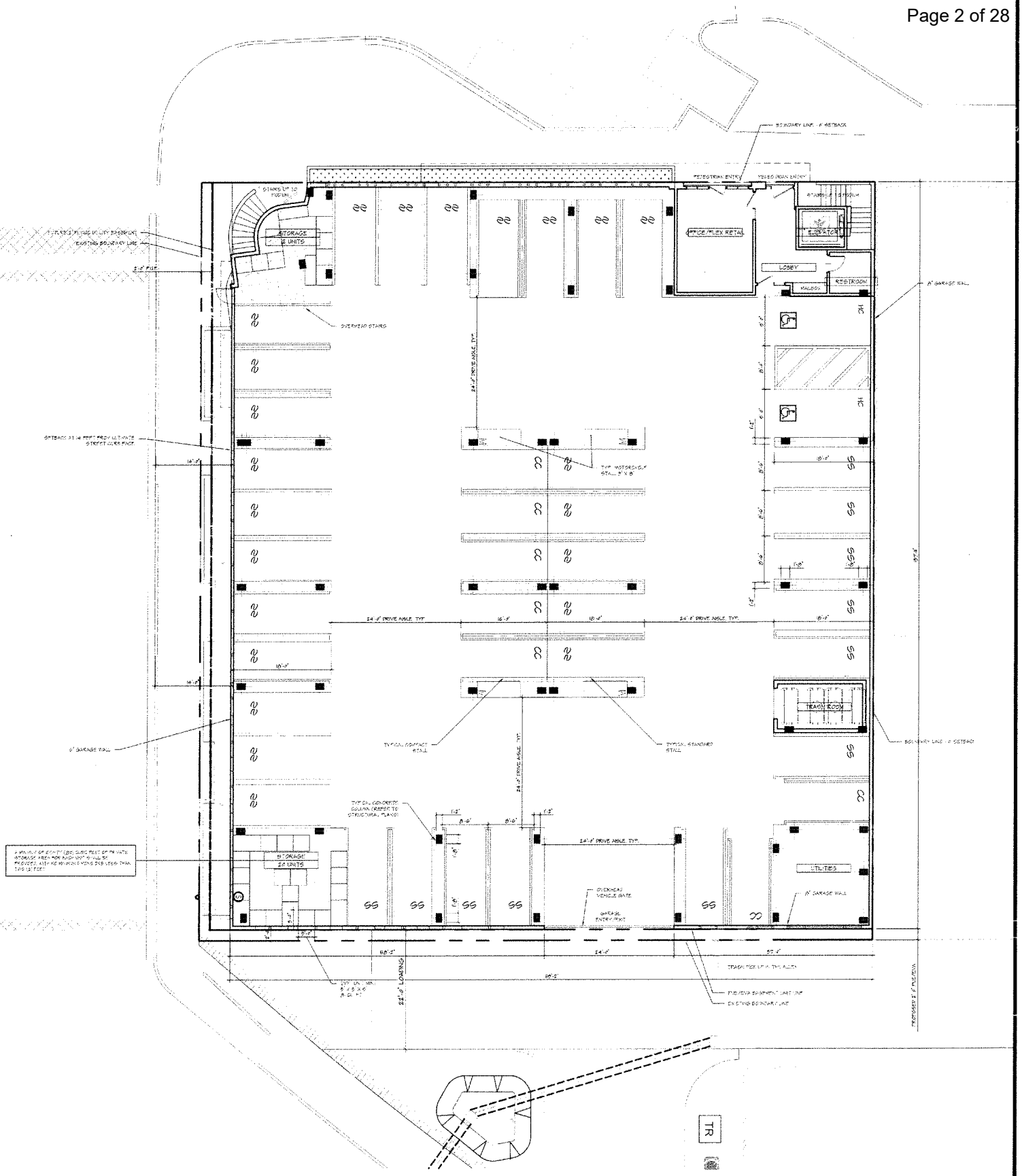
9. Bollards may be required for fire hydrants in close proximity to vehicular traffic aisles.

EXHIBIT "D"



PROPOSED PROJECT: SUB 18-0008

SITE PLAN



PROPOSED PROJECT: SUB 18-0008

ENLARGED SITE PLAN

AERIAL VIEW FROM QUINCE

CORNER OF QUINCE AND GRAND

PROPOSED PROJECT: SUB 18-0008
CONCEPTUAL RENDERINGS

CORNER OF QUINCE AND GRAND

WEST GRAND AVENUE LOOKING TOWARDS WEST

PROPOSED PROJECT: SUB 18-0008
CONCEPTUAL RENDERINGS

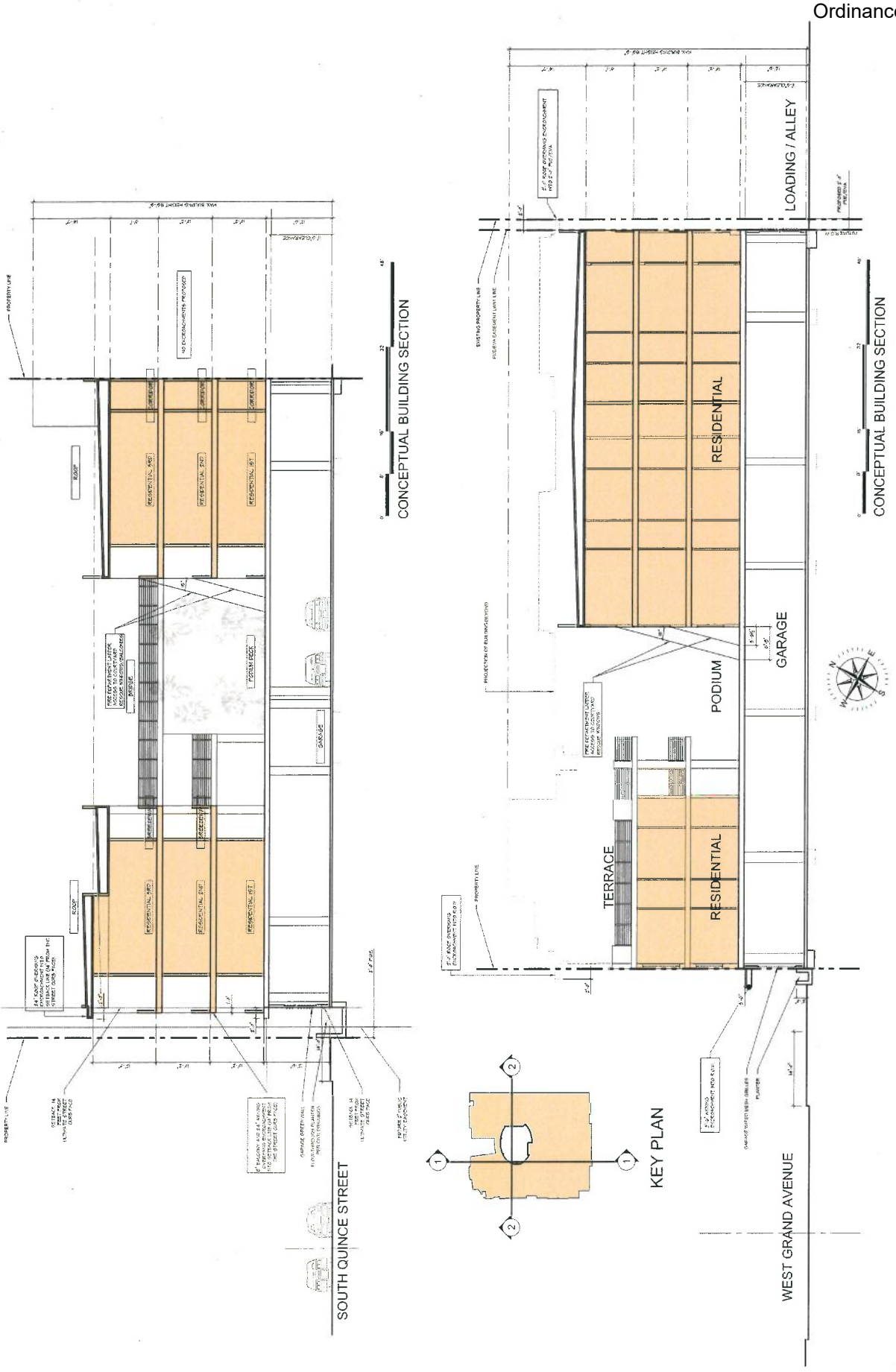
VIEW OF SOUTH QUINCE ELEVATION

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL RENDERINGS

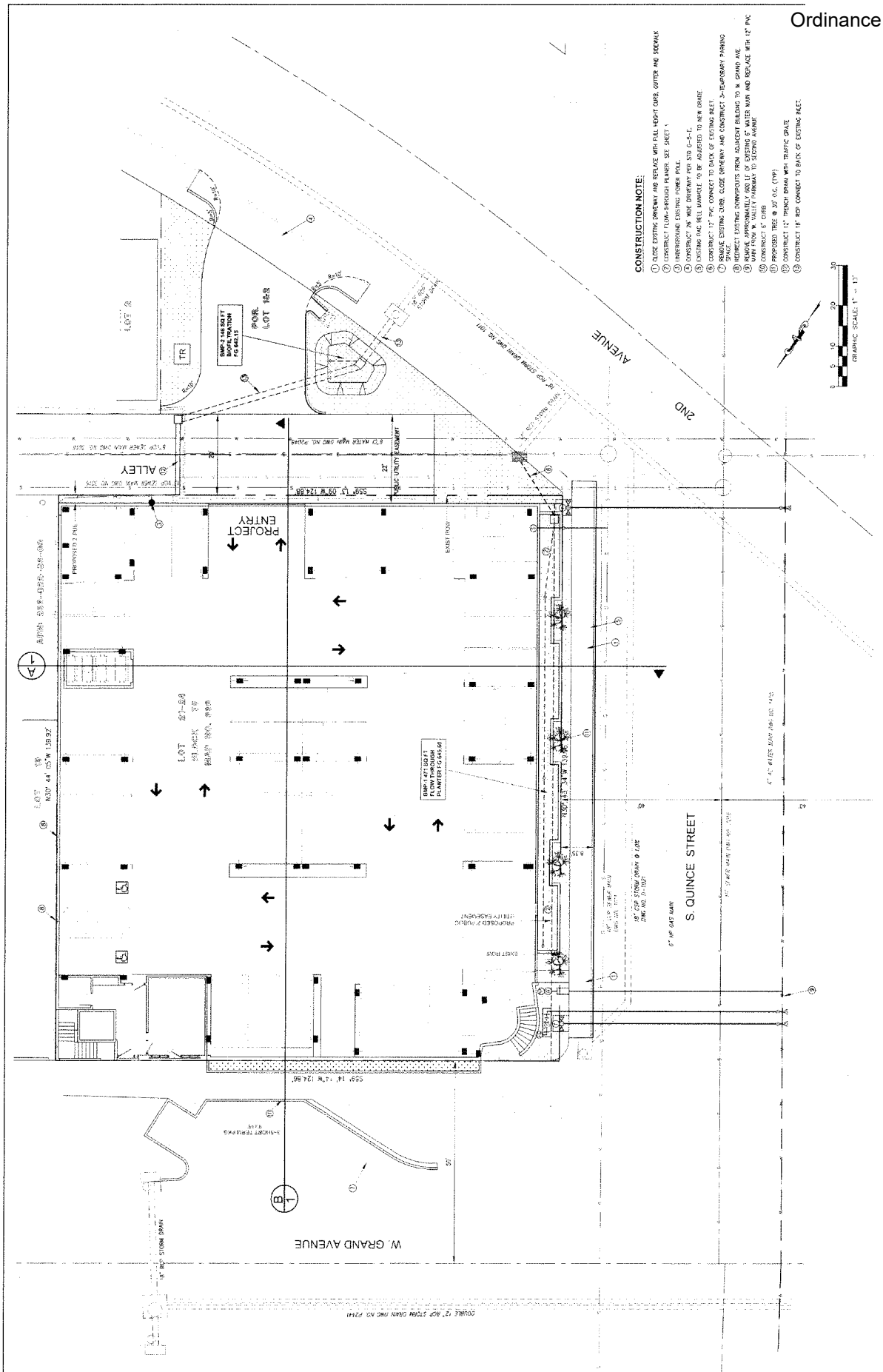
PROPOSED PROJECT: SUB 18-0008

COLOR SCHEME



PROPOSED PROJECT: SUB 18-0008

BUILDING SECTIONS

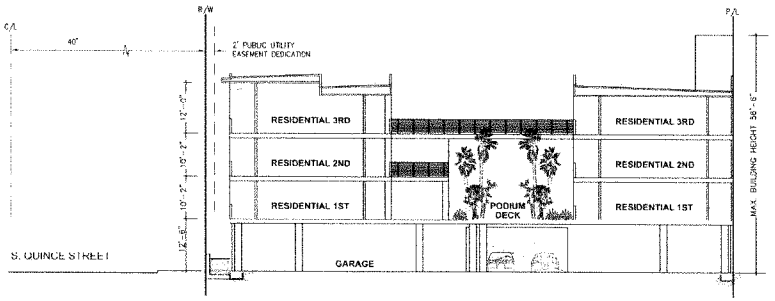


PROPOSED PROJECT: SUB 18-0008

TENTATIVE MAP

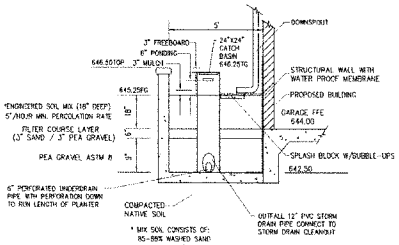
PROPOSED PROJECT: SUB 18-0008

TENTATIVE MAP



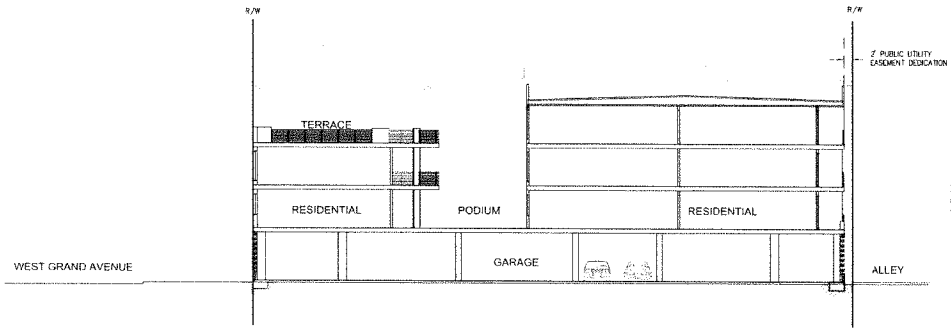
SECTION-A

NOT TO SCALE



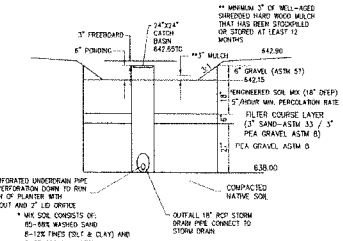
BMP-1 BIOFILTRATION BF-1
FLOW TROUGH PLANTER

NOT TO SCALE



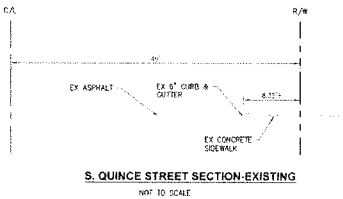
SECTION-B

NOT TO SCALE



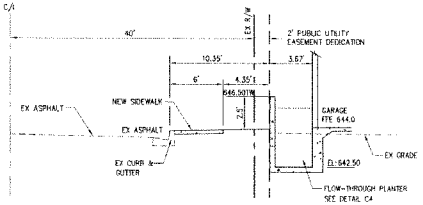
BMP-2 BIOFILTRATION BF-1

NOT TO SCALE



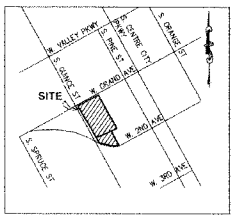
S. QUINCE STREET SECTION-EXISTING

NOT TO SCALE



S. QUINCE STREET SECTION-ULTIMATE

NOT TO SCALE



VICINITY MAP

N.T.S.

OWNER'S CERTIFICATE

WE HEREBY CERTIFY THAT WE ARE THE RECORD OWNERS OF THE PROPERTY SHOWN ON THIS VESTING TENTATIVE SUBDIVISION MAP AND THAT SAID MAP SHOWS ALL OUR CONTIGUOUS OWNERSHIP IN WHICH WE HAVE ANY DEED OR TRUST INTEREST. WE UNDERSTAND THAT OUR PROPERTY IS CONSIDERED CONTIGUOUS EVEN IF IT IS SEPARATED BY ROADS, STREETS, UTILITY EASEMENTS, OR RAILROAD RIGHTS-OF-WAY.

BY: _____ DATE

555 W. GRAND AVENUE, LLC
3305 JASMINE PLACE
ESCONDIDO, CA 92025
TEL: (858) 752-4121

APPLICANT/DEVELOPER

555 W. GRAND AVENUE, LLC
3305 JASMINE PLACE
ESCONDIDO, CA 92025
(858) 752-4121
EMCOTY1965@GMAIL.COM

BY: _____ DATE

EDWARD MOODY

LEGEND

ITEM	SYMBOL
PROPERTY BOUNDARY	
6" CURB & GUTTER	
CONCRETE SIDEWALK	
ASPHALT	
LANDSCAPE	
12" PVC STORM DRAIN PIPE @ 0.5% EXCEPT AS NOTED	
CATCH BASIN SIZE PER PLAN	
FLOW THROUGH PLANTER	
TRENCH RESURFACING	
6" SEWER SERVICE	S
2" WATER SERVICE WITH BACK FLOW PREVENTER	W BP
8" FIRE SERVICE	FS
12" PVC WATER MAIN	W W
FLOW	
RIPRAP	
ACCESS RIGHTS TO BE RELINQUISHED	

NOTES:

1. WATER SERVICE BY THE CITY OF ESCONDIDO.
2. SEWER DISPOSAL BY THE CITY OF ESCONDIDO.
3. GAS & ELECTRIC SERVICE BY SDG&E.
4. ALL IMPROVEMENTS SHALL BE TO CITY STANDARDS.
5. ASSESSOR'S PARCEL NO.: 233-022-01-00 AND 233-022-02-00
6. EXISTING ZONING: S-P (SPECIFIC PLAN, MERCADO PLAN)
7. PROPOSED ZONING: S-P (SPECIFIC PLAN, MERCADO PLAN)
8. GENERAL PLAN DESIGNATION: DOWNTOWN SPECIFIC PLAN
9. ALL UTILITIES SHALL BE UNDERGROUND.
10. CUT= 1,000 C.Y. FILL= 0 C.Y. EXPORT= 1,000 C.Y.

TOTAL GROSS AREA:

17,474 SF, 0.401 ACRES: LOTS 20-24
4,007 SF, 0.092 ACRES: FOR LOTS 1&2 AND ALLEY

SITE DESIGN DATA:

EXISTING NUMBER OF LOTS IS: 4
PROPOSED NUMBER OF LOTS IS: 1
TOTAL NUMBER OF BUILDINGS: 1
TOTAL NUMBER OF CONDOMINIUM UNITS
RESIDENTIAL: 32
COMMERCIAL: 1

PARKING REQUIRED: 61
PARKING PROVIDED: 62
INCLUDING 2 HANDICAPPED

SITE ADDRESS:

555 W. GRAND AVENUE
ESCONDIDO, CA

LEGAL DESCRIPTION:

LOTS 20 THROUGH 24 OF BLOCK 75 OF MAP NO. 336
TOGETHER WITH A PORTION OF LOTS 1&2 AND PORTION OF ADJACENT ALLEY CLOSED TO PUBLIC USE

ASSESSOR'S PARCEL NUMBER:

233-022-01-00 AND 233-022-02-00 AND 233-022-21

CONDOMINIUM NOTE:

THIS IS A MAP OF A CONDOMINIUM PROJECT AS DEFINED IN SECTION 4125 OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF CONDOMINIUM UNITS IS 33. (32 RESIDENTIAL CONDOMINIUM UNIT AND 1 COMMERCIAL CONDOMINIUM UNIT).

TOPOGRAPHY PREPARED BY:

DASK LAND SURVEYING
970 WEST VALLEY PARKWAY, # 621
ESCONDIDO, CA 92025
TELEPHONE (760) 740-1383
DATED JUNE 8, 2018 AND JANUARY 29, 2019

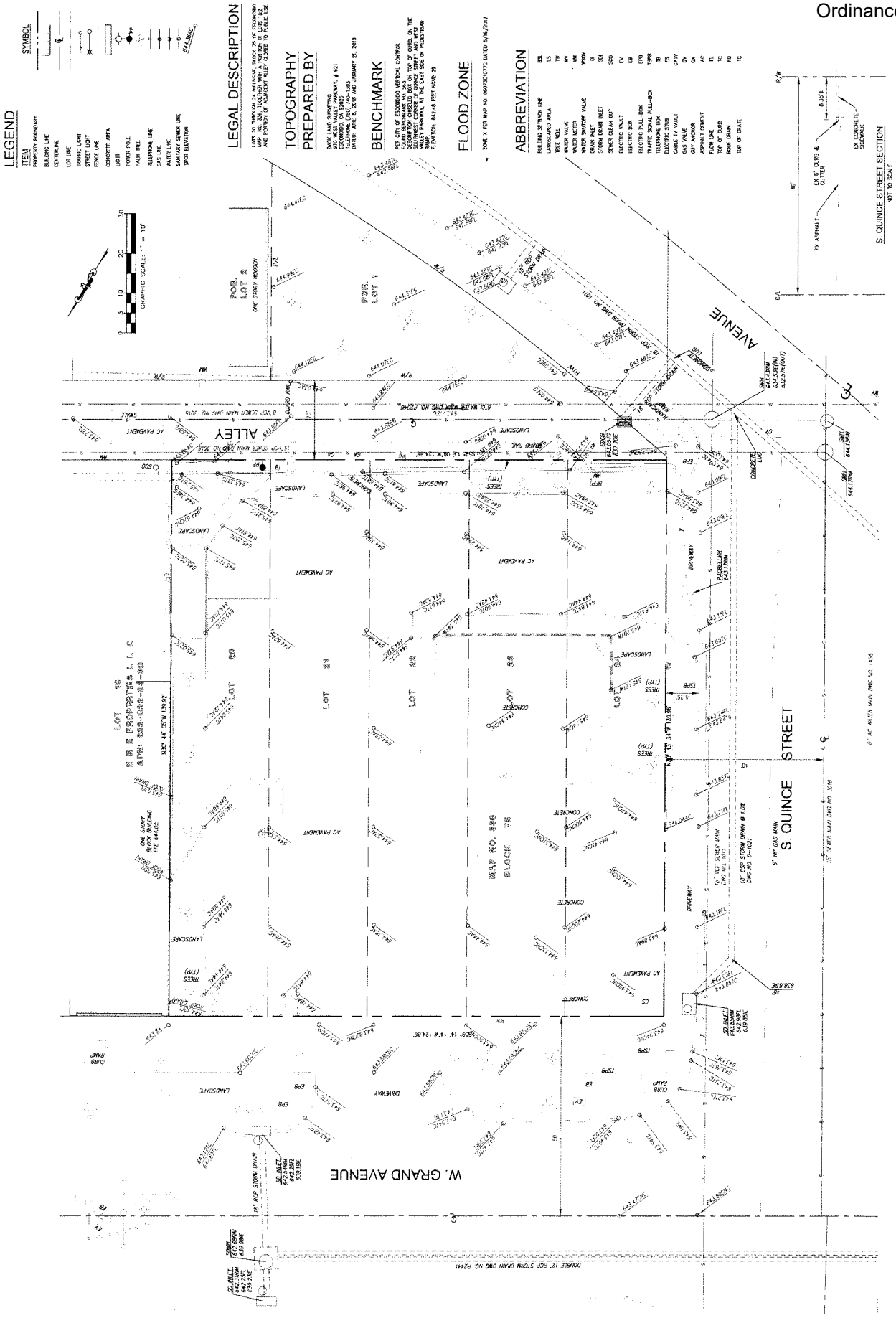
BENCH MARK

PER CITY OF ESCONDIDO VERTICAL CONTROL
FOUND BENCHMARK NO. 563
DESCRIPTION: CHISELED BOX ON TOP OF CURB, ON THE SOUTHWEST CORNER OF QUINCE STREET AND WEST VALLEY PARKWAY, AT THE EAST SIDE OF PEDESTRIAN RAMP
ELEVATION: 643.48 FEET NGVD 29

EASEMENT NOTE:

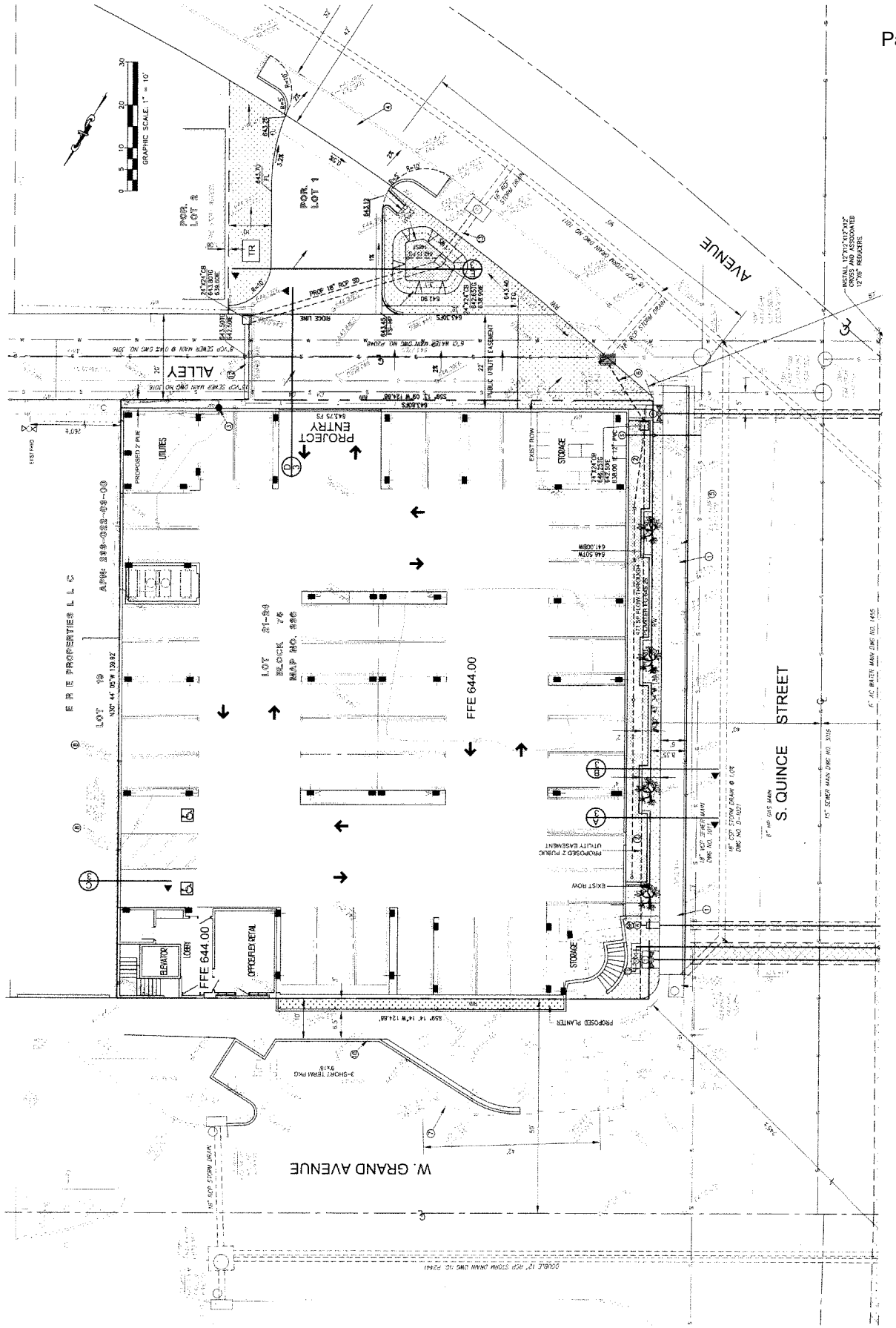
NONE

Ordinance No. 2019-15
Exhibit "D"
Page 9 of 28



PROPOSED PROJECT: SUB 18-0008

EXISTING TOPOGRAPHY

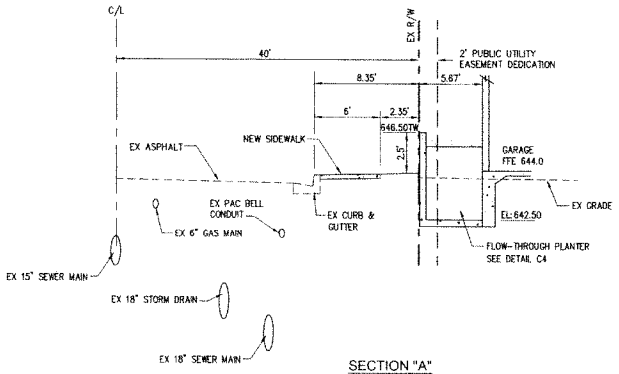


PROPOSED PROJECT: SUB 18-0008

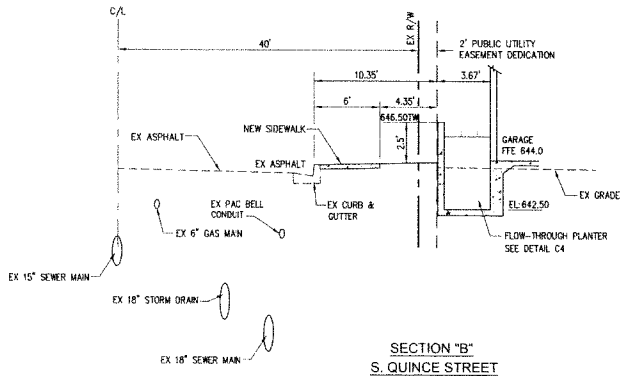
GRADING PLAN

PROPOSED PROJECT: SUB 18-0008

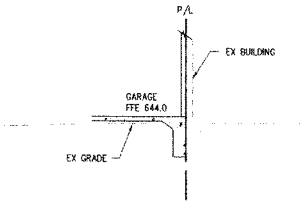
GRADING PLAN



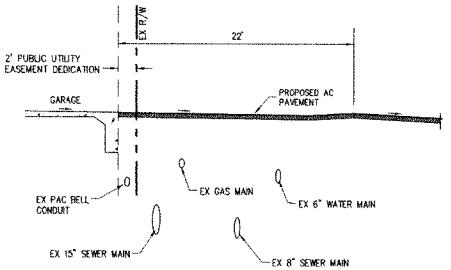
SECTION "A"
S. QUINCE STREET
NOT TO SCALE



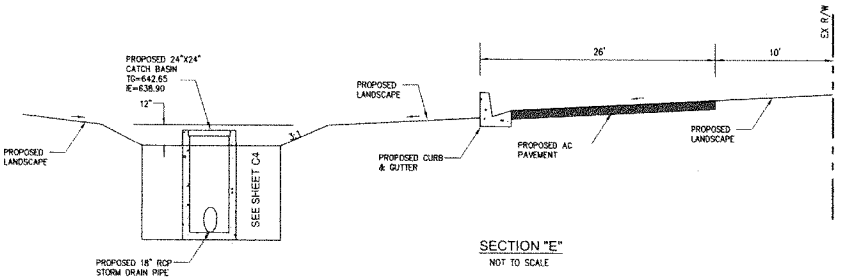
SECTION "B"
S. QUINCE STREET
NOT TO SCALE



SECTION "C"
NOT TO SCALE



SECTION "D"
NOT TO SCALE



SECTION "E"
NOT TO SCALE

LEGEND

ITEM	SYMBOL
PROPERTY BOUNDARY	
6" CURB & GUTTER	
CONCRETE SIDEWALK	
ASPHALT	
LANDSCAPE	
12" PVC STORM DRAIN PIPE @ 0.3% EXCEPT AS NOTED	
CATCH BASIN SIZE PER PLAN	
FLOW THROUGH PLANTER	
TRENCH RESURFACING	
6" SEWER SERVICE	S
2" WATER SERVICE WITH BACK FLOW PREVENTER	W BF
8" FIRE SERVICE	FS
FIRE HYDRANT	
12" PVC WATER MAIN	W W
FLOW	
RIPRAP	
ACCESS RIGHTS TO BE RELINQUISHED	

CONSTRUCTION NOTE:

1. CLOSE EXISTING DRIVEWAY AND REPLACE WITH FULL HEIGHT CURB, GUTTER AND SIDEWALK
2. CONSTRUCT FLOW-THROUGH PLANER. SEE DETAIL C3
3. UNDERGROUND EXISTING POWER POLE.
4. CONSTRUCT 26' WIDE DRIVEWAY PER STD G-5-E.
5. EXISTING PAC BELL MANHOLE TO BE ADJUSTED TO NEW GRADE.
6. CONSTRUCT 12" PVC CONNECT TO BACK OF EXISTING INLET.
7. REMOVE EXISTING CURB, CLOSE DRIVEWAY AND CONSTRUCT 3-TEMPORARY PARKING SPACE.
8. REDIRECT EXISTING DOWNSPOUTS FROM ADJACENT BUILDING TO W. GRAND AVE.
9. REMOVE APPROXIMATELY 600 LF OF EXISTING 6" WATER MAIN AND REPLACE WITH 12" PVC MAIN FROM W. VALLEY PARKWAY TO SECOND AVENUE
10. CONSTRUCT 6" CURB
11. PROPOSED TREE @ 30' O.C. (TYP)
12. CONSTRUCT 12" TRENCH DRAIN WITH TRAFFIC GRATE
13. CONSTRUCT 18" RCP CONNECT TO BACK OF EXISTING INLET.

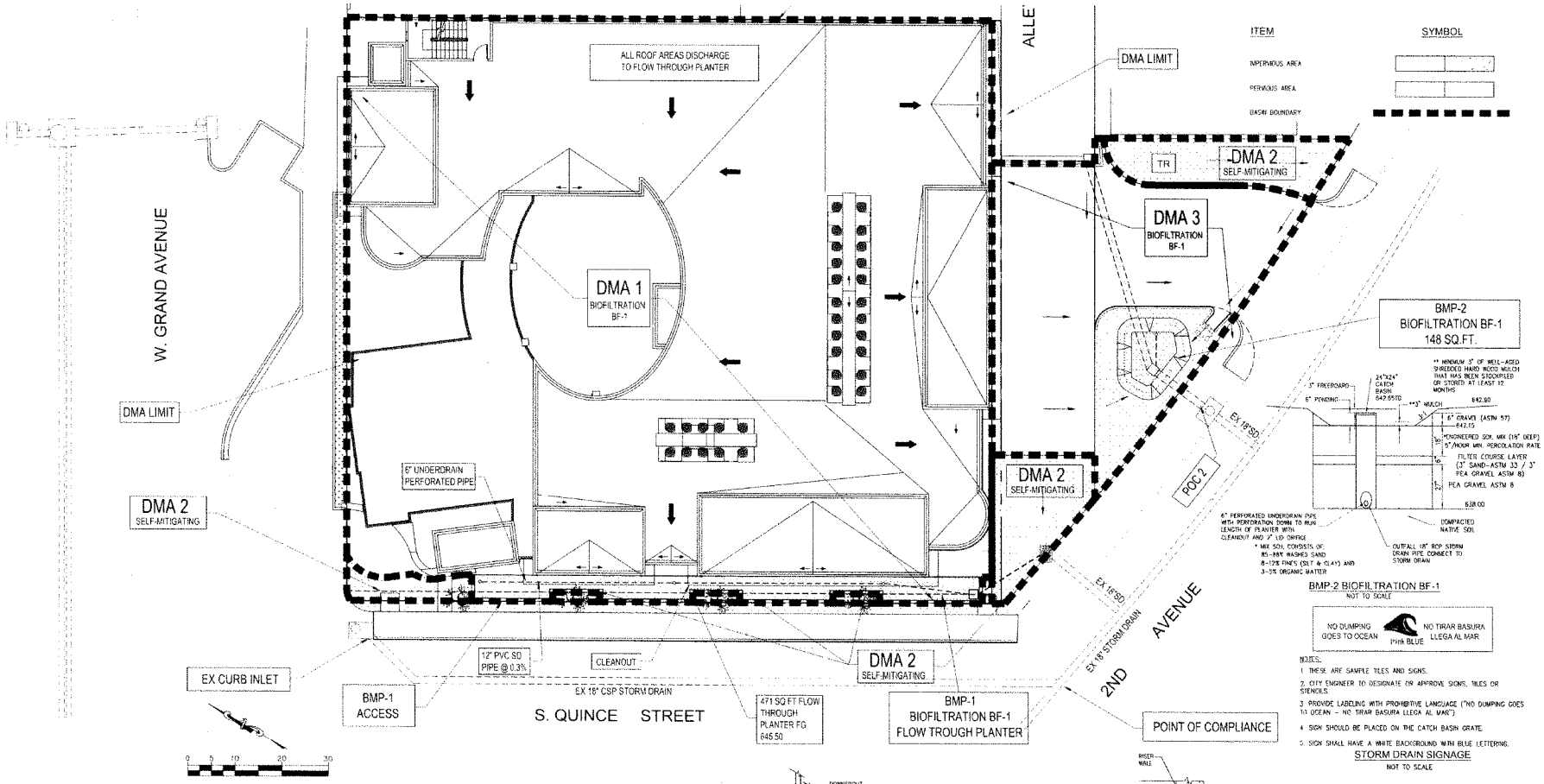
GRADING QUANTITIES

GRADED AREA	0.40	[ACRES]	MAX. CUT DEPTH	2.00	[FT]
CUT QUANTITIES	1,000	[CYD]	MAX CUT SLOPE RATIO (2:1MAX)	0	
FILL QUANTITIES	0	[CYD]	MAX. FILL DEPTH	0	[FT]
EXPORT	1,000	[CYD]	MAX FILL SLOPE RATIO (2:1MAX)	0	

THIS PROJECT PROPOSES TO EXPORT 1,000 CUBIC YARDS OF MATERIAL FROM THIS SITE. ALL EXPORT MATERIAL SHALL BE DISCHARGED TO A LEGAL DISPOSAL SITE. THE APPROVAL OF THIS PROJECT DOES NOT ALLOW PROCESSING AND SALE OF THE MATERIAL. ALL SUCH ACTIVITIES REQUIRE A SEPARATE CONDITIONAL USE PERMIT. EARTHWORK QUANTITIES SHOWN ARE FOR ESTIMATING PURPOSES ONLY. ACTUAL QUANTITIES MAY VARY DUE TO SHRINKAGE, LOSSES DUE TO CLEARING OPERATIONS, COMPACTION, SATTLEMENT, ETC. CONTRACTOR SHOULD VERIFY QUANTITIES PRIOR TO BIDDING.

PROPOSED PROJECT: SUB 18-0008

POST CONSTRUCTION BMP PLAN



IMPERVIOUS/PERVIOUS TABLE

	IMPERVIOUS AREA (SQ.FT.)	PERVIOUS AREA (SQ.FT.)	TOTAL (SQ.FT.)
EXISTING	14,448	7,110	21,558
PROPOSED	19,159	2,399	21,558

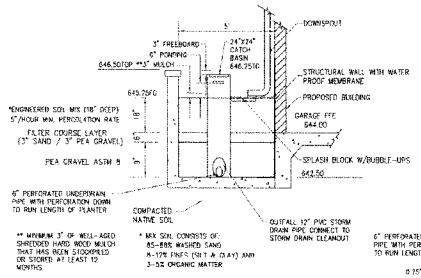
DRAINAGE MANAGEMENT AREAS

DMA	SURFACE (SQ.FT.) HARDSCAPE/ROOF	LANDSCAPE	TOTAL (SQ.FT.)	TYPE OF STRUCTURAL BMP
DMA 1	16,749	421	17,220	BIOFILTRATION BF-1
DMA 2	0	1,274	1,274	SELF-MITIGATING
DMA 3	2,420	644	3,064	BIOFILTRATION BF-1
		TOTAL	21,558	

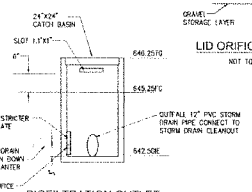
SOURCE CONTROL BMP's

A	STENCIL ON-SITE "NO DUMPING GOES TO OCEAN"
B	INDOOR & STRUCTURAL PEST CONTROL
C	LANDSCAPE / OUTDOOR PESTICIDE
D	REFUSE AREA:DO NOT DUMP HAZARDOUS MATERIALS HERE"
E	FIRE SPRINKLER TEST WATER TO DRAIN TO THE SANITARY SEWER
F	PLAZA, SIDEWALKS, SWEEP REGULARLY , COLLECT DEBRIS, COLLECT WASHWATER AND DISCHARGE TO SANITARY SEWER

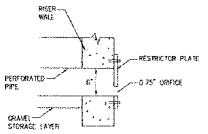
OTHER POTENTIAL POLLUTANT SOURCE AREAS PRESENT
- ONSITE STORM DRAIN INLETS
- INTERIOR FLOOR DRAINS AND ELEVATOR SHAFT SUMP PUMPS
- INTERIOR PARKING GARAGE



BMP-1 BIOFILTRATION BF-1
FLOW TROUGH PLANTER
NOT TO SCALE



BIOFILTRATION OUTLET
STRUCTURE DETAL
NOT TO SCALE



LID ORIFICE DETAIL
NOT TO SCALE

BMP-2 BIOFILTRATION BF-1
NOT TO SCALE

NOTES:
1. THESE ARE SAMPLE TILES AND SIGNS.
2. CITY ENGINEER TO DESIGNATE OR APPROVE SIGNS, TILES OR STENCILS.
3. PROVIDE LABELING WITH PROHIBITIVE LANGUAGE ("NO DUMPING GOES TO OCEAN – NO TIRAR BASURA LLEGA AL MAR")
4. SIGN SHOULD BE PLACED ON THE CATCH BASIN GRATE.
5. SIGN SHALL HAVE A WHITE BACKGROUND WITH BLUE LETTERING.

STORM DRAIN SIGNAGE
NOT TO SCALE

GROUNDWATER

THERE IS NO UNDERGROUND WELLS ON-SITE PER WATERBOARDS GAMA GEOTRACKER.

HYDROLOGIC SOIL GROUP

THE ENTIRE SITE IS CLASSIFIED AS PaC PLACENTIA SANDY LOAM SOIL TYPE C PER NRCS WEB SOILS

CCSYA NOTE:

PROJECT IS NOT WITHIN OR DOESN'T RECEIVE OR DRAINS FROM CRITICAL COARSE SEDIMENT YIELD AREAS.

BMP CATEGORY/TYPE

-BIOFILTRATION BF-1 NO INFILTRATION

TOTAL SITE AREA

21,558 SQ. FT.

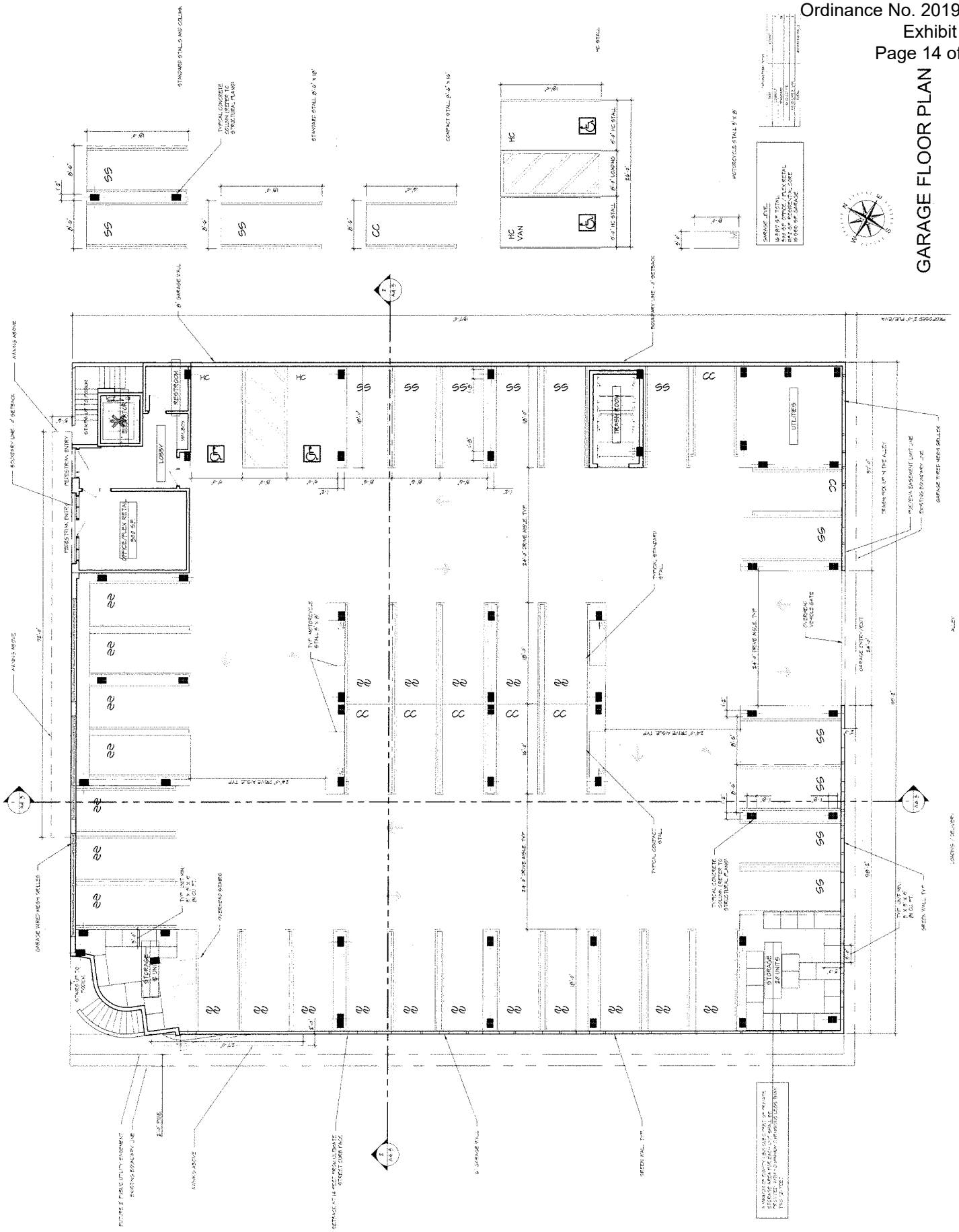
TOTAL DISTURBED AREA

21,558 SQ. FT.

POST CONSTRUCTION BMP PLAN

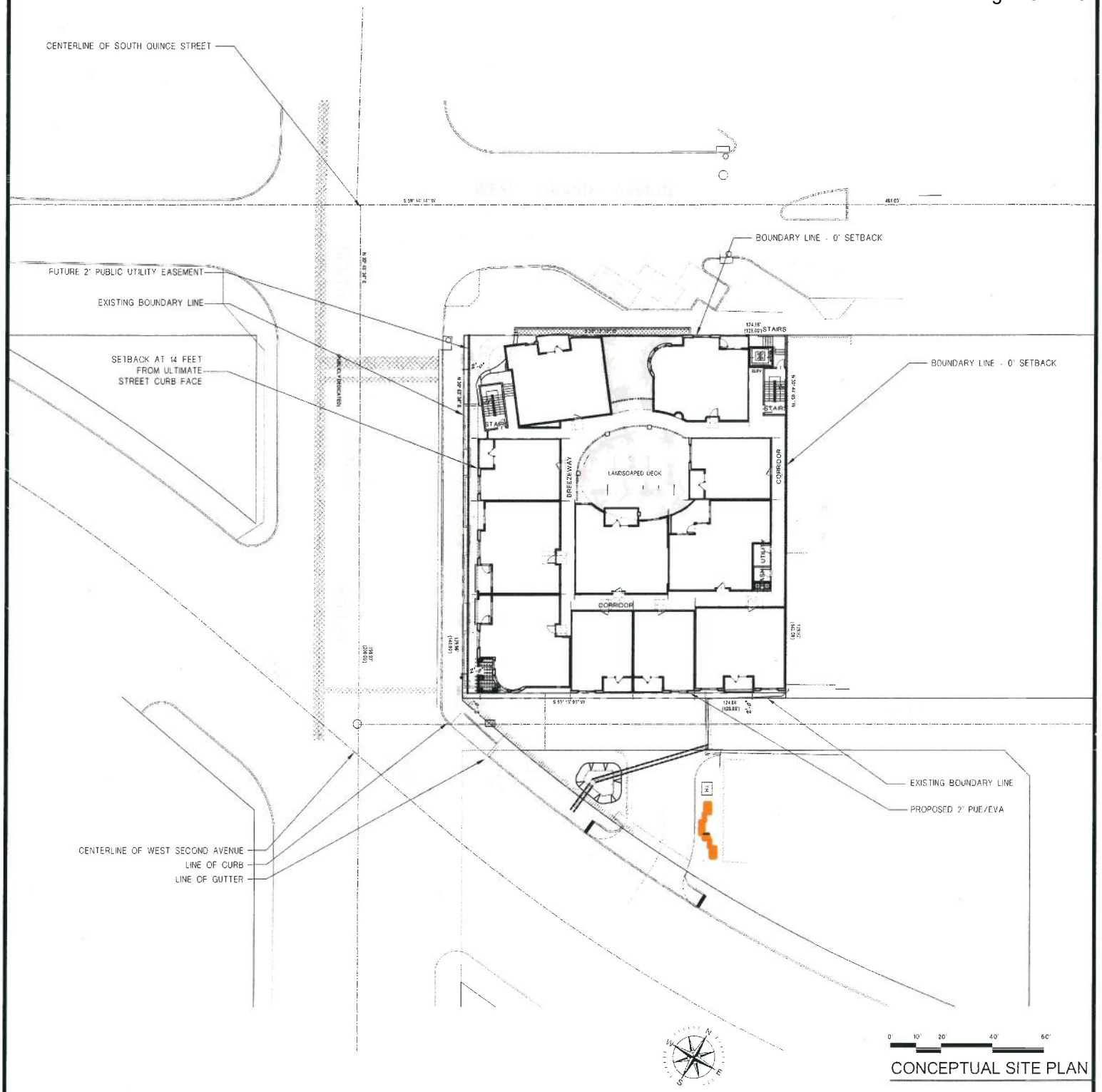
Ordinance No. 2019-15
Exhibit "D"
Page 13 of 28

GARAGE FLOOR PLAN



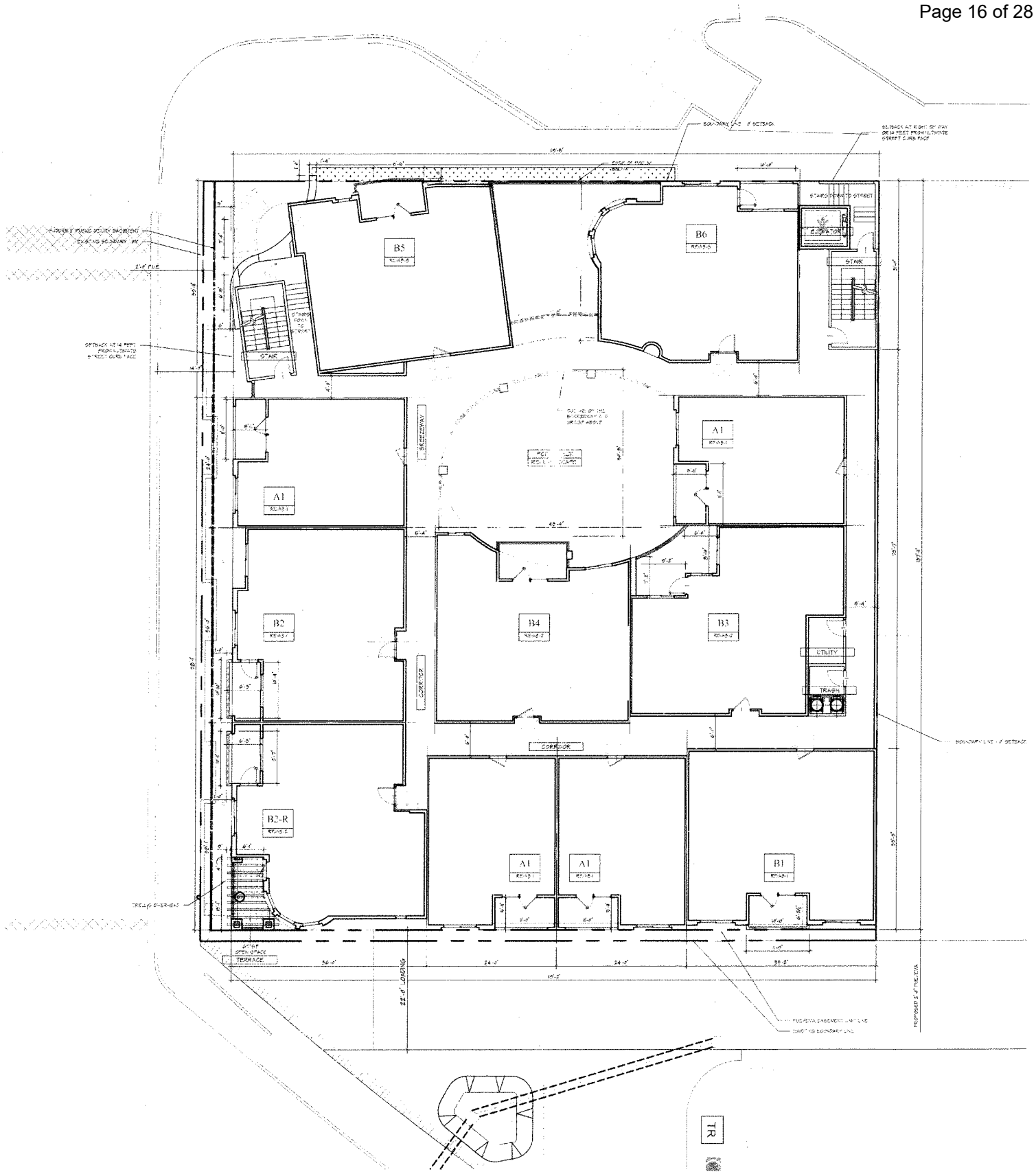
PROPOSED PROJECT: SUB 18-0008

GARAGE FLOOR PLAN



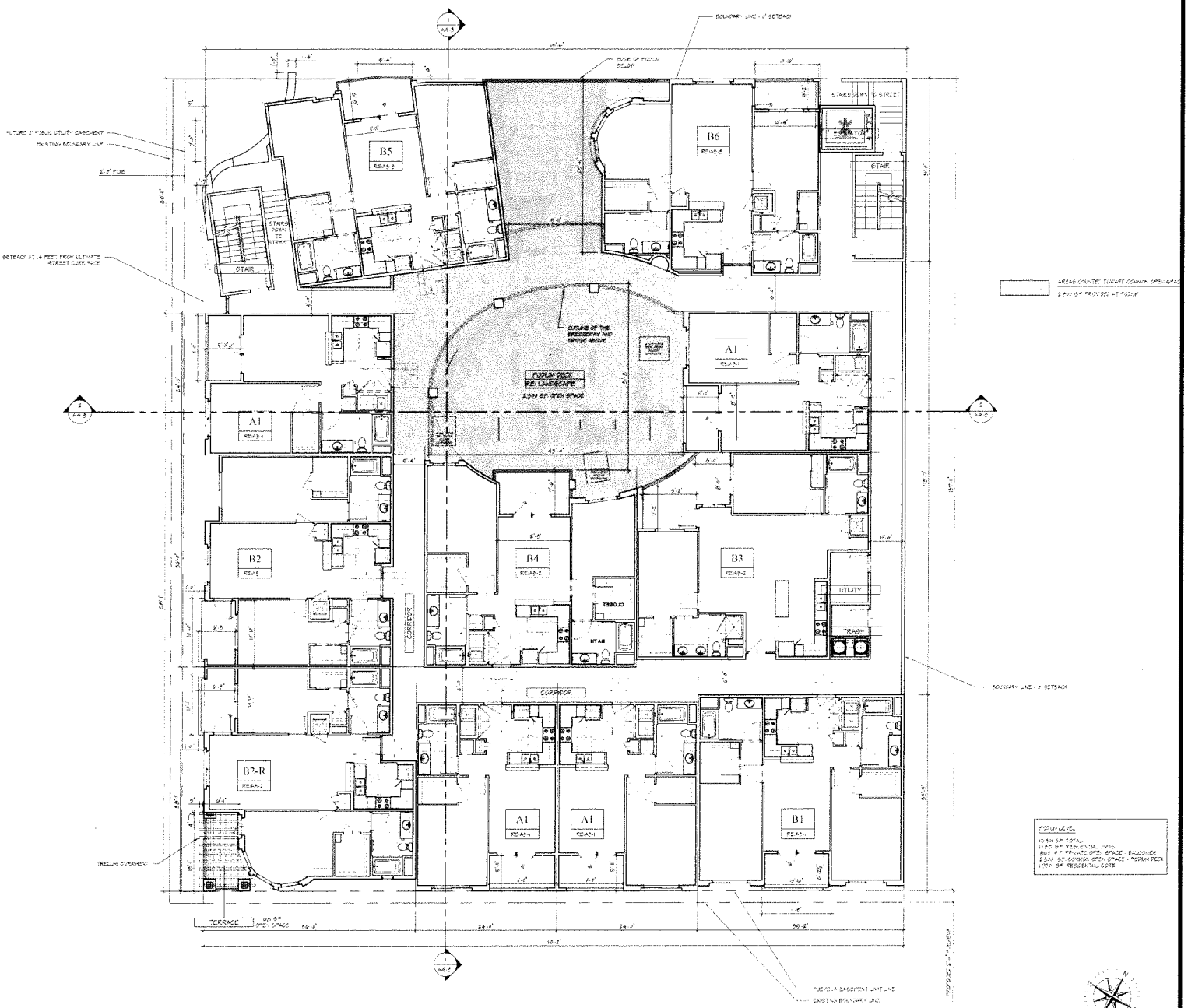
PROPOSED PROJECT: SUB 18-0008

SITE PLAN (PODIUM LEVEL)



PROPOSED PROJECT: SUB 18-0008

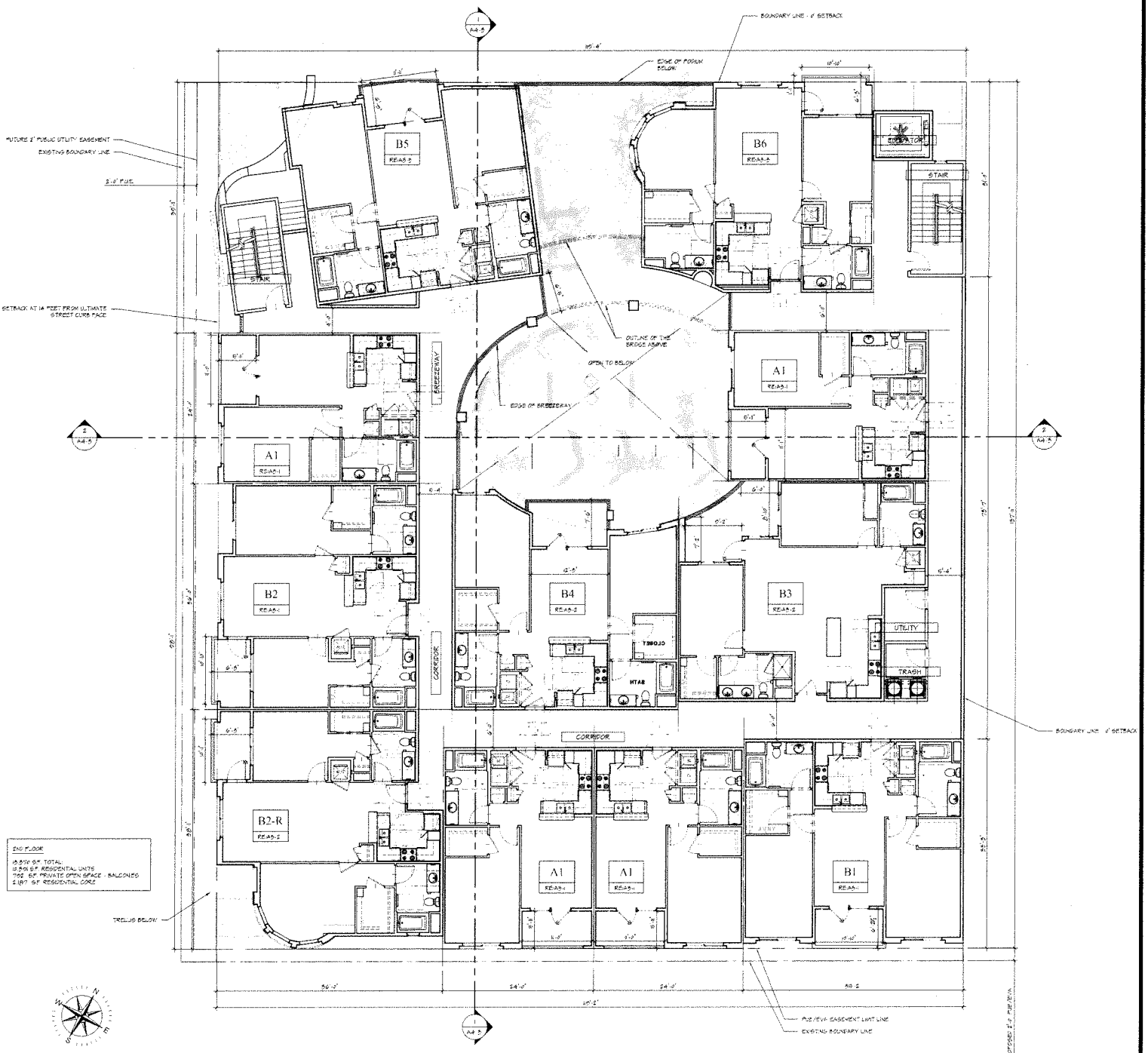
ENLARGED SITE PLAN (PODIUM LEVEL)



PODIUM FLOOR PLAN

PROPOSED PROJECT: SUB 18-0008

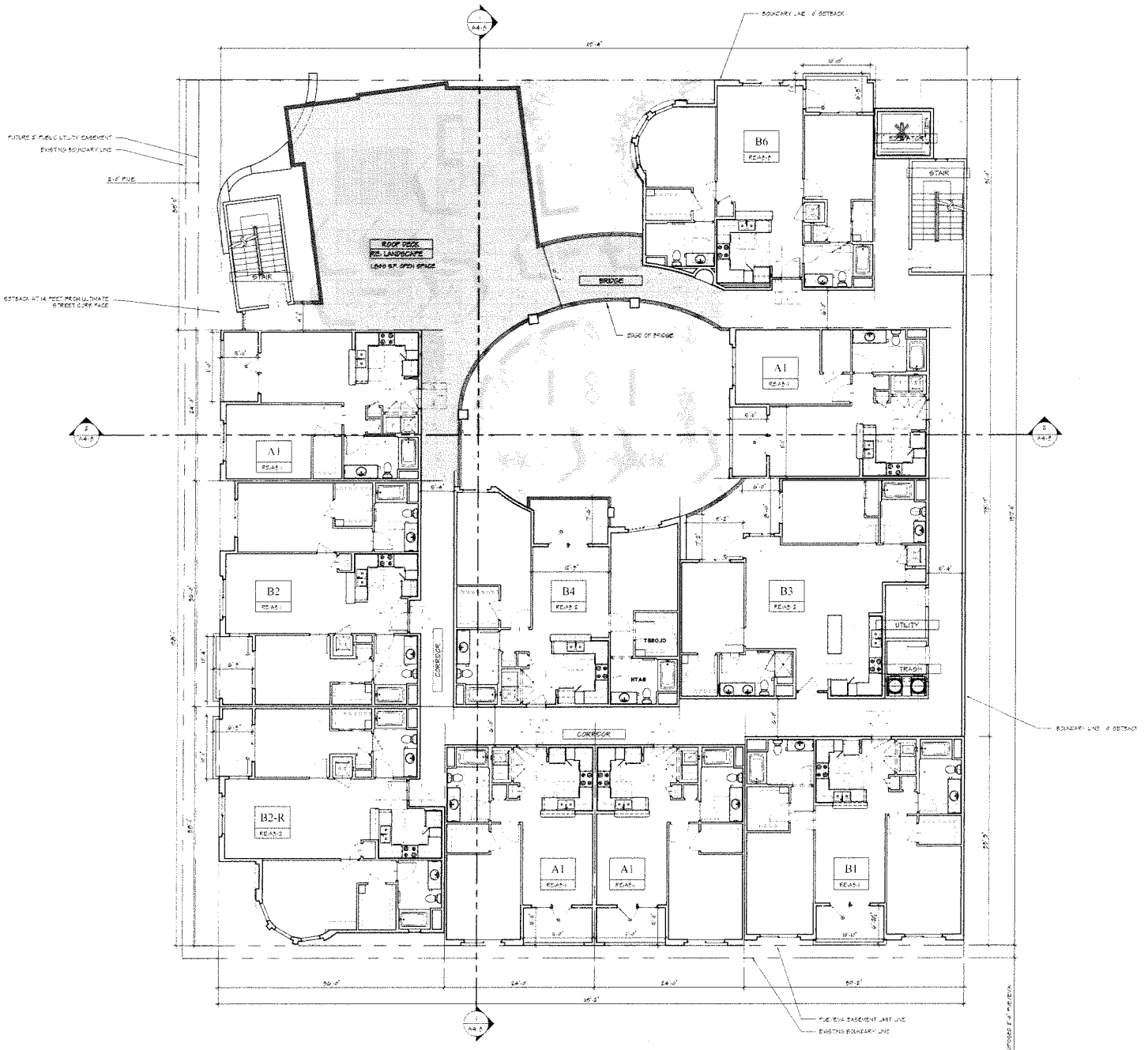
PODIUM FLOOR PLAN



SECOND FLOOR PLAN

PROPOSED PROJECT: SUB 18-0008

SECOND FLOOR PLAN



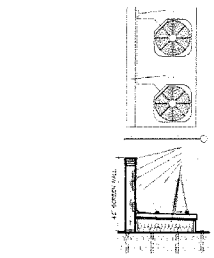
THIRD FLOOR PLAN

AREAS COUNTED TOWARD COMMON OPEN SPACE
1,040 S.F. PROVIDED AT ROOF DECK

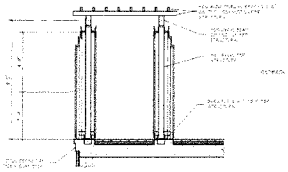
3RD FLOOR
(4) 1-BR RESIDENTIAL UNITS
(2) 2-BR RESIDENTIAL UNITS
774 S.F. PRIVATE OPEN SPACE - BALCONIES
1,040 S.F. ROOF DECK

PROPOSED PROJECT: SUB 18-0008

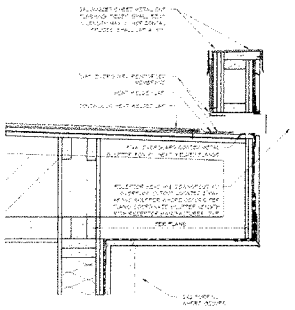
THIRD FLOOR PLAN

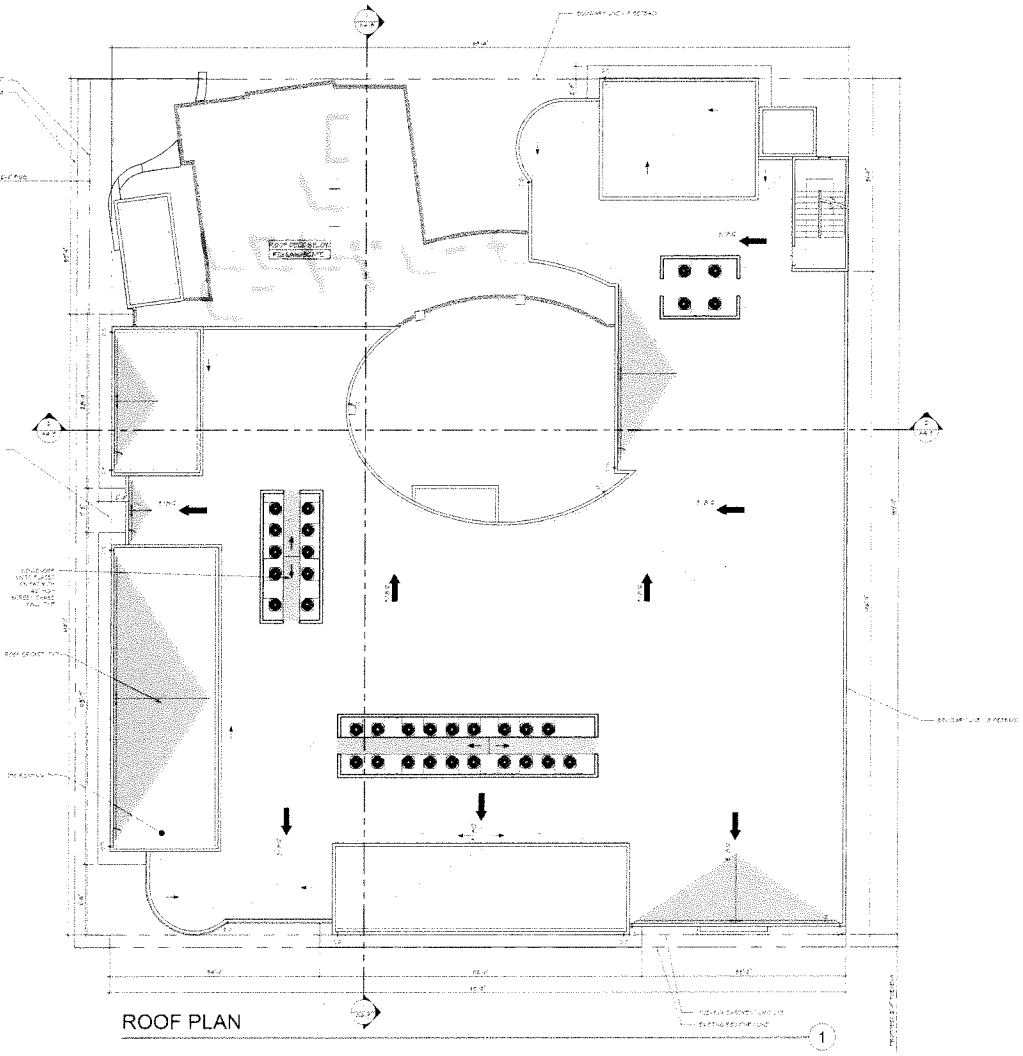


MECH. SCREENING WALL 4



TRELLIS CROSS SECTION 3

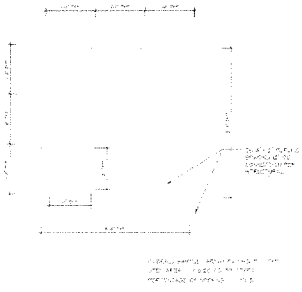




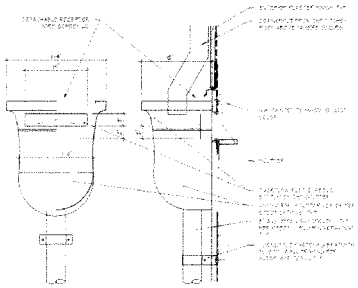
ROOF PLAN 1

ROOF DRAINAGE DETAILS 5

NOTE: ALL DOWNSPOUTS FROM ROOF, PODIUM AND ROOF DECK PIPED THROUGH GARAGE AND DISCHARGED INTO FLOW THROUGH PLANTER ALONG QUINCE STREET.



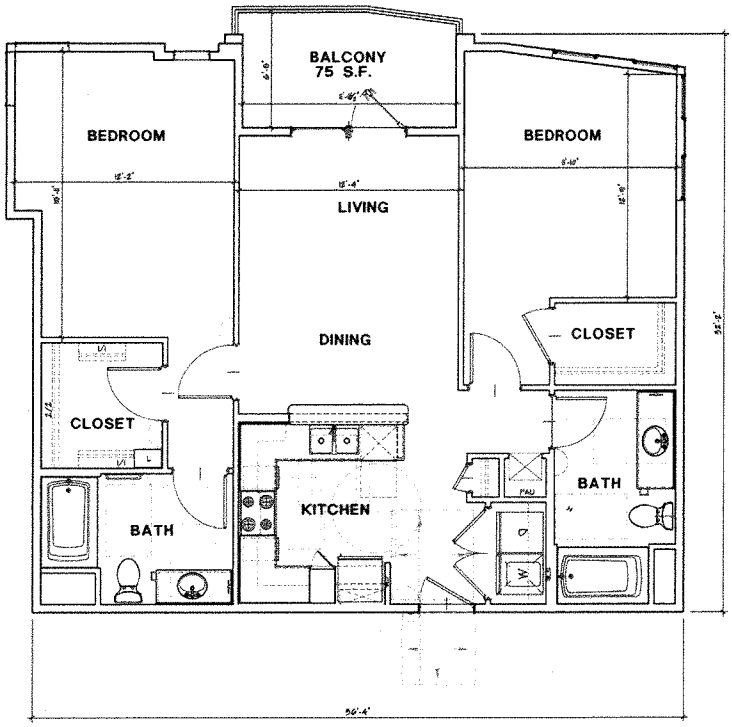
TRELLIS OPEN AREA 2



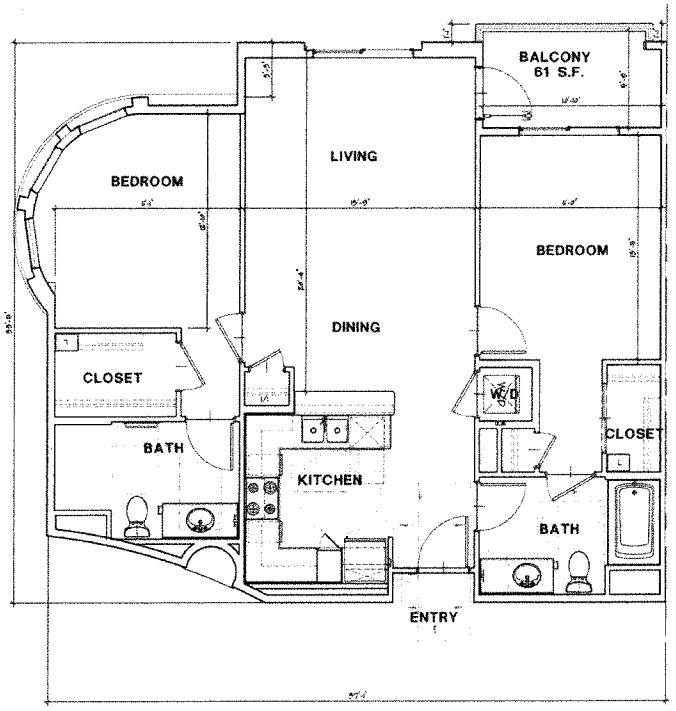
RECEPTOR&DOWNSPOUT

PROPOSED PROJECT: SUB 18-0008

ROOF PLAN



B5 (2) 1,123 s.f.

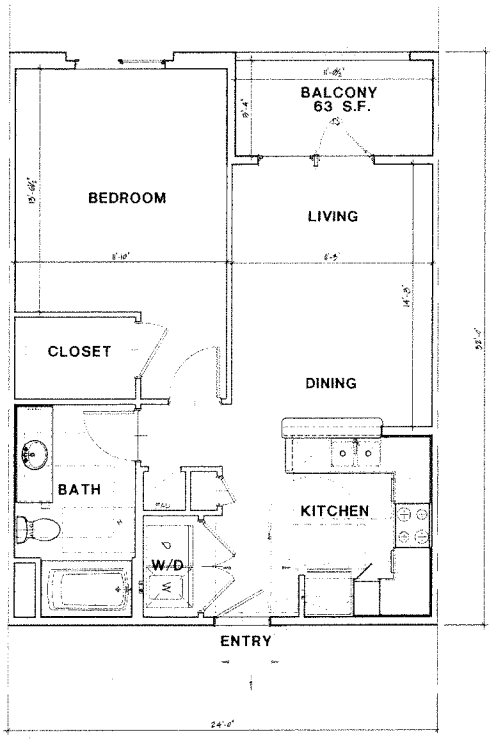


B6 (3) 1,088 s.f.

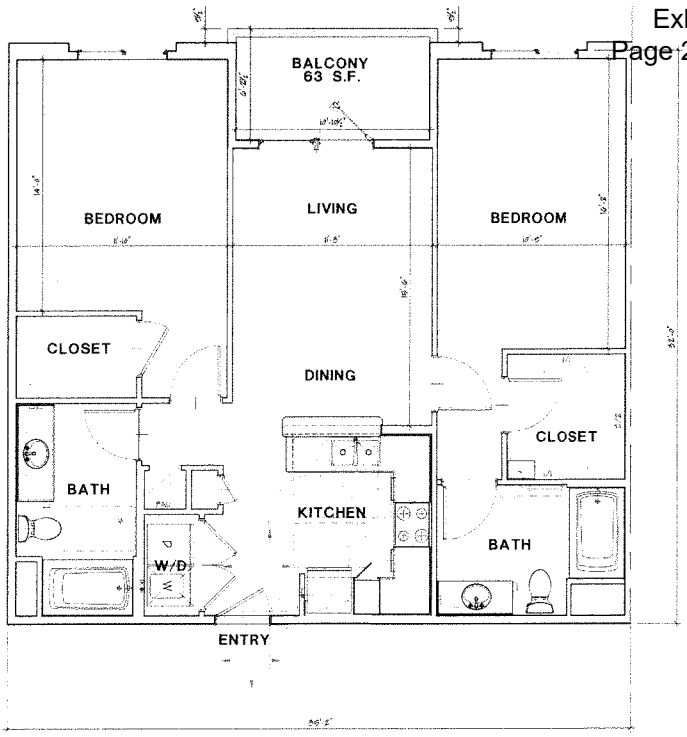
PRIVATE OPEN SPACE S.F.							
UNIT	DESCRIPTION	AREA	TYP QTY	TOT	TOT AREA	by type	%
A-1	1 BR/1 BATH	63	4	12	756	12	37.5%
B-1	2 BR/2 BATH	63	1	3	189		
B-2	2 BR/2 BATH	61	1	3	183		
B-2R	2 BR/2 BATH	61	1	3	183		
B-3	2 BR/2 BATH	135	1	3	405		
B-4	2 BR/2 BATH	84	1	3	252		
B-5	2 BR/2 BATH	75	1	2	150		
B-6	2 BR/2 BATH	61	1	3	183	20	62.5%
TOTAL			11	32	2,301	32	100%

PROPOSED PROJECT: SUB 18-0008

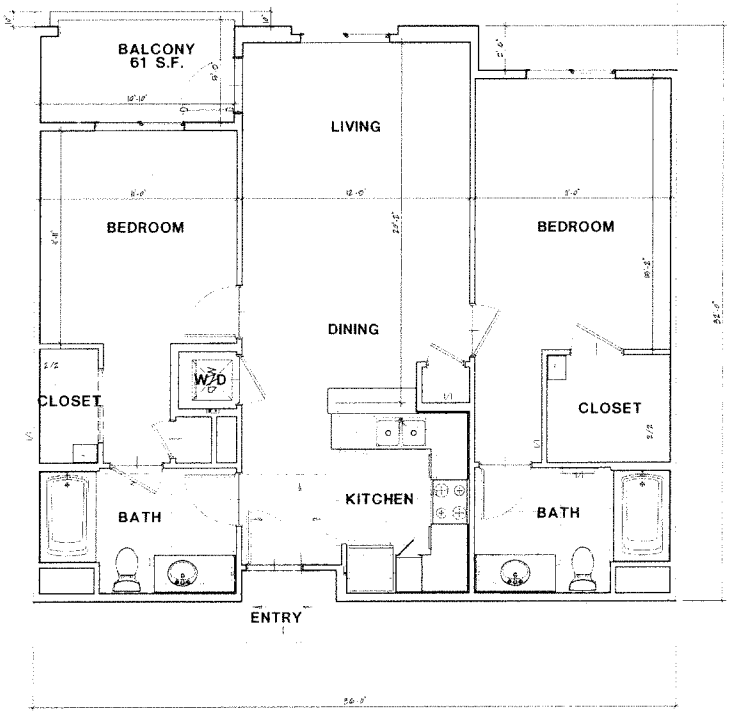
TYPICAL UNIT PLANS



A1 (12) 700 s.f.



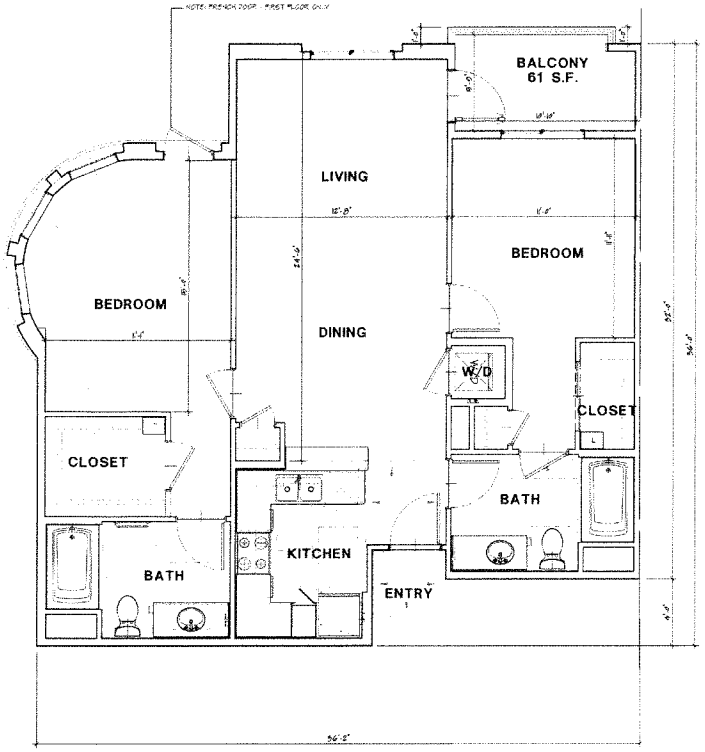
B1 (3) 1,065 s.f.



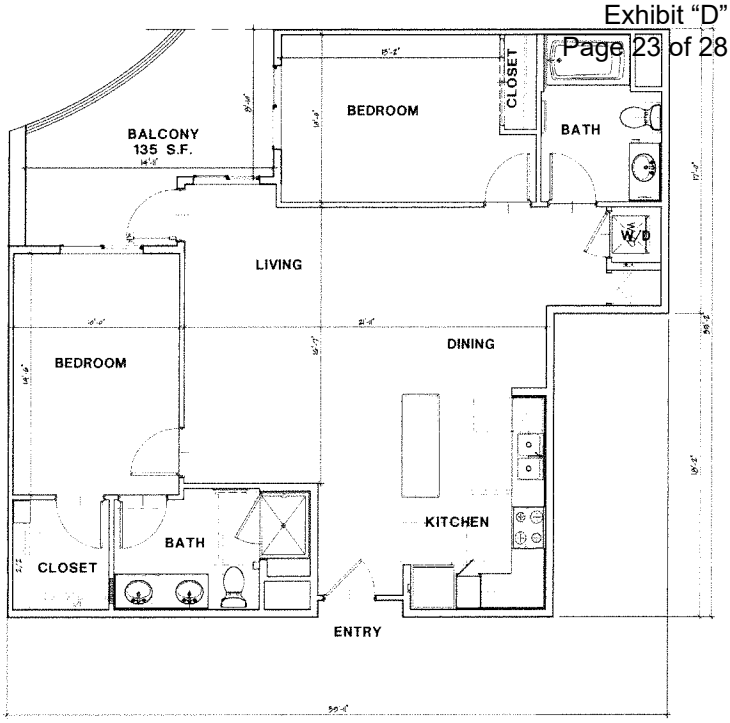
B2 (3) 1,059 s.f.

PROPOSED PROJECT: SUB 18-0008

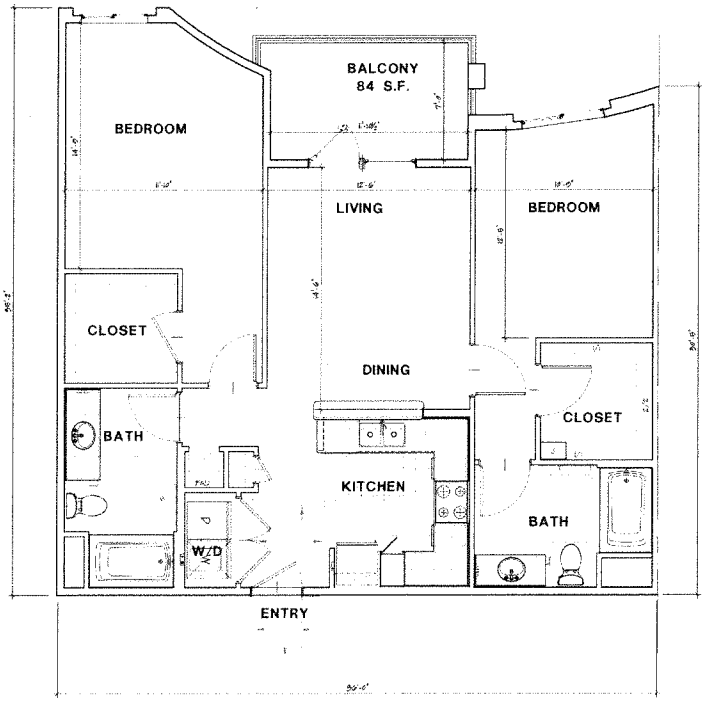
TYPICAL UNIT PLANS



B2-R (3) 1,091 s.f.



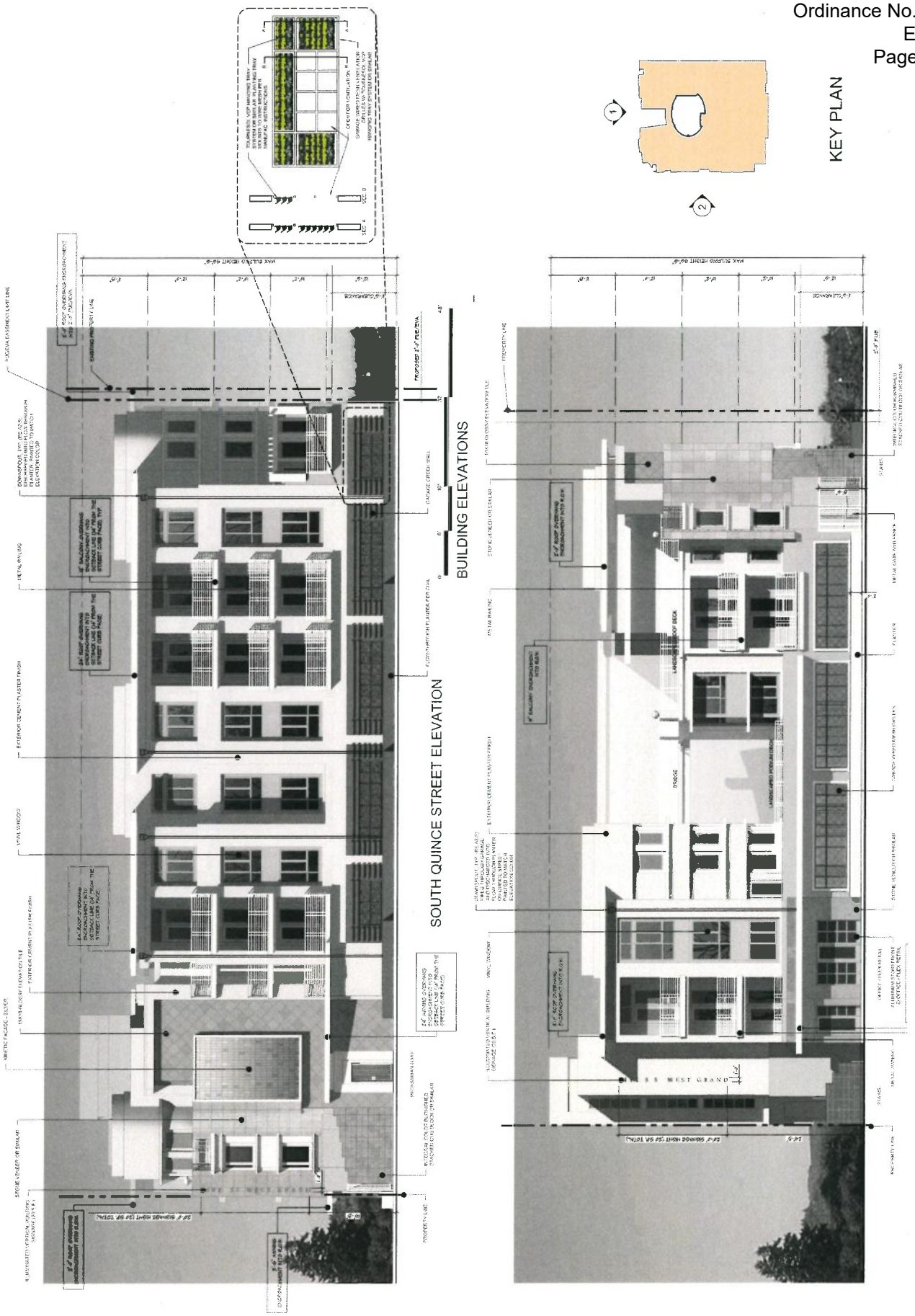
B3 (3) 1,091 s.f.



B4 (3) 1,074 s.f.

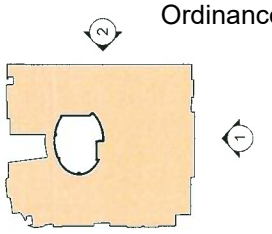
PROPOSED PROJECT: SUB 18-0008

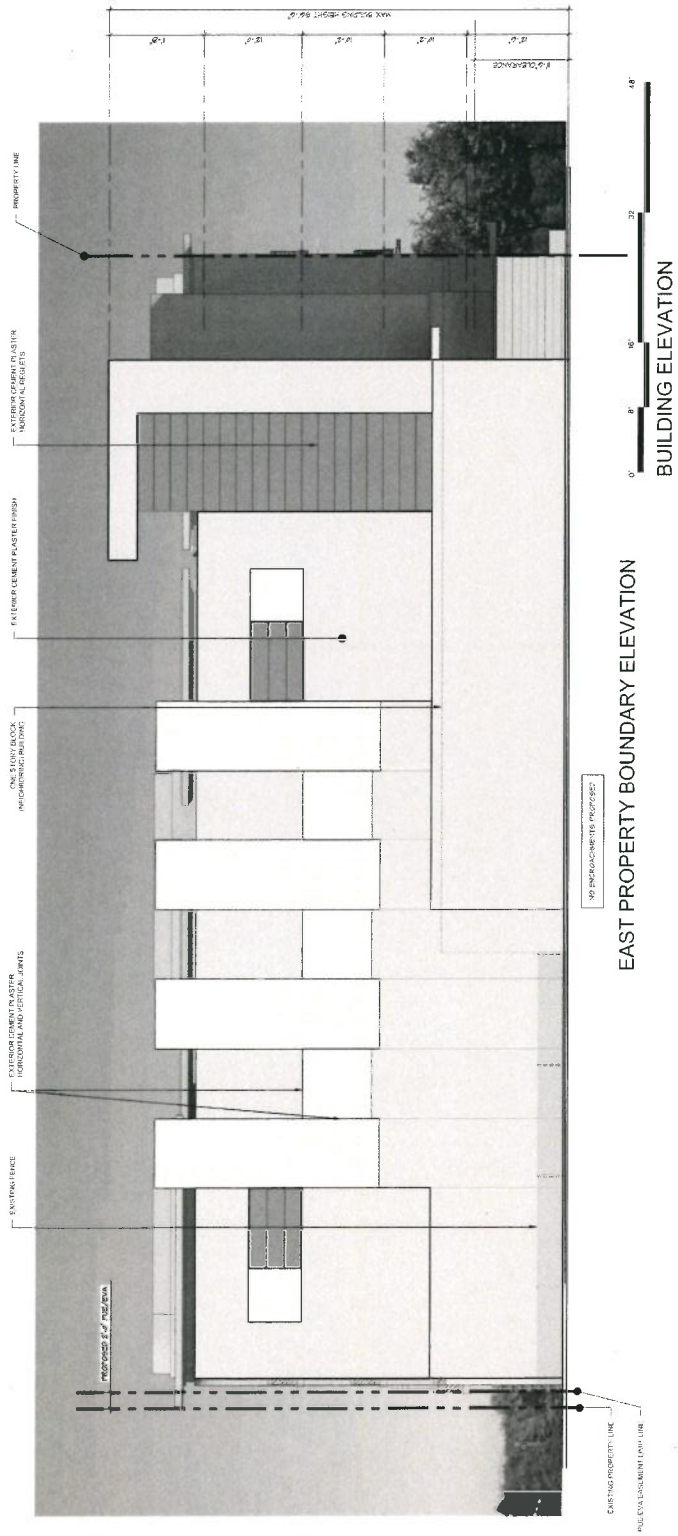
TYPICAL UNIT PLANS



PROPOSED PROJECT: SUB 18-0008

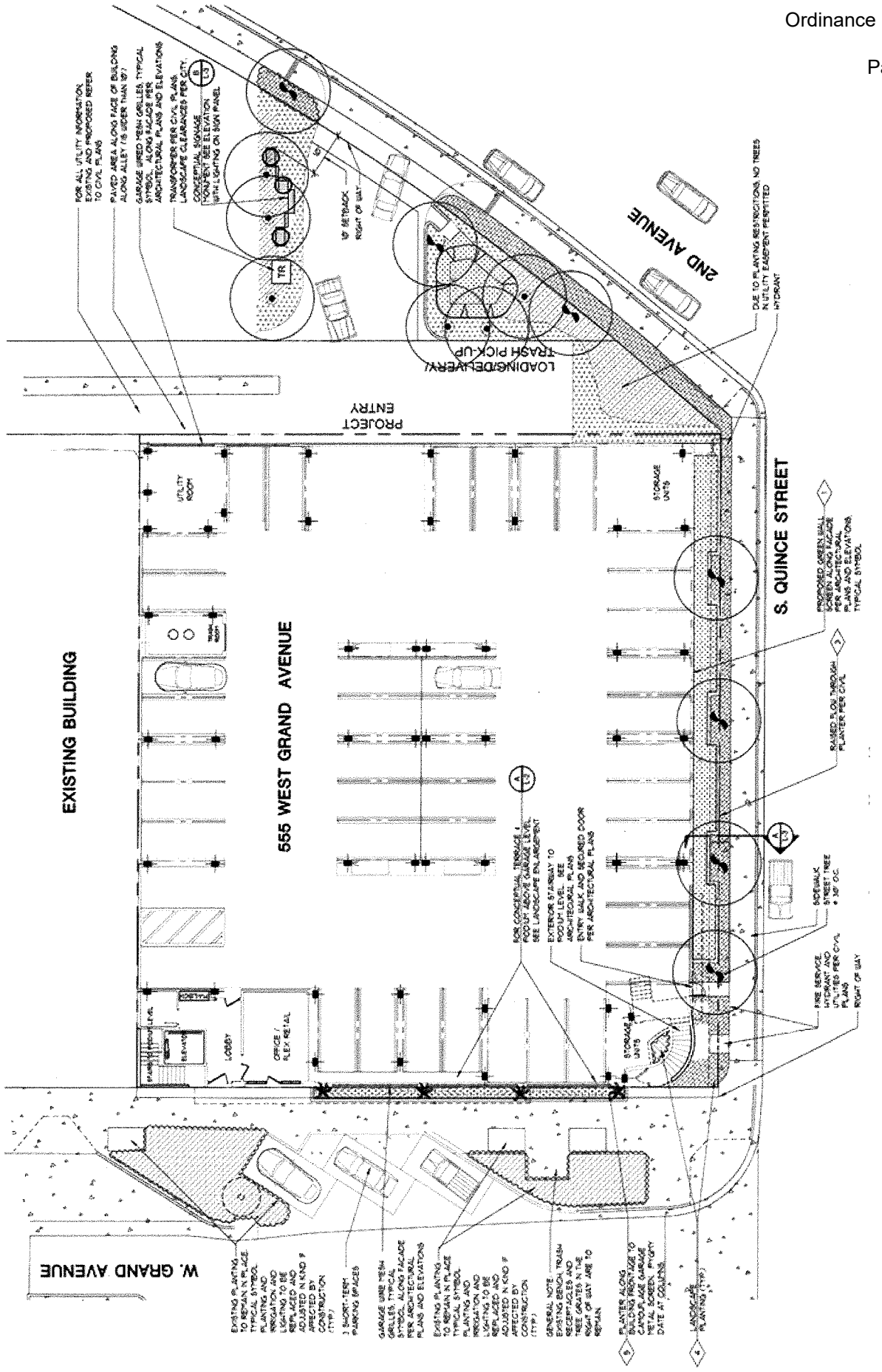
BUILDING ELEVATIONS





PROPOSED PROJECT: SUB 18-0008

BUILDING ELEVATIONS



PROPOSED PROJECT: SUB 18-0008

LANDSCAPE SITE PLAN

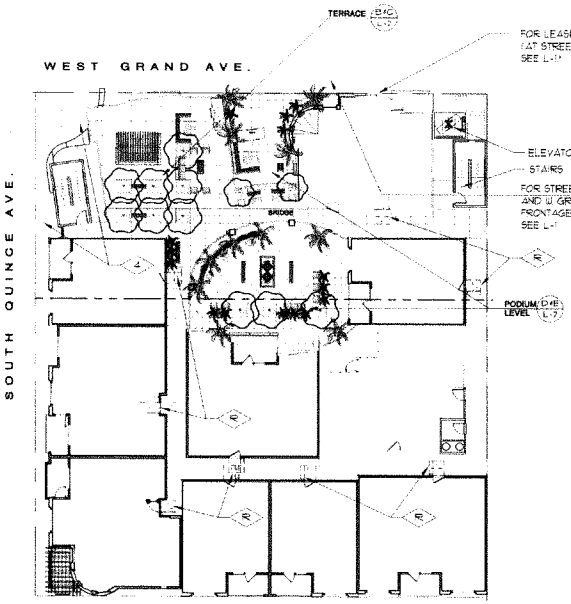
CONCEPTUAL LANDSCAPE PLAN

555 WEST GRAND AVENUE

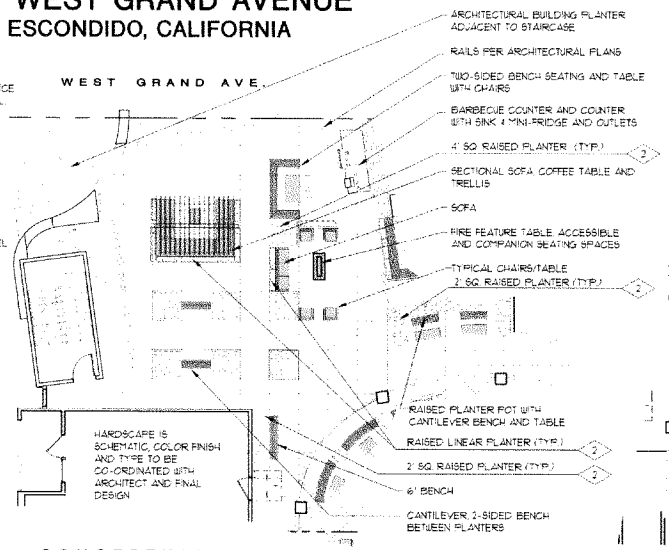
ESCONDIDO, CALIFORNIA

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL LANDSCAPE PLAN

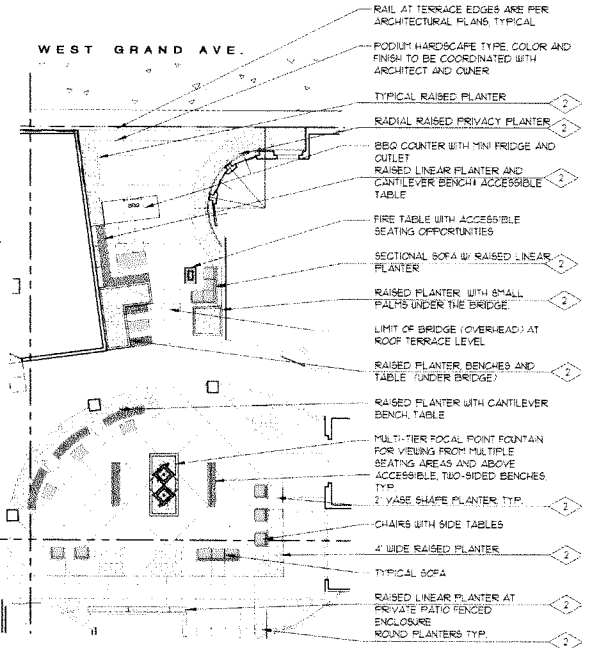


A CONCEPTUAL TERRACE / PODIUM
L-2 SCALE: 1/16" = 1'-0" (1"=16' ● 24 X 36)



B CONCEPTUAL TERRACE HARDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)

* NOTE: ALL PROJECT SITE FURNISHINGS ARE FOR GRAPHIC ILLUSTRATION AND SPATIAL ARTICULATION. FINAL LAYOUT AND FURNISHINGS TO BE DETERMINED BY OWNER AT CONSTRUCTION PHASE.



D CONCEPTUAL PODIUM TERRACE HARDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)

LANDSCAPE CONCEPT KEY

R RESCUE WINDOW, DOOR, BALCONY PER ARCHITECTURAL PLAN.
TYPICAL SYMBOL TO REPRESENT THE PAD REQUIREMENTS OF THE ESCONDIDO FIRE DEPARTMENT. PLEASE SEE THE SECTIONS AND PLANS OF THE ARCHITECTURAL SET FOR MORE INFORMATION REGARDING LADDER REQUIREMENTS. FINAL LANDSCAPE PLANS TO SHOW LOCATIONS IN THE LANDSCAPE AREAS AS REQUIRED. THERE ARE NO GROUND FLOOR UNITS AT THIS TIME WITH RESCUE WINDOWS.

KEY TAGS AND NOTES:

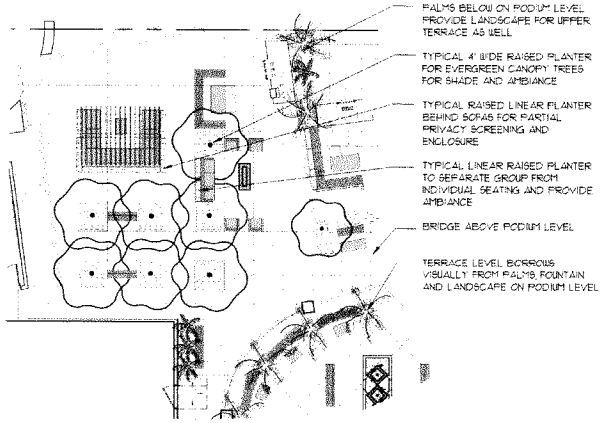
1 GREEN WALL: LOCATION AND ELEVATIONS OF ALL GREEN WALLS AT BUILDING FACADES AS NOTED ON CONCEPTUAL LANDSCAPE PLAN SHEET L-1 AND PER ARCHITECTURAL PLANS AND RENDERINGS.

2 PRE-FABRICATED LIGHT WEIGHT RAISED PLANTER / POTS (NOT BUILT IN): ALL LINEAR AND RECTANGULAR RAISED PLANTER AND POTS SHALL HAVE CONTAINED SELF-WATERING INSERTS SYSTEMS FOR IRRIGATION TO BE PRIVATELY WATERED AND MAINTAINED. SEE SHEET L-3 FOR PLANT PALETTE AND DETAIL C / L-3 FOR CONCEPTUAL PLANTER ELEVATIONS. PLANTER COLOR AND FINISH TO BE COORDINATED WITH ARCHITECT.

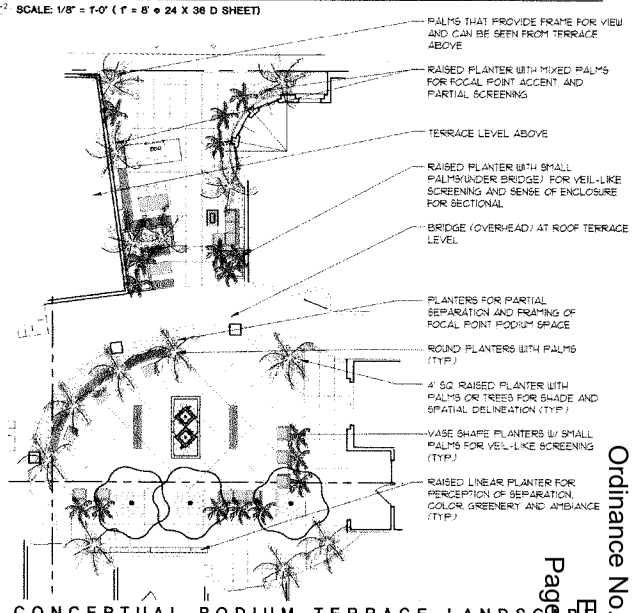
3 FLOW THROUGH PLANTER: SEE L-1 FOR LOCATION OF TREATMENT BMP PLANTER, 2-1/2' HIGH WITH 18" OF ENGINEERED SOIL. SEE CIVIL PLAN C4 FOR SECTION DETAIL AND INFORMATION. SEE SHEET L-3 FOR PLANT PALETTE INFORMATION. VISUALLY, PLANTER SERVES AS AN ORNAMENTAL PLANTING AND STREETSCAPE.

4 FRONTAGE LANDSCAPE AT STREET LEVEL AND STAIR CASE PLANTER: LOW WATER USE PLANTS SUITABLE FOR SOUTH AND WEST FACING EXPOSURES. PALETTE TO INCLUDE COLORFUL LAYERING OF CONTRASTING FORMS AND TEXTURES THAT ACCENT ARCHITECTURE AND SERVE AS STREETSCAPE AS WELL AS FOUNDATION PLANTING. LOW PROFILE WHERE REQUIRED. FOR PLANT PALETTE SEE SHEET L-3. IRRIGATION SYSTEM WITH LOW PRECIPITATION AND LOW FLOW IRRIGATION METHODS. SEE IRRIGATION NOTES ON SHEET L-3.

5 WEST GRAND AVENUE STREET LEVEL FRONTAGE PLANTER: FACE OF PLANTER SHALL MAINTAIN A 6' CLEARANCE FROM CURB EDGE OF SIDEWALK. REFER TO ARCHITECTURAL PLANS FOR PLANTER INFORMATION.



C CONCEPTUAL TERRACE LANDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)



F CONCEPTUAL PODIUM TERRACE LANDSCAPE
L-2 SCALE: 1/8" = 1'-0" (1" = 8' ● 24 X 36 D SHEET)

PROPOSED PROJECT: SUB 18-0008

CONCEPTUAL LANDSCAPE

EXISTING TREE AND PALMS
TYPICAL SYMBOLS. ARE TO REMAIN PROTECTED IN PLACE

EXISTING WEST GRAND LANDSCAPE IMPROVEMENTS
TYPICAL SYMBOL. PLANTING IS TO REMAIN IN PLACE EXISTING PLANTING, IRRIGATION AND LIGHTING TO BE ADJUSTED OR REPLACED IN KIND IF AFFECTED BY CONSTRUCTION

PLANT PALETTE AND LEGEND
SYMBOLS AND HATCH PATTERNS REPRESENT PLANTS PROPOSED FOR FINAL DESIGN AT CONSTRUCTION PHASE. FINAL SELECTION TO BE BASED ON DESIGN AND AVAILABILITY.

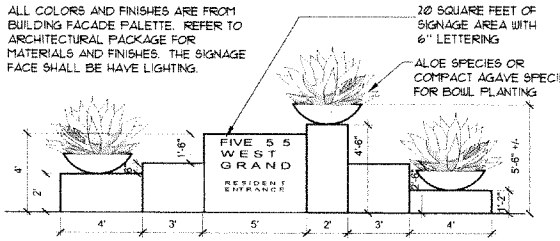
PLANT PALETTE AND LEGEND

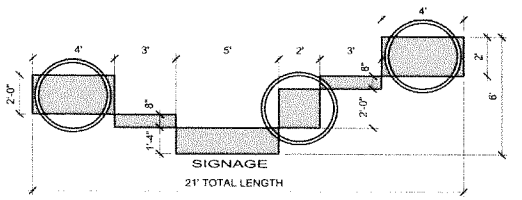
BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS
LOPHOSTEMON CONFERTUS (TRISTANIA)	BRISBANE BOX, STANDARD	24" BOX	L
TREES			
ARBUTUS 'MARINA'	STRAWBERRY MADRONE	24" BOX	L
SCHEFFLERA PUECLERI (TUPIDANTHUS)	UMBRELLA TREE	24" BOX	M
MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM MAGNOLIA	24" BOX	M
ERYOBOTRYA 'COPPERTONE'	COPPERTONE LOQUAT	24" BOX	M
PALMS			
ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	24" BOX	M
HOWEIA FORSTERIANA	KENTIA PALM MULTI	24" BOX	M
PHOENIX RECLINATA	SENEGAL DATE MULTI	10' BTH	L
STRELITZIA NICOLAI	GIANT BIRD OF PARADISE	24" BOX	M
SYAGRUS ROMANZOFFIANUM	QUEEN PALM	10' BTH	M
SMALL PALMS AND VERTICAL ACCENTS			
YUCCA E. 'MARGINATA'	VARIEGATED YUCCA	15 GAL	M
CHAMEDOREA SPECIES	BAMBOO PALM	15 GAL	M
PHOENIX ROEBELENII	PYGMY DATE	5 GAL	M
RHAPIS EXCELSA	LADY PALM	5 GAL	M
PALETTE FOR W. GRAND AVE. FRONTAGE PLANTER AND ALL POTS WITH SELF-WATERING SYSTEM			
AEONIUM SPECIES	AEONIUM	1 GAL	L
ALOE SPECIES	ALOE	1 GAL	L
ANIGOZANTHOS SPECIES	KANGAROO PAW	1 GAL	M
ASPARAGUS DENSIFLORUS 'MEYERS'	MYER ASPARAGUS	5 GAL	M
BESCHORNERIA SPECIES	BESCHORNERIA	5 GAL	L
CAMPANULA SPECIES	BELLFLOWER	1 GAL	M
CORDYLINE SPECIES	DRACAENA	5 GAL	M
CYCAS REVOLUTA	SAGO PALM	5 GAL	M
DIANELLA ENSIFOLIA	UMBRELLA DRACAENA	1 GAL	M
DIETES SPECIES	FORTNIGHT LILY	5 GAL	M
FERN SPECIES	FERNS	5 GAL	M
GERANIUM SPECIES	CRANESBILL	1 GAL	M
LANTANA SPECIES	TRAILING LANTANA	1 GAL	L
LIRIOPE SPECIES	LILY TURF	1 GAL	M
LOMANDRA SPECIES	LOMANDRA	5 GAL	L/M
ORNAMENTAL GRASS SPECIES	NON-INVASIVE GRASSES	5 GAL	M
PELARGONIUM SPECIES	IVY GERANIUM	1 GAL	M
PHILODENDRON SPECIES	PHILODENDRON	5 GAL	M
PLECTRANTHUS SPECIES	PLECTRANTHUS	1 GAL	M
SENECIO SPECIES	BLUE CHALK FINGERS	1 GAL	L
STRELITZIA REGINAE	BIRD OF PARADISE	5 GAL	M
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	M
TRANDESCANTIA SPECIES	SPDERWORTS	1 GAL	M
VINCA MINOR HYBRIDS	PERIWINKLE	1 GAL	M
PALETTE FOR RIGHT OF WAY & ENTRY DRIVE PLANTING AREAS			
AEONIUM SPECIES	AEONIUM	1 GAL	L
AGAVE SPECIES	AGAVE	5 GAL	L
ALOE SPECIES	ALOE	1 GAL	L
BOUGAINVILLEA SPECIES	GROUNDCOVER FORM	5 GAL	L
BULBINE FRUTESCENS 'TINY TANGERINE'	TINY TANGERINE	1 GAL	L
CORREA SPECIES	AUSTRALIAN FUCHSIA	1 GAL	L
FURCRAEA SPECIES	FURCRAEA	5 GAL	L
HESPERALOE SPECIES	RED YUCCA	5 GAL	L
LANTANA SPECIES	TRAILING LANTANA	1 GAL	L
WESTRINGIA FRUTICOSA HYBRIDS	COAST ROSEMARY	5 GAL	L
LOW WATER USE GRASS SPECIES	GRASSES	1 GAL	L
OTHONNA CAPENSIS	LITTLE PICKLES	1 GAL	L
PLECTRANTHUS SPECIES	PLECTRANTHUS	1 GAL	L
PORTULACARIA AFRA MINIMA 'VARIEGATA	GROUNDCOVER FORM	1 GAL	L
SENECIO SPECIES	BLUE CHALK FINGERS	1 GAL	L
TEUCRIUM SPECIES	GERMANDER	1 GAL	L
PALETTE FOR STORMWATER PLANTER AREAS, SOIL MEDIUM PER CIVIL			
AGAVE SPECIES	AGAVE	5 GAL	L
CAREX SPECIES	SEDGE	1 GAL	L/M
CHONDROPETALUM SPECIES	CAPE RUSH	5 GAL	L
DIANELLA SPECIES	FLAX LILY	1 GAL	L
DROUGHT TOLERANT & NATIVE GRASS SPE	NON-INVASIVE GRASSES	5 GAL	M
JUNCUS SPECIES	RUSHES	5 GAL	M
LOMANDRA SPECIES	LOMANDRA	5 GAL	L/M
VINE PALETTE			
DISTICTIS BUCCINATORIA	BLOOD-RED TRUMPET VINE	5 GAL	L
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	M

4' PLANTER | 2' SQ. PLANTER | LINEAR PLANTER | VASE (RND. ROUND/ SQ. PLANTERS & SQ. PALM WITH ASSORTED PALMS PLANTERS)

C L-3 CONCEPTUAL FREESTANDING RAISED PLANTERS

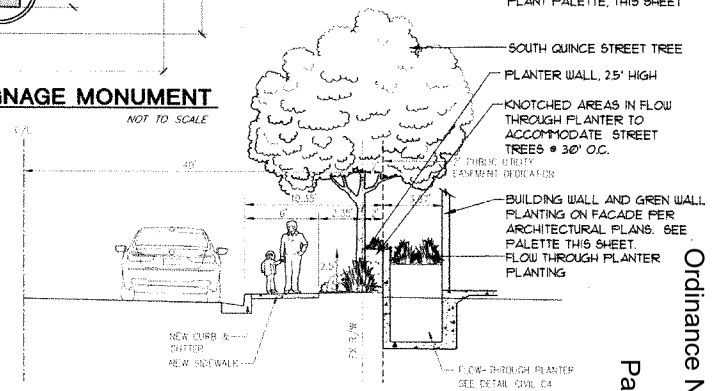
PLANTING CONCEPTS FOR RAISED PLANTERS. SOME ARE FOR SHADE, SOME FOR ACCENT, SOME FOR VISUAL SEPARATION AND PRIVACY SCREENING.





B L-3 CONCEPTUAL ENTRY SIGNAGE MONUMENT

NOT TO SCALE



A L-3 S. QUINCE STREET FRONTAGE SECTION

NOT TO SCALE

Ordinance No. 2019-15
Exhibit "D"
Page 28 of 28

EXHIBIT "E"

CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

Notice of Exemption

To: San Diego Assessor/Recorder/County Clerk
Attn: Fish and Wildlife Notices
1600 Pacific Highway, Room 260
San Diego, CA 92101
MS A-33

From: City of Escondido
201 North Broadway
Escondido, CA 92025

Project Title/Case No.: TENTATIVE SUBDIVISON MAP, MASTER AND PRECISE DEVELOPMENT PLAN, AND DEVELOPMENT AGREEMENT – SUB 18-0008 and PHG 18-0021:

Project Location - Specific: The approximately 0.40-acre site (0.45 acres with approximately 0.05 of city-owned property to be included/purchased) generally is located on the southern side of W. Grand Avenue, east of Quince Street, north of 2nd Avenue and addressed at 555 W. Grand Avenue (APNs 233-022-01, -02, -21 and portion of -23).

Project Location - City: Escondido, **Project Location - County**: San Diego

Description of Project: A one-lot Tentative Subdivision Map and a Master and Precise Development Plan to construct a four-story, 32-unit air-space condominium development with 300 SF of flex office space and a ground floor parking garage within the Mercado District of the Downtown Specific Plan. The project contains a mix of one- and two-bedroom units ranging from 700 SF to 1,123 SF; a ground-floor garage that would accommodate 43 parking spaces; podium level common outdoor spaces and individual private balconies. The overall height of the approximately 57-foot high building is within the allowable limits of the Downtown Specific Plan. Zoning provisions require a minimum of 61 parking spaces and the project is requesting a reduction in the parking requirement to provide 43 standard and 4 motorcycle spaces within the parking garage, along with three new on-street spaces along Grand Avenue. The project includes the purchase of an approximately 2,275 sf City-owned property fronting onto 2nd Avenue and vacation of a portion of the alley that would be used for access, utilities, storm water quality improvements, and landscaping. A Development Agreement also is requested to allow a reduction in open space (up to approximately 16 percent or 253 SF per unit) where the zoning provisions currently require 300 SF per unit; and a credit for Art Fees in exchange for the development of a dynamic construction/art feature incorporated into the building design.

Name of Public Agency Approving Project: City of Escondido

Name of Person or Agency Carrying Out Project:

Name: 555 W. Grand LLC (Ed McCoy) Telephone: (858) 752-4121

Address: 3305 Jasmine Place Escondido, CA 92025

☒ Private entity ☐ School district ☐ Local public agency ☐ State agency ☐ Other special district

Exempt Status: Categorical Exemption. CEQA Sections 15332 "In-fill Development Projects."

Reasons why project is exempt:

The proposed project qualifies for an exemption from the California Environmental Quality Act (CEQA) under Section 15332, Class 32 In-fill Development Project. CEQA Guidelines lists classes of projects that have been determined to not have a significant effect on the environment and as a result are exempt from review under CEQA. The approximately 0.40-acre site (0.45 total acres with approximately 0.05 with city property included) is currently vacant, disturbed, and cleared of all structures, except for the previous foundations and asphalt paving. Vegetation primarily consists of ornamental landscaping, mature palm trees, various weeds and grasses from the previous development/activities.

The proposed project or its circumstances would not result in any exceptions identified in CEQA Guidelines, Section 15300.2. Among the classes of projects that are exempt from CEQA review are those projects that are specifically identified as urban in-fill development. CEQA Guidelines, Section 15332, defines in-fill development (Class 32 exemptions) as being applicable to projects meeting the following conditions:

- The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- The proposed development occurs within city limits on a project site of no more than five (5) acres substantially surrounded by urban uses.
- The project site has no value as habitat for endangered, rare or threatened species.
- Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The site can be adequately served by all required utilities and public services.

No circumstances previously evaluated in the previously certified Final EIR for the General Plan and Downtown Specific Plan (May 23, 2012) and the Addendum to the certified Final EIR (March 21, 2019) have changed with respect to the proposed development. In addition, the proposed project would not create substantial changes or bring to light new information of the substantial importance that was not previously examined in these Final EIR and Addendum. As a result, the project qualifies for a Categorical Exemption pursuant to the CEQA's requirements for an "in-fill development" within an urbanized area as detailed below:

General Plan and Zoning Consistency

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The General Plan land-use designation for the project site is Specific Plan (SPA 9 - Downtown Specific Plan) and located within the Mercado District. The General Plan and the Downtown Specific Plan (DSP) contain guidelines and regulations to promote higher density urban residential growth in the Downtown SPA. Permitted uses within the Mercado District include multi-family units with residential on the ground floor and mixed-use multi-family development with densities up to 100 du/ac, up to four (4) stories and 60 feet in height. The Mercado Residential Land-Use Matrix for this specific area requires ground-floor commercial to be incorporated into the project, and ground-floor residential may be permitted subject to Permit authorized subject to approval of a Planned Development pursuant to Article 19.

The project proposes 32 residential units and up to 300 sf of flex office space fronting onto Grand Avenue, on approximately 0.4 acres. The density of the project is 80 du/ac (only factoring in the two subject parcels of 0.401 acres) with an overall density of 71.1 du/ac (which includes the adjacent 0.05-acre city-owned parcel for a total of 0.45 acres) which is in conformance with the density provisions of the Mercado District that allows up to 100 du/ac. Overall, the project would conform to the development and design regulations outlined in the Downtown Specific Plan, as allowed through the Planned Development and Development Agreement process for site development flexibility (DSP Section III.C.1 and 9). The project requests up to a 29.5 percent reduction in on-site parking, and 25 percent reduction in open space. Modifications to parking are allowed through the Planned Development Process (Section III.B.1) and reductions to required common open space up to 50 percent are allowed subject to a Development Agreement (DSP Section III.B.6). The proposed project would be four stories in height and up to approximately 57 feet in height, which is consistent with the Mercado Development Standards. The design of the

project meets the criteria of CEQA Guidelines, Section 15332(a), as being consistent with the General Plan and applicable zoning for the project site.

Project Location, Size and Context

The approximately 0.45-acre site is located within the highly developed and urban Downtown Specific Plan area of the City. The site is adjacent to Grand Avenue (Local Collector Road) on the north, Quince Street (Collector Road) on the west, and Second Avenue (Collector Road) on the south. A mix of commercial and limited residential uses are located to the east and southeast. CEQA, Section 21072, defines a qualified urban use as "any residential, commercial, public institutional, transit, or transportation passenger facility, or retail use, or any combination of those uses." The project is on a site within City limits that is no more than five (5) acres and substantially surrounded by urban uses.

Endangered, Rare or Threatened Species

The project site is located within the highly developed and urban Downtown Specific Plan area of the City. The project site currently is vacant, disturbed and has been clear of all structures, except for the previous concrete foundations/pads and asphalt paving. Vegetation primarily consists of ornamental landscaping, mature palm trees, various weeds and grasses from the previous development/activities. The project site does not contain habitat suitable for candidate, sensitive or special status species. In addition, no riparian habitat or other sensitive natural community, or potential jurisdictional features were observed within the project site or within a 100-foot boundary from the project site. The project site has no value as a habitat or special-status species and, therefore, adheres to the criteria of CEQA Guidelines, Section 15332(c).

Traffic

The Engineering Division concluded the project would not result in any significant traffic or transportation-related impacts. A preliminary Traffic Assessment was prepared for the project by Michael Baker International (dated February 12, 2019, and amended April 22, 2019). The preliminary traffic assessment includes a review of the proposed project trip generation as well as estimated project trip distribution and vehicle trip assignment onto the surrounding street system. The evaluation of project traffic generation and estimated traffic assignment onto the area roadways was then compared to the City's guidelines for determining if the traffic that would be added by the project is at a level that is considered potentially significant. The proposed project would generate a total of 194 average daily trips (ADT), with 14 AM peak hour trips and 18 PM peak hour trips. The net project trip generation includes the standard 5 percent reduction in vehicle trips suggested by SANDAG due to the project's proximity to transit. The nearby Escondido Transit Center is a multi-modal facility offering access to both the Breeze bus service, as well as the Sprinter rail service.

Primary access to the site (parking garage) would be from a new driveway fronting onto 2nd Avenue. Access also could be provided from Pine Street via the existing alley. The traffic assessment indicated the project does not meet any of the trigger categories to conduct a Traffic Impact Analysis (TIA) as the number of daily trips on the surrounding street segments would be below the threshold guidelines. The project also does not trigger TIA thresholds for project traffic added to a leg of an intersection during AM or PM peak hour. Based on the City's roadway and intersection project contributions threshold guidelines, the project would not add a significant amount of traffic to the surrounding street network. The project would not require alterations to the roadways or intersections such that the project would conflict with SANDAG's Congestion Management Program.

Noise

The residential nature of the project and less than significant traffic impacts (as detailed above) is such that the project is not anticipated to generate any significant increases to the existing ambient noise level. Vehicle noise is the main source of ambient noise in the vicinity of the project site. Grand Avenue (Local Collector), Second Avenue (Collector) and Quince Street (Collector) are identified in the Escondido General Plan as circulation element streets. The project site is within existing noise contour areas of 65 dBA CNEL from the adjacent roadways (City of

Escondido General Plan EIR Appendices, Noise Figure 2) and future noise contours of 65 dBA CNEL along Quince Street and Grand Avenue, and 70 dBA CNEL along Second Avenue (Noise Figure 3). As stated in the City's General Plan Community Protection Element (City of Escondido 2012) the noise level goal for multi-family residential uses is 65 dBA CNEL at the exterior use areas. In addition, the General Plan Noise Policy 5.4 establishes an interior noise standard of 45 dBA CNEL. In order to comply with the City's General Plan Community Protection Element interior noise standard, the following project design features would be included as conditions of project approval:

PDF-NOI-1 Prior to the issuance of a building permit, the applicant shall prepare an exterior-to-interior noise report completed by a qualified acoustical consultant for the proposed on-site residential units and the common podium-level and roof-level open space areas. The report shall also assume a "windows-closed" condition with vehicles traveling along the adjacent roadways in accordance with the identified speed limit. The report would determine the predicted interior noise levels for the units. If predicted noise levels are found to be in excess of 45 CNEL, the report would identify architectural materials or techniques that could be included in project design plans to reduce noise levels to 45 CNEL in habitable rooms. The report also shall identify any architectural techniques that would be included in the final project design to conform to the General Plan noise level goal for multi-family residential use of 65 dBA CNEL at the exterior common podium and roof-level use areas (private balconies exempted). The report shall be submitted and approved by the City prior to issuance of a building permit.

Stationary operational noise sources are regulated by the limits outlined in the Escondido Municipal Code, Section 17-229, which states that multi-family residential zones shall not exceed 55 dBA Leq from 7:00 a.m. to 10:00 p.m., or 50 dBA Lea from 10:00 p.m. to 7:00 a.m. For commercial zones, noise shall not exceed 60 dBA Leq from 7:00 a.m. to 19:00 p.m. or 55 dBA Leq from 10:00 p.m. to 7:00 a.m. The City's Nosie Ordinance also states that if the ambient noise level exceeds that permissible standard, the allowable noise exposure standard shall be the ambient noise level.

The HVAC units for the project would be installed in three clusters ranging from 4 to 19 units per cluster for a total of 32 units. Clusters would be situated on the roof of the four-story building and set back from the edge of the rooftop by approximately 17 feet or more at all locations. Individual HVAC units not installed within an enclosure may have the potential to generate noise levels of up to 79 dBA Leq at the unit (approximately 3 feet). Combined noise level from 32 up to 29 units simultaneously operating at 79 dBA Leq would be approximately 94 dBA at 3 feet. The closest residence to the proposed building would be one single-family structure towards the southeast of the site fronting onto Second Avenue, and second-story multi-family units located east of the site along Grand Avenue. Unenclosed HVAC units could generate a noise level in excess of the noise standard at the nearest residence. The proposed project is four stories and the surrounding commercial and residential units are one- and two-stories in height. This difference in height and proposed screens around the HVAC units would likely break the line of sight between the HVAC units and receptors. However, as a project feature, the HVAC units on the project rooftop will be required to install appropriate noise attenuation barriers/enclosures such that the noise from HVAC operations would not exceed 50 dBA at the nearest off-site residential receptor. Specific screening design and materials would be included with the building plans and the following project design features would be included as conditions of project approval:

PDF-NOI-2 The HVAC units on the project rooftop shall be installed with appropriate noise attenuation screens/enclosures such that noise from HVAC operation does not exceed 50 dBA at the nearest off-site residential receptor and 55 dBA for adjacent commercial structures. A final acoustical analysis shall be submitted with the building plans to determine whether any final design measures are necessary to conform to the City's Noise Ordinance.

Construction would result in a temporary noise increase on and around the project site. Construction-related impacts are short term and would cease once the project is completed. No special construction techniques (i.e. pile driving or blasting) are anticipated to be necessary for construction of the project. The City also has a maximum 1-hour average construction noise limit of 75 dB at noise-sensitive land uses. Contractors are required to comply with the Noise Ordinance for noise levels from project-related grading and construction activities set forth in the Escondido Municipal Code. The Escondido Municipal Code also restricts the times of day when construction may occur (7:00 a.m. to 6:00 p.m., Monday through Friday; 9:00 a.m. to 5:00 p.m. on Saturday; and not at all on Sunday or public holidays). Construction of the project would take place within the hours specified in Section 17,234 of the Escondido Municipal Code.

Air Quality

Based on technical studies prepared for similar type multi-family residential project of similar size/land area and construction requirements (The Ivy Project – Class 32 CEQA Exemption prepared by Harris & Associates, 2019), the project is not anticipated to exceed screening-level criteria thresholds for construction or operational level impacts. The project is smaller than the air-quality study trigger criteria presented in Table 4.3-12 of the City's General Plan EIR that would trigger the need for an air-quality impact assessment (the level for apartment land-uses with a density of 20 or more dwelling units per acres is 420 dwelling units).

Water Quality

The project would not result in any significant effects related to water quality. A preliminary drainage study and Storm Water Quality Management Plan (SWQMP) was prepared for the project. Storm water quality impacts during construction would be prevented through implementation of a grading and erosion control plan that is required by the City's Grading and Erosion Control Ordinance (Article 55 of the Municipal Code) and the State General Permit to Discharge Stormwater Associated with Construction Activities (NPDES No. CA2000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer. Adherence to applicable requirements and implementation of the appropriate BMPs would ensure that potential water quality degradation associated with construction related activities would be minimized and impacts less than significant.

The Project would mimic the existing drainage patter, and runoff from the roof, outdoor area decks would be discharged from roof drains into a raised planter/biofiltration planter BMP located along Quince Street. A separate storm drain basin also would be installed along the Second Avenue frontage to treat pollutants and meet flow control requirements for the project. With the implementation of the operational treatment control biofiltration basin BMPs that would be required by the City pursuant to the SUSMP, potential pollutants would be reduced to the maximum extent possible. Therefore, development would not violate any water quality standards or water discharge requirements.

Utilities and Public Services:

The Fire Department indicated that appropriate fire protection can be provided with the implementation of the required building/site design features. Appropriate fire flow will be provided to the project site with the installation of the required fire hydrants and 12-inch upgrade to the water line in Quince Street.

The Engineering Division indicated that appropriate utilities will be provided to the project with existing facilities located within adjacent Quince Street and Second Avenue, and the public alley/utility easement along the southern boundary of the site.

Section 15300.2 (Exceptions)

Location: Not applicable to Class 32 exemption

Cumulative Impact: All resource topics associated with the project have been analyzed and were found to pose no significant impact. Therefore, the project would not make a cumulatively considerable contribution to a significant cumulative impact.

Significant Effect: There are no known unusual circumstances applicable to the project or project site that could result in a significant effect on the environment.

Scenic Highway: The project is not located in the vicinity of any designated or eligible state scenic highway.

Hazardous Waste Site: The site previously was used as a gas station that has since been removed. The previous owners processed a corrective action for the underground storage tanks formally located on the site. In August 2013, the Regional Water Quality Control Board (RWQCB) San Diego Region issued a closure letter for the site. On May 2, 2019, the RWQCB issued a concurrence letter stating that "the Site is suitable for its proposed use with commercial uses on the ground level and residential unit above." Additionally, the letter states that a Health and Safety Plan for construction workers and a soil and groundwater management plan for soil and groundwater that may be hauled from the site are required prior to site work. The following project design features would be included as conditions of project approval:

PDF-HW-1 Prior to approval of the grading plans and grading permit for the site, a Health and Safety Plan for construction workers (including PPE and testing equipment when working in areas of known residual petroleum impact soils) and a soil and groundwater management plan for soil and groundwater that may be hauled from the site shall be prepared and approved by the San Diego Water Board.

Historic Resource: The project site is vacant and disturbed from previous development. The existing commercial development/buildings that were located on the site were previously demolished. These structures were not listed as a historic resource pursuant to City Municipal Code Article 40 (Historic Resources) and the site does not contain any historic resources or know cultural resources.

Lead Agency Contact Person: Jay Paul, Planning Division Area Code/Telephone/Extension (760) 839-4537

Signature: JPaul September 4, 2019

Jay Paul, Senior Planner Date

☒ Signed by Lead Agency Date received for filing at OPR: N/A

☐ Signed by Applicant

EXHIBIT "F"

RECORDING REQUESTED BY:

CITY CLERK, CITY OF ESCONDIDO

WHEN RECORDED MAIL TO:

CITY CLERK
CITY OF ESCONDIDO
201 N. BROADWAY
ESCONDIDO, CA 92025

THIS SPACE FOR RECORDER'S USE ONLY

APNs: 233-022-0100 and 233-022-0200

Recording Fees Exempt Per Government Code Section 27383

DEVELOPMENT AGREEMENT
for 555 W. Grand Avenue

between

CITY OF ESCONDIDO

and

555 W. GRAND AVENUE, LLC

_____, 2019

DEVELOPMENT AGREEMENT

This Development Agreement ("Agreement") is entered into by and between the City and Owner.

RECITALS

WHEREAS, Government Code Sections 65864 through 65869.5 and Articles 58 and 68 of the City's Zoning Code authorize the City to enter into binding development agreements with persons or entities having legal or equitable interests in real property for the purpose of establishing certainty in the development process for both the City and the property owner, and to enable specific terms regarding property development, to be negotiated and agreed upon; and

WHEREAS, the purposes of the Agreement are to eliminate uncertainty in the planning and development of the Project by assuring Owner that it may develop the Property, in accordance with existing laws, subject to the terms and conditions contained in the Agreement; assure the orderly installation of necessary improvements and the provision for public services appropriate for the development of the Project; and enable the City to obtain substantial public benefits by virtue of the Agreement.

NOW THEREFORE, in consideration of the mutual covenants and conditions set forth herein, the Parties agree as follows:

ARTICLE I

Definitions

1. **"Amendment"** refers to any written amendment to this Agreement approved by the City Council as provided in Article II, Section 3.

2. **"Annual Review"** refers to the Owner's demonstration of compliance with the terms of this Agreement every 12 months.

3. **"Assignee"** refers to an assignee of this Agreement in accordance with Article II, Section 2 and approved by the City in writing.

4. **"CEQA"** refers to the California Environmental Quality Act, California Public Resources Code §§21000 et seq.

5. **"City"** refers to the City of Escondido, its City Council, its mayors and council members, past and present, and employees and agents.

6. **"Cure Period"** refers to the period of time in which a default may be cured, which will be 30 days.

7. **"Development Fees"** refers to the development related fees as provided in the City's Fee Guide for Development Projects applicable at the time of issuance of building permits.

8. **"Director"** refers to the Director of Community Development.

9. **"Effective Date"** The effective date of the Agreement shall be the day that is 30 days after the City Council's adoption of an ordinance approving this Agreement.

10. **"Entitlements"** refers to all approvals and permits necessary or incidental to the development of the Project or any portion thereof, whether discretionary or ministerial, including but not limited to, specific plans, tentative or final tract map approvals, whether standard or vesting, conditional use permits, variances, project plans, grading permits, building permits, and this Agreement and includes all conditions of approval regarding any particular Entitlement.

11. **"Exaction"** refers to any fee, tax, requirement, condition, dedication, restriction, or limitation imposed by the City upon the development of the Property at any time in accordance with the Existing Laws.

12. **"Existing Laws"** refers to the ordinances, resolutions, codes, rules, regulations, general plan, stormwater regulations and official policies of the City and the State of California governing the development of the Property, including, but not limited to, the permitted uses of the Property, the density or intensity of use, the design, improvement and construction standards and specifications for the Project, including the maximum height and size of proposed buildings, and the provisions for reservation and dedication of land for public purposes, in effect on the Effective Date of this Agreement.

13. **"Future Exaction"** refers to Exactions imposed after the Effective Date, whether by ordinance, initiative, resolution, rule, regulation, policy, order or otherwise.

14. **"Future Laws"** refers to all ordinances, resolutions, codes, rules, regulations, and official policies implemented by the City after the Effective Date, whether by ordinance, initiative, resolution, rule, regulation, policy, order or otherwise. Future Laws includes changes to the Existing Laws.

15. **"General Fees"** refers to all general development fees which the City may levy pursuant to Government Code Sections 66000 et seq. ("the Mitigation Fee Act"), including, but not limited to, application fees, processing fees, utility connection fees, inspection fees, capital facilities fees, development impact fees, traffic impact fees, park fees and such other similar fees as may be enacted from time to time and generally applied throughout the City, excluding Development Fees.

16. **"General Plan"** refers to the City's General Plan in effect on the Effective Date.

17. "**Minor Modifications**" refers to minor modifications regarding the performance of this Agreement that are consistent with the Entitlements and have minimal impacts to the City's operations in terms of timing, performance, or value.

18. "**Modification**" refers to a modification approved by the City Council as provided in Article VI, Section 5.

19. **"Operating Memorandum"** refers to addenda to this Agreement to document changes or adjustments in the performance of this Agreement as specified in Article III, Section 7.

20. "**Owner**" refers to 555 W. GRAND AVENUE, LLC, a California limited liability company, who has legal or equitable interest in the real property which is the subject of this Agreement.

21. **"Party"** City or Owner may be referred to individually as Party or collectively as Parties.

22. **"Project"** shall mean and refer to the improvement and development of the Property as described in the Entitlements and this Agreement.

23. **"Property"** shall mean the certain real property located in the County of San Diego, State of California as described in the Exhibit A.

24. **"Public Benefits"** shall refer to the consideration given by Owner to the City, as described in Exhibit B attached hereto, in return for the City's good faith performance of all applicable terms and conditions in this Agreement.

25. **"Public Improvements"** refers to any public improvements required to be constructed as conditions of approval to the Entitlements or as additionally provided in this Agreement.

26. **"Review Letter"** refers to a letter from the City regarding a statement of Owner's compliance with this Agreement, following a positive Annual Review by the City.

27. **"Term"** shall refer to the term of this Agreement as provided in Article II, Section 1.

ARTICLE II

General Provisions

1. **Term of Agreement.** The term of this Agreement shall commence on the Effective Date and shall continue for five (5) years unless terminated, modified, amended or extended as permitted by this Agreement. After the expiration of the Term, this Agreement shall be deemed terminated and of no further force or effect. This Agreement shall terminate with respect to any lot and such lot shall be released and no longer subject to the Agreement, without the execution or recordation of any further document, when a certificate of occupancy has been issued for the building(s) on the lot.

2. **Assignment**. The rights and obligations of Owner under the Agreement may be assigned by Owner as part of an assignment of the Property, only after receiving written approval from the

City. Owner shall provide thirty (30) days advance written notice to the City of any requested assignment, which may not be unreasonably conditioned, delayed, or withheld. The City shall have the right to ensure that the proposed assignee has the financial capability to complete and fulfill any uncompleted requirements relating to the Public Benefits and Public Improvements. Any assignment agreement must be in writing and expressly provide that (a) the assignment shall be subject to this Agreement; and (b) the Assignee assumes all of Owner's rights and obligations with respect to the Property assigned.

3. **Amendment of Agreement.** The Agreement may be amended in writing by the mutual consent of the Parties in accordance with Article 58, Chapter 33 of the Escondido Zoning Code as well as any applicable state or federal law The Agreement shall include any amendment properly approved and executed. Minor Modifications in the manner of performance shall not constitute an Amendment to the Agreement and may be accomplished through an Operating Memorandum.

4. **Enforcement.** Unless amended or terminated as provided herein, this Agreement is enforceable by either Party or its successors and assigns, notwithstanding any Future Laws, which alter or amend the Existing Laws.

5. **Defense and Indemnification.**

a. Owner agrees to defend, indemnify, and hold harmless, City, and provide and pay all costs for a defense of and judgment against the City, including any award for attorney's fees and litigation costs, in any legal action filed in a court of competent jurisdiction by a third party challenging the Project, or any component thereof, or this Agreement. Upon the Effective Date, the Owner shall deposit security, such as a bond, letter of credit, or other security to cover the costs of any such defense in a reasonable amount as determined by the City of Escondido City Attorney. Said security may be released after all applicable statutes of limitation have expired.

b. Owner shall further indemnify, defend and hold harmless the City and its officers, employees and agents from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, administrative proceedings, damages, fines, penalties, judgments, orders, liens, levies, costs and expenses of whatever nature, including reasonable attorneys' fees and disbursements, arising out of any violation, or claim of violation of the San Diego Municipal Storm Water Permit (Order No. R9-2015-0001) of the California Regional Water Quality Control Board Region 9, San Diego, as amended or extended, which the City might suffer, incur, or become subject by reason of or occurring as a result of or allegedly caused by the construction of the Project.

c. The City shall have no liability to the Owner or any other person for, and Owner shall indemnify, defend, protect and hold harmless the City from and against, any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorneys' fees and disbursements, which the City may suffer or incur or to which the City may become subject as a result of or allegedly caused by the payment of prevailing wages for construction of the Project or any of the Public Benefits or Public Improvements.

d. If any action or proceeding is brought against the City by reason of any of the matters against which Owner has agreed to indemnify the City as provided above, Owner, upon notice from the City, shall defend the City at Owner's expense by counsel chosen by the City. The City need not have first paid for any of the matters to which the City is entitled to indemnification in order to be so indemnified. The provisions of this section shall survive the expiration or earlier termination of this Agreement.

6. **Third Party Challenges.** In the event the validity, applicability, or implementation of the Agreement is challenged by means of legal proceedings by any party other than the City and Owner, it shall be the City's option, at its sole and absolute discretion, whether to undertake the defense of such challenge. If the City determines not to defend such challenge, it shall be the option of Owner, to defend the validity, applicability, or implementation of this Agreement in the proceeding at Owner's sole expense. The City and Owner agree to cooperate in the defense of any such challenges.

7. **Notices.** All notices or communication between the City and Owner pursuant to the Agreement shall be in writing and shall be given by personal delivery, overnight delivery service, certified or registered mail, facsimile or telecopy to the addresses set forth below. The addresses may be changed by giving (ten) 10 days written notice.

A. City

City of Escondido
Attention: Director of Community Development
201 N. Broadway
Escondido, CA 92025

with a copy to:

City Attorney
201 N. Broadway
Escondido, CA 92025

B. Owner

555 W. GRAND AVENUE, LLC
Attention: Ed McCoy
3305 Jasmine Place
Escondido, CA 92025
(858) 752-4121

8. **Conflict of State or Federal Laws.** If state or federal laws or regulations enacted after the Effective Date prevent compliance with any provision of this Agreement or require changes in any Entitlements, those laws or regulations shall be controlling and the Parties shall make a good faith, reasonable attempt to modify this Agreement to comply both with the intent of the Agreement and with the new laws or regulations.

The City shall timely assist Owner in securing any permits, including permits from other public agencies, which may be required as a result of the modifications, suspensions, or alternate courses of action.

ARTICLE III

Development of the Property

1. **Applicable Rules, Regulations, and Policies.** Owner shall have the vested right, to the fullest extent allowed by law, to develop the Property in accordance with the Entitlements, Existing Laws and this Agreement. During the Term, the Entitlements, Existing Laws and this Agreement shall control the overall design, development and construction of the Project. Notwithstanding the foregoing, nothing in this Agreement shall preclude the City from applying changes occurring from time to time in the uniform codes published in Title 24 of the California Code of Regulations and adopted by the City, including local amendments, in effect when the building permits are issued.

2. **Future Laws.** Future Laws shall not apply to the Project except as expressly provided in this Agreement. Future Laws may be applied to the Project if they are not in conflict with the Existing Laws. Owner may give the City written notice of its election to have any Future Law applied to the Property, in which case such Future Law will be considered an Existing Law for purposes of this Agreement.

3. **Future Discretionary Reviews.** Except as set forth in this Agreement, the City shall retain its discretionary rights in reviewing applications for Entitlements. Owner's applications for Entitlements and the City's review thereof, must comply with the Existing Laws and with the terms and conditions of this Agreement. The City shall not impose any conditions upon Entitlements that are more restrictive than or inconsistent with the terms of this Agreement or the Existing Laws, except as required by state or federal law. The City may conduct, in accordance with CEQA and the Existing Laws, an environmental review for Entitlements. The City may impose, if required by CEQA, additional mitigation measures to mitigate significant adverse environmental effects that were not previously considered, or were found to be infeasible to mitigate at the time of approval of this Agreement. Nothing herein is intended to require or authorize additional CEQA environmental review or mitigation measures beyond that otherwise required by CEQA.

4. **Permitted Uses and Density.** The Agreement shall vest the right to develop the Property to the fullest extent allowed by law with respect to the permitted uses of land, density and intensity of uses, and the rate or timing and phasing of development as described in the Entitlements which are hereby incorporated as if fully set forth in this Agreement. The permitted uses, density, and intensity of use of the Project, the maximum height and size of proposed buildings and provisions for reservation or dedication of land for public purposes, shall substantially conform to those specified in the Entitlements, Existing Laws and this Agreement. All other aspects of the Project that are not specified in the Entitlements shall be determined by the Existing Laws, except as expressly provided herein.

5. **Time for Construction and Completion of the Project.** Owner cannot predict when or the rate or the order in which the Property or the parcels will be developed, if at all. Such decisions depend upon numerous factors that are not within the control of the Owner, such as market

orientation and demand, interest rates, absorption, completion, and other similar factors. Therefore, Owner shall have the right to develop the Property in phases, in such order, at such rate, and at such times as Owner deems appropriate in Owner's business judgment, subject only to the provisions of this Agreement and the Entitlements. Owner shall be entitled to apply for and receive approval of permits, building permits, and other Entitlements for use at any time and for any or all portions or phases of the Project, provided that application is made in a manner consistent with this Agreement and the Entitlements.

The City may require, and will process, all customary plans and agreements generally applicable to developers in the City for similar works of onsite or offsite improvements.

6. **Moratorium.** No City-imposed moratorium or other limitation (whether relating to the rate, timing or sequencing of the development or construction of all or any part of the Property, whether imposed by ordinance, initiative, resolution, policy, order or otherwise, and whether enacted by the City Council, an agency of the City, the electorate, or otherwise) affecting parcel or subdivision maps (whether tentative, vesting tentative, or final), building permits, occupancy certificates or other entitlements to use or service (including, without limitation, water and sewer) approved, issued or granted within the City, or portions of the City, shall apply to the Property to the extent such moratorium or other limitation is in conflict with this Agreement; provided, however, the provisions of this Section shall not affect the City's compliance with moratoria or other limitations mandated by other governmental agencies or court-imposed moratoria, as established by the initiative process, or as otherwise established by law.

7. **Operating Memoranda.** The Parties acknowledge that the provisions of this Agreement require cooperation between the City and Owner, and that the refinements and further development of the Project hereunder may demonstrate that changes are appropriate with respect to the details

of performance of the Parties hereunder. The Parties desire, therefore, to retain a certain degree of flexibility with respect to those items covered in general terms under this Agreement. If and when, from time to time during the Term, the Parties find that such Minor Modifications are necessary or appropriate, they may effectuate such Minor Modifications through Operating Memoranda approved by the Parties, which, after execution, shall be attached hereto as addenda and become a part hereof, and may be further changed and amended from time to time as necessary with further approval by the City and Owner. No such Operating Memorandum shall require prior notice or hearing, or constitute an amendment or modification to this Agreement; and in the case of the City, such Operating Memorandum may be acted upon by the City Manager or his designee. Failure of the Parties to enter into any such Operating Memorandum shall not affect or abrogate any of the rights, duties or obligations of the Parties hereunder or the provisions of this Agreement. An Operating Memorandum may be recorded as an addendum to this Agreement.

8. **Term of Project Approvals.** The term of each of the Entitlements shall be extended for a period of time through the Term of the Agreement. Should this Agreement be terminated, the Owner shall have thirty (30) days to submit an application for the extension of any of the approved Entitlements.

9. **Infrastructure Capacity.** Subject to Owner's proportionate contribution to infrastructure and the Public Benefits provided by Owner, in accordance with the requirements of the Entitlements, the City hereby acknowledges that it will have sufficient capacity in its infrastructure services and utility systems, including, without limitation, traffic circulation, flood control, sanitation service and, except for reasons beyond the City's control, sewer collection, sewer treatment, water supply, treatment, distribution and service, to accommodate the Project. To the extent that the City renders such services or provides such utilities, the City hereby agrees that it

will serve the Project and that there shall be no restriction on connections or service for the Project except for reasons beyond the City's control. Notwithstanding the foregoing, the City acknowledges that sufficient capacity for sewer collection and treatment for the Project exists as of the Effective Date.

10. **Easements.** Easements dedicated for pedestrian use shall be permitted to include public easements for underground improvements, including but not limited to, drainage, water, sewer, gas, electricity, telephone, cable and other utilities and facilities, so long as they do not unreasonably interfere with pedestrian use.

11. **Public Benefits and Improvements.** Owner agrees to design and construct the improvements as provided in the Entitlements and provide the Public Benefits as described in Exhibit B. These requirements shall survive the termination of this Agreement.

12. **Fees.** The Owner shall pay the Development Fees and General Fees in the amounts applicable at the time of building permit issuance. The payment of Development Fees and General Fees may be deferred in accordance with City requirements separately from this Agreement.

ARTICLE IV
Provision of Public Benefits

1. **Description of Public Benefits.** Owner shall provide the City with the Public Benefits, as further described in Exhibit B, as consideration for the City's good faith performance of all applicable terms and conditions in this Agreement and Exhibit B.

2. **Occupancy Contingent on Construction of Public Improvements.** Owner acknowledges that the City shall not grant a certificate of occupancy for any building constructed on the Property prior to the construction of all Public Improvements and provision of all Public Benefits. This contingency for occupancy shall survive the termination of this Agreement.

3. **Grading Permit Contingent on Security for Public Benefits.** Prior to issuance of a grading permit, Owner must enter into an improvement agreement or agreements which will detail Owner's construction obligations for Public Improvements and the Public Benefits, and will require Owner to provide financial security for completion of construction, in a form or forms as approved by the City Attorney.

4. **Processing During Third Party Litigation.** The filing of any third party lawsuit(s) against the City or Owner relating to this Agreement, any Entitlements, or to other development issues affecting the Property shall not delay or stop the development, processing or construction of the Project or approval of Entitlements, unless the third party obtains a court order preventing the activity, in which case the term of this Agreement shall be tolled for the duration of the legal action and the expiration date of the Agreement shall be extended by the time during which the term is tolled.

ARTICLE V

Annual Review

1. **Owner Responsibilities.** At least every twelve (12) months during the Term, Owner shall demonstrate good faith substantial compliance with the major provisions of the Agreement and provide, to the best extent possible, the status and timing of development of the Project and related public improvements to the City for an Annual Review. If requested by the City, Owner shall provide any additional detail or information necessary to demonstrate good faith compliance with any particular provision of this Agreement identified by the City.

2. **Opportunity to be Heard.** Owner shall be permitted an opportunity to be heard orally and in writing at any noticed public hearing regarding its performance under this Agreement.

Owner shall be heard before each appropriate board agency or commission and the City Council at any required public hearing concerning a review of performance under this Agreement.

3. **Information to be Provided to Owner.** The City shall mail to Owner a copy of staff reports and related exhibits concerning Agreement performance, a minimum of ten (10) calendar days prior to consideration and review by the City Council.

4. **Annual Review Letter.** If Owner is found to be in substantial compliance with this Agreement after the Annual Review, the City shall issue, upon written request by Owner, a Review Letter to Owner stating that, based upon information known or made known to the City Council, the City Planning Commission, and/or the City Manager, this Agreement remains in effect and Owner is in compliance. Owner may record the Review Letter in the Official Records of the County of San Diego.

5. **Failure of Annual Review.** The City's failure to perform an Annual Review of Owner's substantial compliance with the terms and conditions of the Agreement shall not constitute or be asserted as a default by Owner.

ARTICLE VI

Delay, Default, Remedies, and Termination

1. **Notice and Cure of Default.** In the event of a material default, the Party alleging a default shall give the defaulting Party a notice of default in writing. The notice of default shall specify the nature of the alleged material default. During the Cure Period, the Party charged shall not be considered in breach. If the default is cured within the Cure Period, then no breach shall be deemed to exist. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which such alleged failure satisfactorily may be cured.

2. **Waiver.** Failure or delay in giving notice of default shall not constitute a waiver of any other material default. Except as otherwise expressly provided in this Agreement, a failure or delay in asserting any rights or remedies as to any default shall not operate as a waiver of any default or of any rights or remedies otherwise available to a Party or deprive a Party of the right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert, or enforce any rights or remedies it may have.

3. **Default by Owner.** The Director may recommend the review and termination of this Agreement to the City Council upon an occurrence of a material default that is not cured within the Cure Period. The foregoing does not limit any of the City's other remedies upon a material breach of this Agreement by the Owner.

4. **Default by the City.** Upon a material default by the City, that is not cured within the Cure Period, Owner, without limiting any of its other remedies, shall not be obligated to complete any of its obligations under this Agreement.

5. **Termination or Modification.** Any termination or modification of this Agreement shall be done in accordance with Article 58, Chapter 33 of the Escondido Zoning Code as well as any applicable state or federal law. Owner shall have sixty (60) days from the Effective Date to sign the Agreement or the Agreement shall automatically expire.

ARTICLE VII

Encumbrances and Releases on Property

1. **Discretion to Encumber.** This Agreement shall not prevent or limit Owner, in any manner, from encumbering the Property or any portion of the Property or any improvement on the Property by any mortgage. The City acknowledges that lenders providing financing may require modifications to this Agreement and the City agrees, upon request, from time to time, to meet with

Owner and/or representatives of lenders to negotiate in good faith any lender request for modification provided any modification does not will not affect the timely completion or fulfillment of any requirements in the Entitlements or this Agreement relating to the Public Benefits.

ARTICLE VIII

Miscellaneous Provisions

1. **Rules of Construction.** The singular includes the plural; the masculine gender includes the feminine; "shall" is mandatory; "may" is permissive.

2. **Severability.** If any non-material provision of this Agreement shall be adjudged by a court of competent jurisdiction to be invalid, void, or illegal, it shall in no way affect, impair, or invalidate any other provision of this Agreement. If any material part of the Agreement is adjudged by a court of competent jurisdiction to be invalid, void, or illegal, the Parties shall take all steps necessary to modify the Agreement to implement the original intent of the Parties in a valid and binding manner. These steps may include the waiver by either of the Parties of their right under the unenforceable provision. If, however, this Agreement objectively cannot be modified to implement the original intent of the Parties and the Party substantially benefited by the material provision does not waive its rights under the unenforceable provision, the executory portions of the Agreement shall become void.

3. **Entire Agreement.** Except as expressly referred to herein, this Agreement constitutes the entire understanding and agreement of the Parties with respect to the subject matter of this Agreement. This Agreement supersedes all other negotiations and previous agreements between the Parties with respect to that subject matter.

4. **Waivers.** All waivers of the provisions of this Agreement must be in writing and signed by the appropriate agents of the City or of Owner.

5. **Recording.** The City Clerk shall cause a copy of this Agreement to be recorded with the Office of the County Recorder of San Diego County, California within (ten) 10 days following the Effective Date. Upon the completion of performance of this Agreement or its revocation or termination, a statement evidencing completion, revocation, or termination signed by the appropriate agents of Owner and the City shall be recorded in the Official Records of San Diego County, California.

6. **Project as a Private Undertaking.** It is specifically understood by the Parties that the Project is a private development and that Owner shall have the full power and exclusive control of the Property subject to the provisions of this Agreement. Any improvements completed remain the property of the Owner unless the City has explicitly accepted any improvement.

7. **Captions.** The captions of the Agreement are for convenience and reference only and shall not define, explain, modify, construe, limit, amplify or aid in the interpretation, construction or meaning of any of the provisions of the Agreement.

8. **Consent.** Where the consent or approval of a Party is required or necessary under this Agreement, the consent or approval shall not be withheld unreasonably.

9. **The City's Ongoing Statutory Authority.** Except as expressly stated, nothing in this Agreement shall limit the City's authority and responsibility under the California Constitution and applicable California statutes to act in the best interests of the public health, safety, and welfare, and nothing in this Agreement is intended to limit in any way the legislative discretion otherwise afforded the Escondido City Council under state or federal law.

10. **Covenant of Cooperation.** The Parties shall cooperate with and assist each other in the performance of the provisions of the Agreement including assistance in obtaining permits for the development of the Property which may be required from public agencies other than the City. The covenant of cooperation shall include, to the maximum extent permitted by law, that the City shall use its best efforts to prevent any ordinance, measure, moratorium or other limitation from invalidating, prevailing over or making impossible any provision of the Agreement, and the City shall cooperate with Owner to keep this Agreement in full force and effect. Owner reserves the right to challenge any such ordinance, measure, moratorium, or other limitation in a court of law if it becomes necessary to protect the development rights vested in the Property pursuant to this Agreement.

11. **Further Actions and Instruments.** Each of the Parties shall cooperate with and provide reasonable assistance to the other in the performance of all obligations under this Agreement and the satisfaction of the conditions. Upon the request of either Party, the other Party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of the Agreement or to evidence or consummate the transactions contemplated herein.

12. **Successors and Assigns.** Subject to Article II Section 2 above, the burdens of this Agreement shall be binding upon, and the benefits of this Agreement inure to, all successors-in-interest and assigns of the Parties.

13. **Time of the Essence.** Time is of the essence of this Agreement and of each and every term and condition hereof.

14. **Applicable Laws.** This Agreement shall be construed and enforced in accordance with the laws of the State of California. All statutory references are to California statutes.

15. **No Waiver of Existing Rights or Applicable Laws.** This Agreement shall not constitute a waiver of any of Owner's existing rights or applicable laws, nor shall it limit or expand Owner's right to challenge any General Fee as being contrary to applicable law or to challenge any existing or Future Exaction as being in excess of Exactions permitted by applicable law.

16. **Authorization.** Each person executing this Agreement hereby warrants and represents that he/she has the authority to enter into this Agreement and to bind his/her respective entity to the provisions hereof. This Agreement may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original.

17. **No Third Party Beneficiaries.** This Agreement and each and every provision hereof is for the exclusive benefit of the Parties hereto and not for the benefit of any third party.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, the Parties have executed this Agreement:

CITY OF ESCONDIDO

By: _____
Paul McNamara
Its: Mayor

CITY OF ESCONDIDO

By: _____
Zack Beck
Its: City Clerk

555 W. GRAND AVENUE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

By: _____
Ed McCoy
Its: Authorized Member

APPROVED AS TO FORM:

CITY OF ESCONDIDO

OFFICE OF THE CITY ATTORNEY
MICHAEL R. MCGUINNESS, City Attorney

By: _____

Exhibit A

LEGAL DESCRIPTION

Real property in the City of Escondido, County of San Diego, State of California, described as follows:

(*On file with the City's Department of Community Development*)

Exhibit B

I. PUBLIC BENEFITS AND PUBLIC IMPROVEMENTS

A. **DYNAMIC ART FEATURE.** Owner shall design, construct and maintain a public art piece on the Project site that includes a dynamic and kinetic feature. The size shall be a minimum of 234 square feet and should be featured on the northwest corner of the Project. The final design, including but not limited to the location, colors and materials, shall be subject to the approval of the City staff design review committee. The final design shall be approved before a building permit shall issue for the Project. The Owner shall maintain the dynamic art feature in perpetuity and any assignment of this Agreement or the Property shall be subject to this maintenance obligation.

B. **PARKING LIFTS.** Owner shall design, construct and maintain five (5) parking lifts, each capable of stacking two vehicles in one parking space for the use of the residents of the Project. The Owner shall maintain the lifts in perpetuity and any assignment of this Agreement or the Property shall be subject to this maintenance obligation.

C. **CONTRIBUTIONS TO OPEN SPACE**. Owner shall contribute $20,000 towards open space improvements elsewhere in the City as a public benefit and to offset any impact from the Project. To the extent a reduction in the required open space is necessary as provided in the Downtown Specific Plan, the open space shall be allowed at 225 square feet per unit for the Project.

II. FEE CREDITS

A. **PUBLIC ART FEE CREDITS.** In recognition of the dynamic art feature the Project is providing, the Owner shall receive a fee credit towards the Public Art Fees required of the Project in an amount of $0.30 per square foot, not to exceed $30,000.

FUTURE CITY COUNCIL AGENDA ITEMS

Updated October 3, 2019

AGENDA ITEMS AND CITY COUNCIL MEETING DATES ARE SUBJECT TO CHANGE. CHECK WITH THE CITY CLERK'S OFFICE AT 839-4617

October 16, 2019
NO MEETING (League of California Cities)

October 23, 2019
6:00 p.m.

PRESENTATIONS	
	Fire Explorer Program
	California Center for Arts, Escondido Annual Report
PROCLAMATIONS	
	Breast Cancer Awareness
CONSENT CALENDAR	
	Sale of APN 233-022-21 and APN 233-022-23 (Portion) to 555 W. Grand Avenue, LLC (J. Procopio) *555 W. Grand Avenue, LLC has submitted an offer to purchase the subject property to include in the development of rental condominium units and a flex office/retail space on the ground floor of a four-story building. City and Buyer agree to a purchase price of fair market value as determined by an independent appraiser. The Developer will provide an initial deposit to escrow in the amount of ten thousand dollars to be held during the feasibility period.*
	Bid Award for the 2019 Street Rehabilitation and Maintenance Project Rebid (J. Procopio) *This Project will complete both rehabilitation and maintenance work as part of the City's Annual Street Maintenance Program and will focus on residential streets located in Maintenance Zone W, which is the area west of Interstate 15 between State Route 78 and Felicita Avenue. Substantial work is also expected on several local collector and above classified streets*
	Amendment to the Utility Fund Fiscal Year 2020 Operating Budget Adding Two Full-Time Positions to the Wastewater Budget and One Full-Time Position to the Water Budget (C. McKinney) *The proposed new positions are a Control System Supervisor (Water), two Wastewater Treatment Plant Operators (Wastewater), and a Utilities Safety Coordinator (Wastewater).*

CONSENT CALENDAR Continued

Consulting Agreement to Assist the City in its Efforts to Comply with America's Water Infrastructure Act
(C. McKinney)

On October 23, 2018, Congress signed into law the America's Water Infrastructure Act (AWIA). A section of the Act requires utilities to conduct a risk and resilience assessment of their community water systems and develop a corresponding emergency response plan. The San Diego County Water Authority (SDCWA) partnered with member agencies (including Escondido) to obtain proposals from firms to prepare the AWIA.

PUBLIC HEARINGS

Master and Precise Development Plan Modification for City Plaza (PHG 17-0026)
(B. Martin)

The Master and Precise Development Plan modification would allow the conversion of an existing residents-only gym into an additional dwelling unit. The gym would be relocated to a portion of the commercial space, but would remain a resident-only amenity. The additional dwelling unit would change the project density from 68.75 dwelling units per acre to 70 dwelling units per acre. The modification would also remove a specific list of permitted/conditionally permitted commercial land uses and instead rely upon the matrix contained in the Downtown Specific Plan. The proposal also includes the adoption of the environmental determination prepared for the project.

Short-Form Rent Increase Application for Imperial Escondido Mobile Estates
(B. Martin)

The application meets all the eligibility criteria for submittal of a short-form rent increase application. The amount requested covers a 24-month period of consideration from December 31, 2016, to December 31, 2018. Seventy-five percent of the change in the CPI for the period is 4.926 percent. The average space rent for the 200 spaces subject to rent control is $540.43. The average requested increase per space is approximately $26.62.

Downtown Specific Plan Amendment and Master and Precise Development Plan for the Quince Street Senior Housing Project (PHG 17-0028)
(B. Martin)

The Downtown Specific Plan Amendment would modify parking and open space requirements, and allow ground-floor residential uses through a Planned Development Permit at a property located at 220 N. Quince Street. The Master and Precise Development Plan (Planned Development Permit) would allow the subject property to be developed with a 145-unit age-restricted senior housing project. The proposal also includes the adoption of the environmental determination prepared for the project. ****This item will be continued from the October 9, 2019 City Council Meeting.***

East Grove Specific Plan Amendment (PHG 19-0023)
(B. Martin)

The applicant, acting on behalf of the Hidden Trails homeowner's association, would like to re-designate or change a portion of a small section of trail that was installed by the developer when the subdivision was created, immediately adjacent to Hidden Trails Road within the parkway portion of the public right-of-way The local homeowner's association has allocated a significant amount of their resources for its upkeep and ongoing maintenance, but the association is unlikely to be able to continually service this financial obligation.

CURRENT BUSINESS

Issuance of the 2019 Water System Revenue Refunding Bonds – Financing Plan and Legal Documents
(J. Ryan)

The 2007 Water Revenue Certificates of Participation provided financing for the City's Water System capital improvements. Refunding this bond issue will allow the City to realize net present value savings which will be passed on to the City's Water system users.

Year-End Financial Status Report for Fiscal Year 2018/19 and Budget Adjustment
(J. Ryan)

Quarterly financial reports present written financial updates to Council concerning certain funds of the City based on the most recent financial information available. These quarterly financial reports include budgetary information along with the actual resources received to date and the use of these resources in fulfilling each fund's financial plan. The report provides information for the General Fund, Reidy Creek Golf Course Operations, and Water, and Wastewater Funds.

FUTURE AGENDA ITEMS

Weekly Activity Report

October 3, 2019

Business News: Escondido Insight

Did you know that the City's Economic Development department's produces a monthly newsletter that features business spotlights, City related news articles, and events? Subscribe to get updates here. You can read this month's issue by clicking the image below.

CCAE Presents the World of Hip Hop with Grandmaster Flash

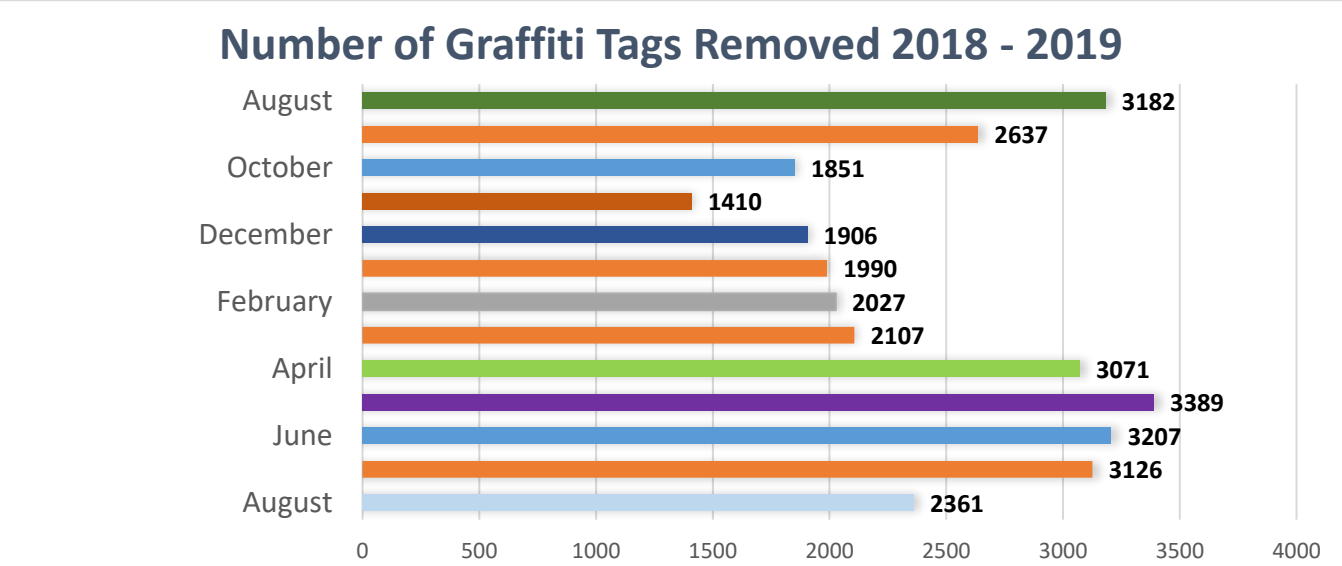
This Saturday, October 5, the Center for the Arts will be hosting an immersive evening of hip hop culture with Grandmaster Flash. He will be at the Center for a Master Class (live lecture and demonstration) followed by a performance in the Concert Hall at 8:00 p.m. Separate tickets are required for each part of the evening. More information can be found here.

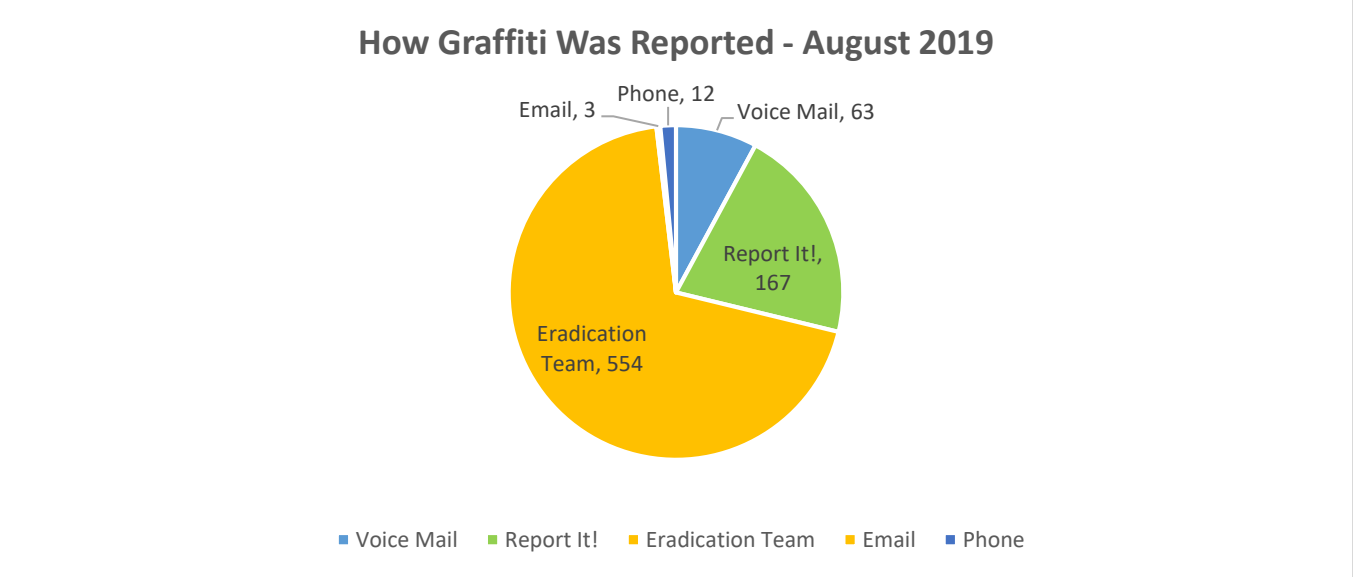
You can read more about Grandmaster Flash and his night in Escondido in the Coast News article below.

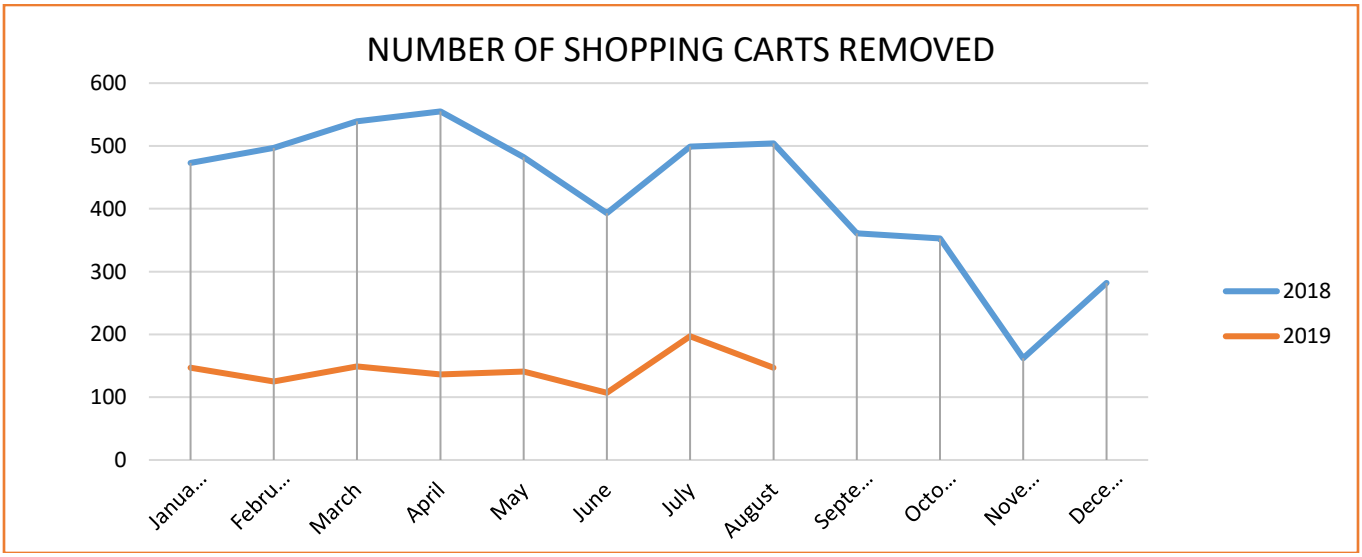
World of Hip-Hop with Grandmaster Flash

BY THE NUMBERS

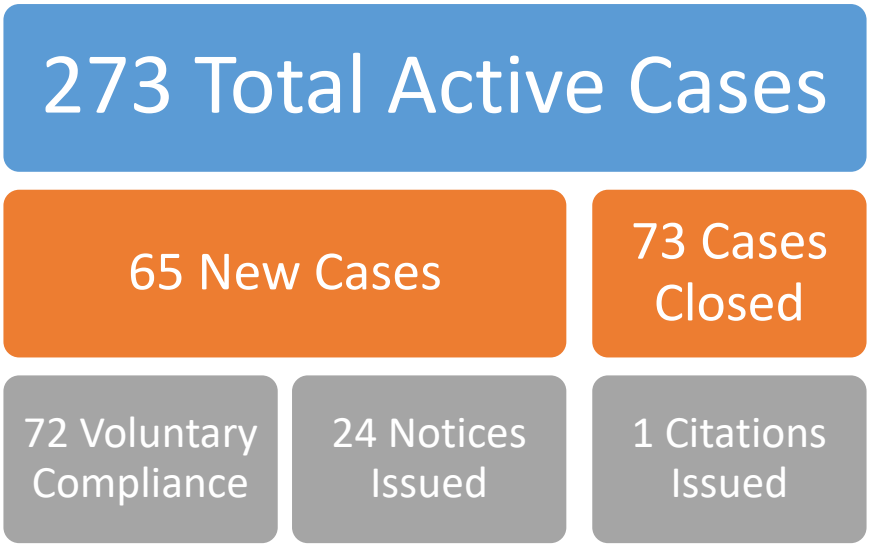
Public Works





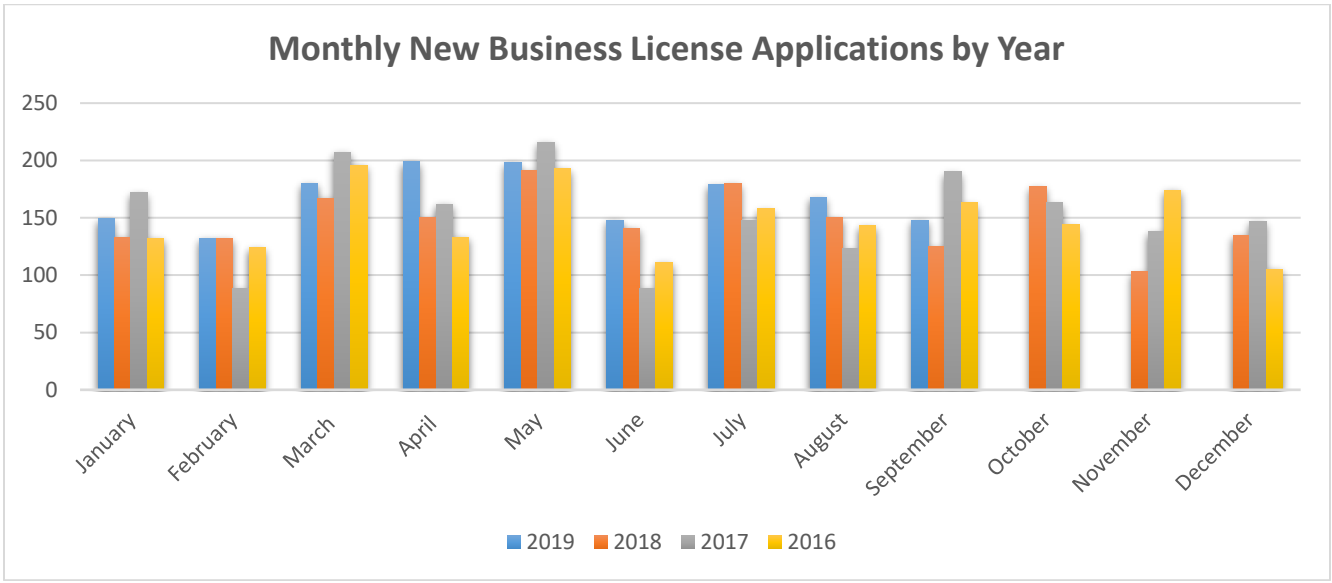


Code Enforcement



Total Code Cases (Year To Date)	2,074

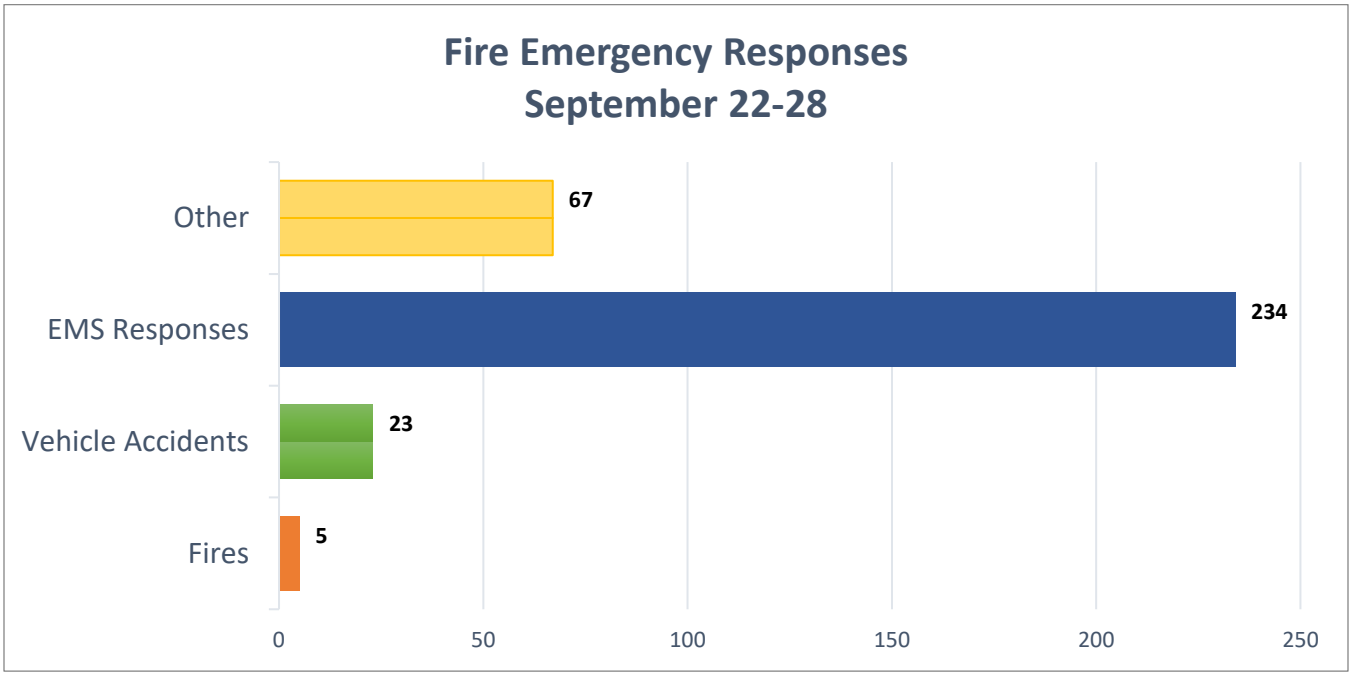
Business Licenses

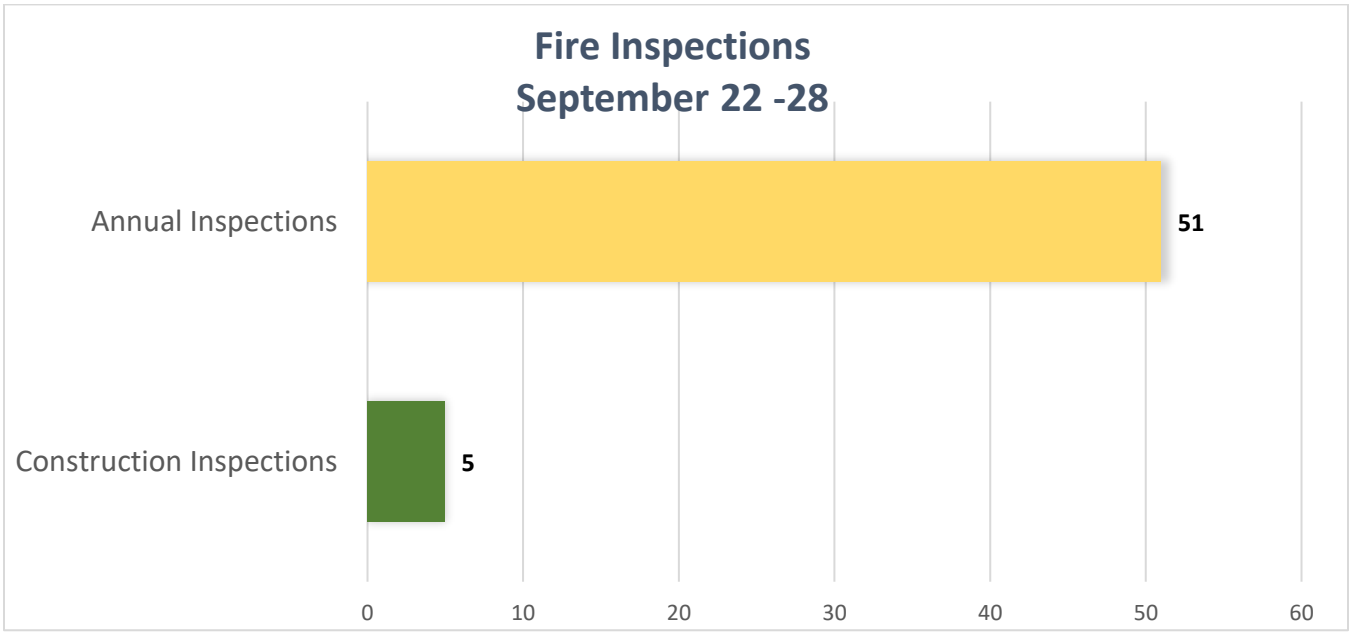


Graffiti Restitution

Collected This Week	Collected Year to Date
$106.57	$4717.32

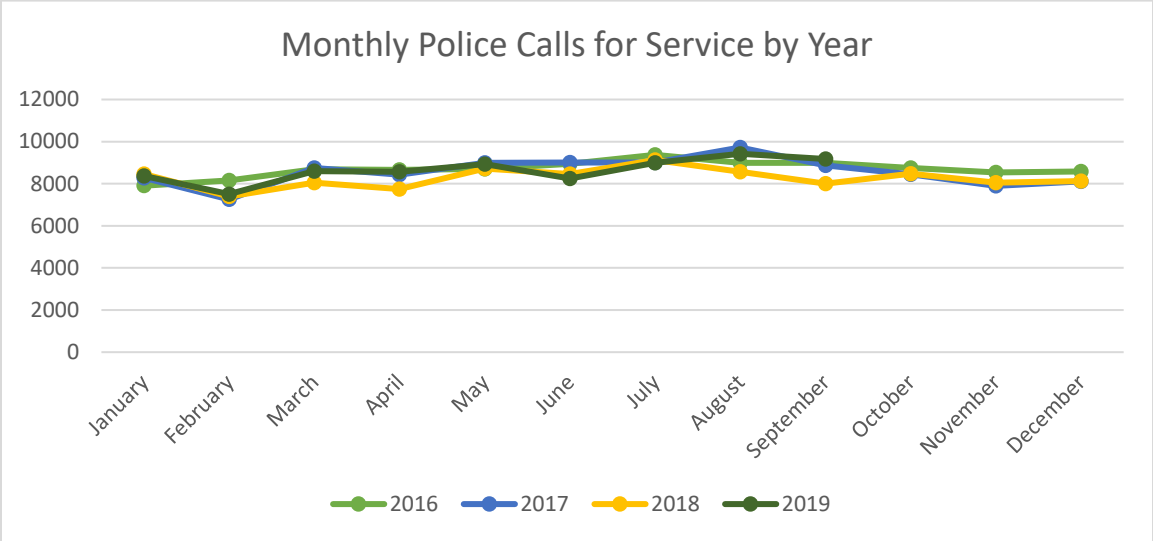
Fire

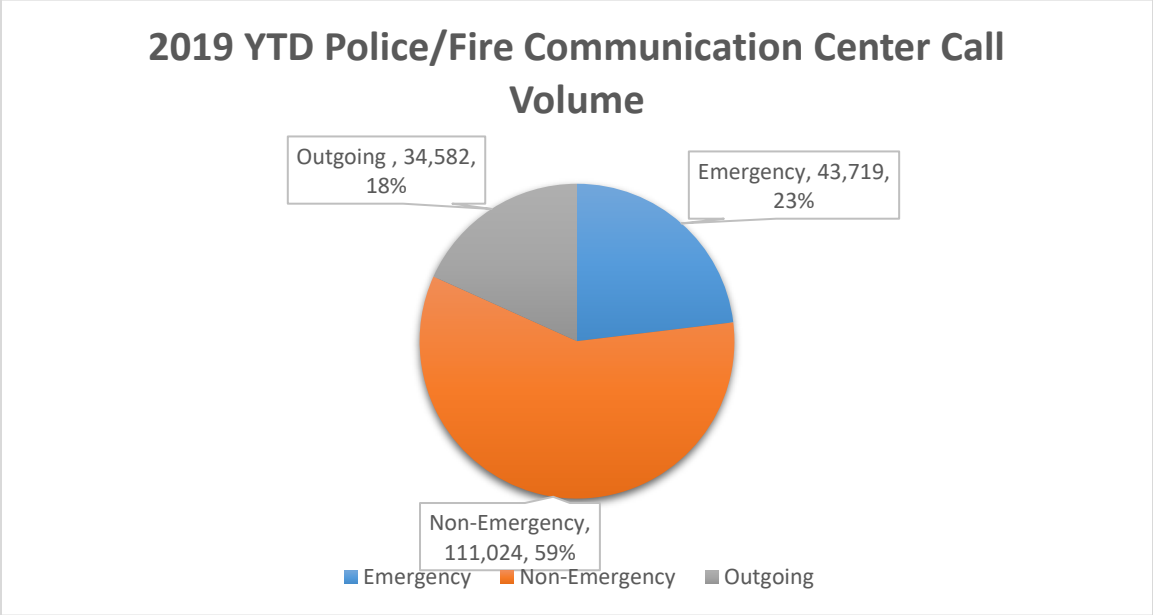




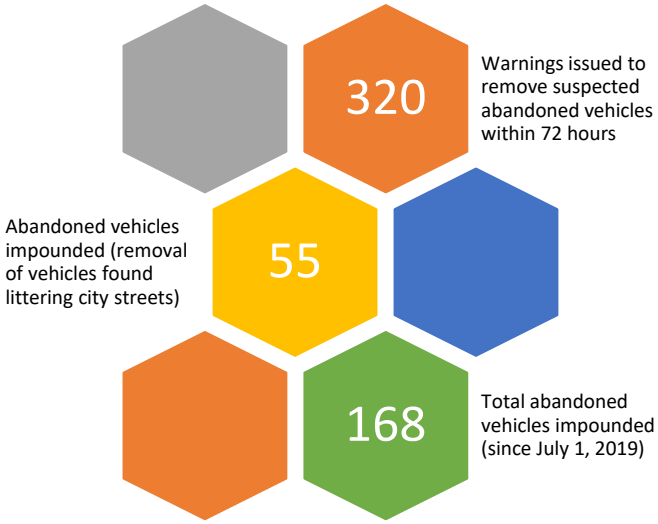
Total Emergency Responses (Year To Date)	12,794

Police:



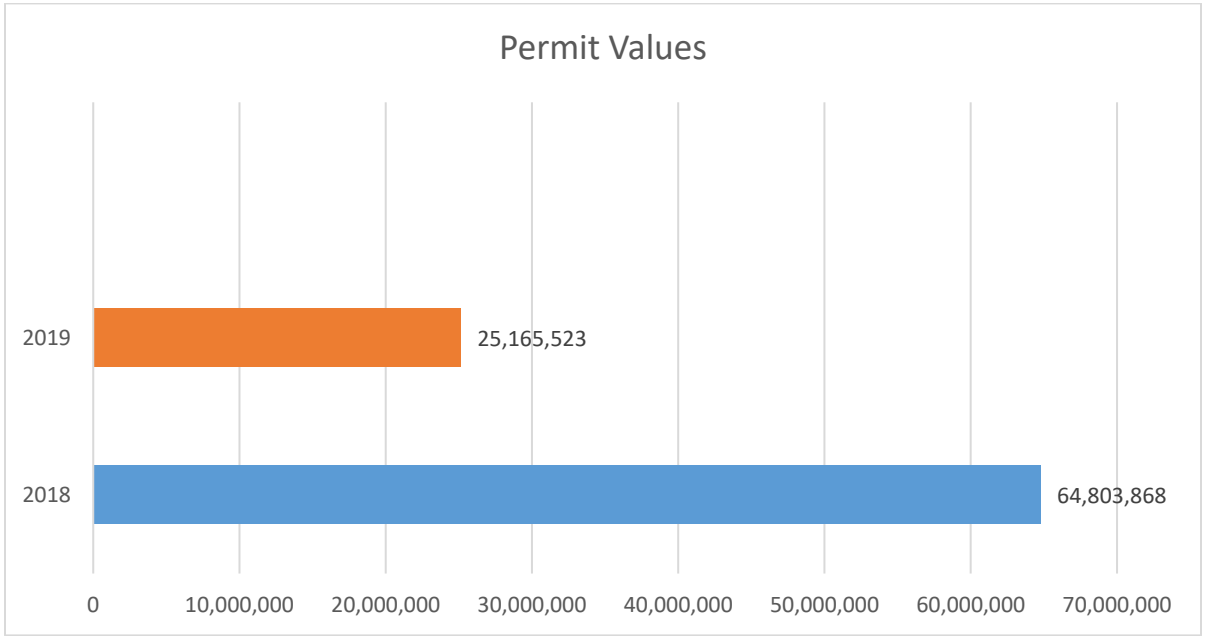


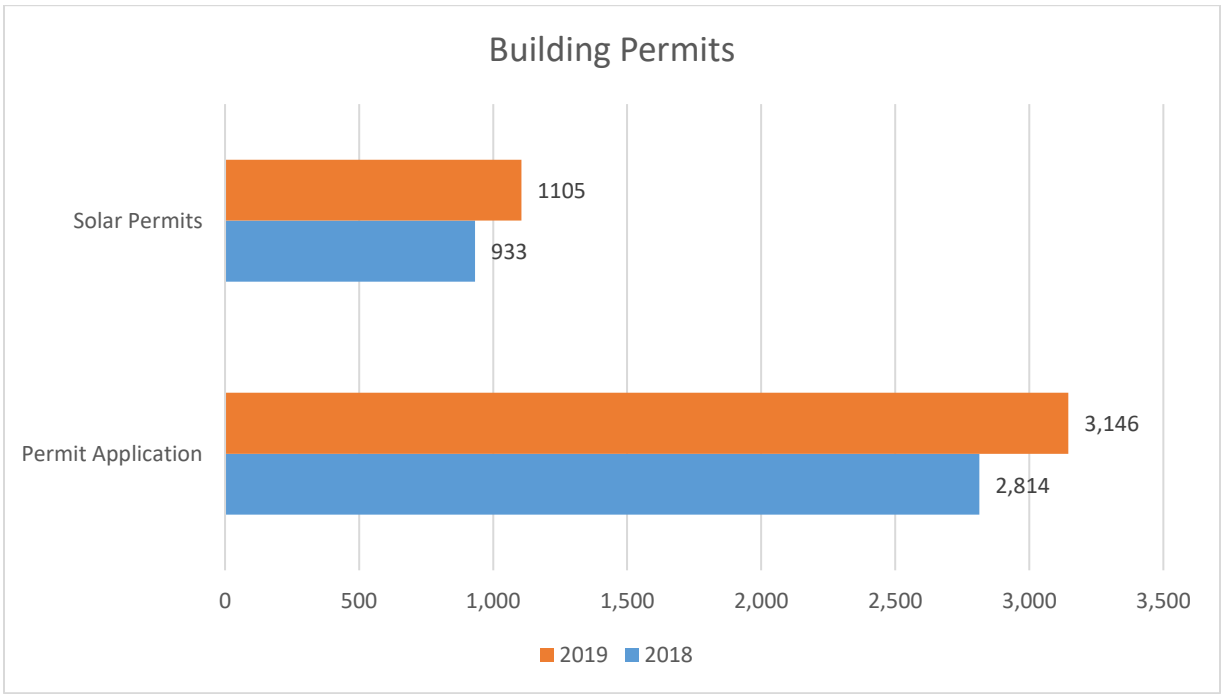
September Abandoned Vehicle Data



Building Division:

**Data reflects activity through September 28 of each year.*





VOLUNTEER PROGRAM

Events:
On Saturday, September 28, Boy Scout Troop 654 volunteered their time at Dixon Lake cleaning up the park and surrounding areas. Thanks Boy Scouts for your time and effort!

Get Involved:
If you would like to get involved with future projects and volunteer in Escondido, visit: https://www.escondido.org/volunteer-intern-program.aspx

POLICE DEPARTMENT

Incidents:

Windows at Two Businesses Destroyed, Man Arrested
On September 23 at 11:30 p.m., witnesses called 911 to report seeing an unknown male throw a rock through a window of Five Guys Burgers at 1348 W. Valley Pkwy. The male was then seen approaching an adjacent BevMo where he threw a trash can lid at a window. The window shattered, the man entered the business, and was seen leaving with a case of water. Officers found the man suspected of these crimes in a neighboring business complex. Mitchell Huntley

(30-year-old homeless resident of Escondido) was arrested on charges of vandalism, burglary, public intoxication, and parole violation.

COPPS Officers Make Drug Sales Arrest
On September 25, officers assigned to the Community Policing and Problem Solving (COPPS) Unit responded to a trespassing call in the 600 block of N. Broadway. Officers contacted a male who was later determined to be selling Methamphetamine. Officers seized over three grams of Methamphetamine and arrested Melvin Jones (61-year-old homeless resident of Escondido) on a charge of possession of a controlled substance for sales.

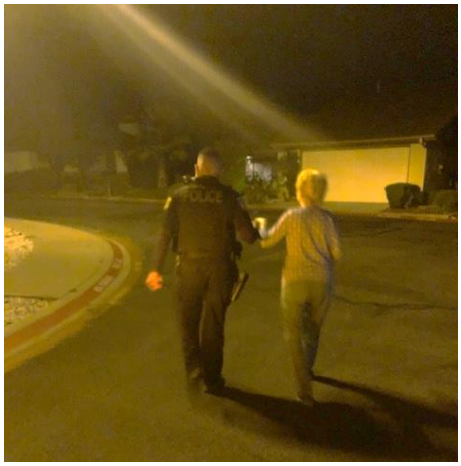
Attempt to Tag Police Car Ends in Arrest
On September 28 at about 11:45 p.m., officers were on-scene of a disturbance call in the 1100 block of E. Lincoln Ave. As the officers were managing the disturbance incident, they saw two males appearing to write graffiti on one of their marked police vehicles. Both males tried to run away as officers approached, but were quickly arrested after a brief foot pursuit. Johnathan Naranjo (21-year-old resident of Fallbrook) was arrested along with a 17-year-old juvenile on charges of vandalism and resisting arrest.

COPPS:
The COPPS (Community Oriented Policing and Problem-Solving) Unit is dedicated to increasing the quality of life for the residents of Escondido through pro-active responses to crime trends, quality of life issues, and addressing crime and public nuisance in Grape Day Park and at Maple Plaza.

- 3 arrests
- 7 citations
- 39 extra patrols

Events:

At all hours of the day and night, Escondido Police Officers can be seen helping members of our community. We received a photo recently that demonstrates our kindness. During the early morning hours of September 27, officers assisted an elderly resident in returning to her home. As you will see in the picture, Officer Omar Mondragon reassured this member of our community by holding her hand and walking her back home to be reunited with her worried husband.



Tip of the Week:

Child Safety: At Home Alone

1. Make sure your child can reach you by telephone, wherever you are. Have your child check in with you at work or with a neighbor when he or she gets home.
2. Save important phone numbers in your child's cell phone: Police Non-Emergency is 760-839-4722; Emergency is 9-1-1; Fire Department (to report a fire) is 9-1-1; Poison Control Center is 800-876-4766; trusted neighbor.

3. Tell your child to always let you know if they are going to visit a friend, or are going to be late coming home from school. Agree on rules for having friends over or going to someone else's house when no adult is present.
4. Work out an escape plan in case of fire. If a fire does start while your child is home alone, advise them to out of the house as quickly as possible and to always call 9-1-1 from outside of the home. If they do not have access to a cell phone, instruct them to call from a neighbor's house.

Tell your child to never open the door to a stranger. Tell your child to call 9-1-1 if someone tries to get into the house, or seems to be hanging around. Teach your child how to work door and window locks, and to always keep the garage door closed.

FIRE DEPARTMENT

News:

On Monday, September 23, the Escondido Fire Department Prevention Personnel joined The Burn Institute at Juniper Elementary School for their "Fire Safe Kids Program". This presentation included a 30-minute assembly with a slide show, and interaction with the children on fire safety in the home. Escondido firefighters also provided a 30-minute demonstration of fire and rescue equipment and a tour of the fire engine. This is a very informative program and will be provided to all K-6 classes throughout Escondido.

On Tuesday, September 24, several fire department personnel, including support volunteers, attended the Park Avenue Senior Center Wellness Expo. The crews spent time providing fire safety information to senior citizens in attendance and the Support Volunteers performed a demonstration on how to use portable fire extinguishers.

On Thursday, September 25 the Escondido Police Crime Unit held a community presentation for Escondido apartment managers. Escondido Fire Prevention Specialist II, Sandra Bauer, gave a 30-minute presentation on mandatory annual apartment inspections, fire code violations often found and safety tips. Group managers had the opportunity to ask questions and address specific issues of concern.

On Friday, September 26 at approximately 4:56 a.m., the Escondido Police and Fire Communications Center received a report of a residential structure fire in the 500 block of 7th Ave. The first arriving fire engine found all the residents evacuated because they were made aware of the fire by a smoke detector. The fire was contained and controlled to the room of origin in 33 minutes. There were no injuries to firefighters or civilians. The cause of the fire is under investigation.

On Saturday, September 28, Engine 134 (Captain Ferris, Engineer Good, and FFPM Cowell) participated in the Westfield Shopping Center Safety Fair. The crew set up a Kids Safety Station inside the Old Navy store and they provided educational materials to attendees and discussed fire safety with children and shoppers.

COMMUNITY DEVELOPMENT

Major Projects Update

The following major projects are being reviewed and coordinated by Planning, Engineering, Fire, Building and Utilities. The list of projects below encompasses recent project updates and/or milestones from last week.

Commercial / Office:

1. Escondido Research and Technology Center (ERTC) – West (Developer: James McCann) 2181 Citracado Parkway – A plan for a new two-story, 57,000 SF, 52-bed Palomar Rehabilitation Institute (PRI) was submitted as a Plot Plan on July 31, 2017. The Plot Plan approval letter was issued on February 7, 2018. An MOU explaining the phasing and proposed parking improvements for the hospital has been signed by all parties and was completed on July 15, 2019. The state OSHPD will issue building permits and oversee construction inspections. Site preparation and grading activities for the PRI building has commenced. A grading permit has been issued for the parking lot expansion on the Lot 1 property.

2. Escondido Research and Technology Center (ERTC) – East (Developer: James McCann) 2130 Citracado Parkway – Building plans for a 71,656 SF medical office building in this approved medical complex area across from Palomar Hospital were submitted into plan check on October 9, 2018. A subsequent plan submittal increased the size of the building to approximately 80,000 SF, which exceeds the specific plan allowance for that planning area. A plot plan application for the modified building design has been submitted by the applicant. A fee deferral agreement has been signed by all parties in anticipation of building permit issuance.

Industrial

1. Escondido Self-Storage Facility (Developer: Brandywine Homes, Inc.) 2319 Cranston Dr. – Updated building plans were resubmitted into plan check on July 24, 2018. Esgil, Engineering and Fire approved the plans several months ago. Planning met with the architect on July 18, 2019, to finalize design for the screening of rooftop mechanical equipment and then approved the building plans the same day. The grading permit has been approved and grading has commenced on the site. Issuance of the building permit is imminent.

2. Citracado Business Park (Developer: Dentt Properties) 2207 Harmony Grove Road – A proposed specific plan for two industrial warehouse/office buildings (145,930 SF and 125,930 SF) with the buildings to be separated by the future extension of Citracado Parkway. The application was submitted on August 14, 2018. All departments have completed their initial review and comments were sent to the applicant on September 17, 2018. SDG&E also has provided comments regarding the high voltage power lines that traverse the site. The applicant's traffic consultant submitted revised methodology and distribution to Engineering on October 19, 2018. A meeting with the applicant to review the various departmental comments occurred on October 29, 2018. The developer team met with several departments on April 4, 2019, primarily to discuss traffic-related issues. Planning and Building are awaiting submittal of a demo permit for the two abandoned residences on the site. A revised Traffic Impact Analysis was submitted to Engineering on August 8, 2019. The developer and consultant team met with Engineering and Planning on August 20, 2019, to discuss proposed traffic mitigation

measures. Caltrans has recently responded favorably to the Engineering Division's suggestion of adaptive signal timing as feasible mitigation for the Nordahl/Hwy 78 area.

City Projects

1. Membrane-Filtration Reverse Osmosis (Developer: City of Escondido Utilities Department) SE corner Ash/Washington – On January 16, 2019, the City Council expressed continued support for the MFRO, but directed staff to investigate moving the facility from Ash/Washington to another location. A city-owned property located at 901 W. Washington Avenue has been selected as the new MFRO site. An on-site meeting with the selected design-build and environmental contractors occurred on January 28, 2019. Preliminary geotechnical and survey work is underway. Helix Environmental Planning will be preparing the draft environmental documents. A Design Build Agreement was approved by the City Council on April 3, 2019. The Design Build Agreement with Filanc+BC Joint Venture provides for design and pre-construction services. The Design Build team met with Utilities and Planning on May 15, 2019 and June 5, 2019 to discuss design and timeline issues. A revised draft site plan was submitted to Planning on July 10, 2019. A draft environmental review document is in preparation. Tribal consultation letters (i.e. AB 52 notification) to interested tribal groups were sent August 2, 2019. City staff met with the Design Build team to review site plan comments on August 14, 2019, and again on September 3, 2019. A storm drain issue identified on the site is currently being investigated by staff. The design team is working to put the Plot Plan application together for review by all departments.

2. Lake Wohlford Replacement Dam (Developer: City of Escondido Utilities Department) – A Draft EIR was prepared and issued for a 45-day public review period that began on October 4, 2016 and closed on November 17, 2016. A field visit with staff from the state and federal wildlife agencies took place on May 11, 2017, to review biological mitigation requirements including an agency request for full mitigation for emergent vegetation at the eastern end of the lake that came into existence since the lake level was reduced for safety reasons. Staff sent a follow-up letter to the wildlife agencies on June 29, 2017, seeking clarification on the proposed biological mitigation requirements. Additional information has been compiled and analyzed by the City's biological consultants based on recent conversations with the agencies. The biological consultant and staff met with the wildlife agencies on November 28, 2018 to discuss a modified approach to fulfilling mitigation requirements. Written information summarizing what was discussed at the meeting was transmitted to the agencies on December 4, 2018. City staff concluded a revised assessment of potential biological impacts and met with the agencies to present the findings. Additional information requested by the agencies was prepared and submitted as requested. The agencies responded they do not concur with the alternative mitigation proposal and the issue remains unresolved.

Residential

1. Harvest Hills (aka Safari Highlands Ranch) (Developer: Jeb Hall, Concordia Homes) 550 lots east of Rancho San Pasqual – A Notice of Availability for the Draft EIR was issued on October 16, 2017 for public review and comment. The comment period ended on January 2, 2018. Staff transmitted all the comment letters and emails to the Draft EIR consultant for review and to prepare a response to each comment. The Draft EIR and appendices have been posted on the City's website at the following link:

   https://www.escondido.org/safari-highlands-ranch-specific-plan.aspx

The responses to comments have generated related revisions to the project design. The applicant's engineer submitted a revised tentative map on October 26, 2018. Generally, the amount of grading and the area of disturbance has decreased, while the overall number of 550 residential lots has remained the same. Engineering met with the project engineer and applicant on January 31, 2019, to discuss their comments on the revised tentative map. The revised tentative map and exhibits have been posted on-line at the link above. The applicant met with Traffic Engineering during the week of February 25th to discuss off-site improvements. Staff, applicant and biological consultant met with the wildlife agencies on April 23, 2019, to discuss the revisions to the project design mentioned above. The applicant and staff met on June 20, 2019, to refine the list of outstanding issues remaining to be resolved prior to advancing to public hearings for the project. The applicant met with Traffic Engineering staff on August 15, 2019, and agreement was reached on several of the off-site mitigation locations. Additional information regarding biological resources was submitted on August 29, 2019.

2. 18 lots at 701 San Pasqual Valley Rd (Developer: Bob Stewart) – Staff comments on the revised tentative map were issued the last week of July 2017. The applicant has occasionally engaged in discussions with various departments since that time, but has declined a staff offer to schedule a comprehensive meeting with all city departments. Another set of revised plans were submitted the week of November 26, 2018. Planning, Engineering and Utilities comments on the revised plans were issued on February 25, 2019. In response to a follow-up discussion with the applicant, Planning provided additional comments on April 29, 2019. Additional discussions between the applicant and the City to resolve project issues occurred on June 20, 2019.

3. The Villages at Escondido Country Club (Developer: Jason Han, New Urban West, Inc.) 380 residences – The City Council voted 3-2 to approve the project on November 15, 2017. The applicant submitted rough grading plans, drainage improvement plans and utility relocation plans for all three villages on May 7, 2018. Most of the plans are in third or fourth plan check. Engineering comments were returned on March 12, 2019; and the developer team met with Engineering on April 1, 2019, to discuss the comments. The homebuilder met with Building, Engineering and Planning on April 24, 2019 to discuss the building plan check and precise grading plan processes. A revised Certified Tentative Map for substantial conformance review was submitted on May 23, 2019 and included a proposal to relocate approximately 10 residential lots within the development. These changes in Villages 2 and 3 resulted from comments provided by the Regional Water Quality Control Board and that agency now has issued a permit. The revised Certified Tentative Map was approved on September 3, 2019. A resubmittal of Village 1 plans including grading, storm drain and the specific alignment plan for Country Club Lane was received on June 18, 2019. A rough grading permit for Village 1 was issued on September 16, 2019. A resubmittal of final engineering for Villages 2 and 3 is expected this week.

   The approved tentative subdivision map, Final EIR and appendices, Specific Plan and other related information can be accessed on the City's website at the following link:

   https://www.escondido.org/ecc.aspx

4. North Avenue Estates (Developer: Casey Johnson) 34 lots at North Ave./Conway Dr. –The City Council approved the project on January 10, 2018. LAFCO approved the annexation application on October 1, 2018, and the annexation has recorded. The new homebuilder, Taylor Morrison Homes submitted a Precise Development Plan to Planning on December 14, 2018. Grading plans, final map and improvement plans were submitted for review on

December 7, 2018. Engineering met with the applicant's engineer on January 31, 2019 to discuss drainage issues. A revised Certified TM was approved on March 14, 2019. Final engineering plans were resubmitted on March 21, 2019. The project engineer, Engineering and County Water Authority staff met on April 2, 2019, to discuss the street and utility crossings over the CWA aqueduct. The applicant's engineer submitted a revised design to address the CWA issues the week of June 3rd. Building plans for four model homes were submitted into plan check on July 15, 2019, and comments were returned by Planning. Revised grading and landscape plans and final map were submitted on July 30, 2019. The Precise Development Plan was approved by the Planning Commission on August 13, 2019. The project engineer has notified Engineering that revised plans will be submitted soon.

5. Aspire (131 apartment units on Municipal Lot 1) (Developer: Addison Garza, Touchstone Communities) – The proposal consists of a six-story mixed-use development across from City Hall on Parking Lot 1. The project was initially submitted for entitlement processing for a 106-unit development on June 23, 2017. On March 14, 2019, the applicant submitted a revised project under state and city density bonus law that increases the number of dwelling units in return for the provision of 11 Very Low Income housing units. The increased density (now 131 units) has been accommodated by eliminating all 3-bedroom units to allow additional studio, one- and two-bedroom units within the same building structure. The project includes 4,289 square feet of commercial space on the ground floor, primarily fronting on Maple Street Plaza. A purchase and sale agreement for the project site (Parking Lot 1) was approved by the City Council on September 19, 2018. Concerns regarding parking have been expressed; and the applicant's parking consultant submitted a parking study on January 17, 2019. A proposed Development Agreement was submitted for staff review on April 24, 2019. Engineering completed final review of the traffic study and storm water plans, asking for modifications to complete the reports. The Planning Commission voted 6-1 to recommend approval of the project on August 27, 2019. The City Council hearing occurred on October 9, 2019.

6. Quince Street Senior Housing (Developer: Matt Jumper, 220 Quince, L.P.) 145 apartment units at 220 N. Quince St. – The five-story affordable senior housing apartment project was submitted on November 21, 2017. The applicant submitted revised plans on May 3, 2019. Public review of the Draft Mitigated Negative Declaration resulted in two comment letters. A Final MND was prepared and included in the staff report, which was presented to the Planning Commission. The project was reviewed by the Planning Commission on August 13, 2019 and the commission unanimously supported the project. The City Council considered this item at their September 25, 2019, meeting and requested additional information. A continued public hearing has been set for October 23, 2019.

7. Sager Ranch/Daley Ranch Resort Specific Plan (Developer: J. Whalen Associates, Inc., Sager Ranch Partners) 203 housing units and 225-room resort hotel on 1,783-acres, just north and east of Daley Ranch – This proposed residential and resort hotel annexation and specific plan project was received on March 2, 2018. The project submittal has been deemed incomplete and a letter from staff requesting additional project related information was sent to the applicant on April 4, 2018. Requested information includes annexation exhibits, proposed general plan amendment text, a proposed Transfer of Development Rights Program, environmental initial study, and a fiscal impact analysis. Planning met with the applicant on May 17, 2018 to discuss items listed in the letter. A follow-up meeting to discuss engineering issues occurred on June 27, 2018. The applicant met with Escondido Fire and Valley Center Fire on August 1, 2018 to discuss fire protection issues. Significant fire-related issues to be addressed include the steepness of the project entry road, secondary emergency access and Fire Department response times. A follow-up meeting with the applicant to discuss these issues occurred on

October 11, 2018. On April 5, 2019, the applicant provided a letter response with alternative compliance proposals to address some of the fire-related issues. On May 14, 2019 the applicant provided additional fire-related information requested by Fire and Planning. Fire, Planning, and Engineering staff met with the applicant team on May 29, 2019 to discuss the fire-related information. A financial feasibility study for the proposed resort was submitted on July 8, 2019.

A project webpage containing draft documents and plans has been added to the Planning Division's website at the following link:

Sager Ranch Resort Specific Plan - City of Escondido

8. Nutmeg Condo General Plan Amendment (Developer: Jim Simmons, CCI) 137 townhome condo units on 7.7 acres on both sides of Nutmeg between I-15 and Centre City Parkway – This proposed multi-family residential development includes a GPA from Office to Urban III (up to 18 du/acre) as well as a specific alignment plan for Nutmeg and a vacation of approximately one acre of public right-of-way for use in the project. The project application was received on June 15, 2018. Initial comments from Planning, Fire, Engineering, Utilities and Traffic Engineering were provided to the applicant on July 13, 2018. A Notice of Availability for the Draft EIR was issued May 7, 2019, announcing a 45-day public review period from May 10, 2019 to June 24, 2019. Caltrans expressed a concern for having encroachment into their right of way. As a result, project revisions are necessary for the southern portion of the property to accommodate grading and fuel modification zone planning on-site. The applicant met with Planning and Engineering on August 14, 2019 to discuss potential changes to the project. The project applicant is splitting the project into northern and southern pieces with the Final EIR and northern piece progressing to public hearing with Planning Commission on October 22, 2019.

9. Oak Creek (Builder: KB Homes) 65 single-family residential lots on approximately 44 acres at Felicita Road and Hamilton Lane – The Zoning Administrator approved a modification to the Precise Development Plan to revise the architecture on October 25, 2018. On-site remediation of hazardous materials has been completed and DTSC has issued a clearance letter. On-site improvement plans have been approved. The rough grading permit was issued on April 18, 2019, and grading has commenced on the site. The Precise Grading Plan for the model homes has been approved and building permits for two model homes were issued the week of July 8. A Model Home Permit was approved by Planning on July 10, 2019, for the sales office and temporary improvements. A second plan check submittal for the final map was received the week of May 13. Second plan check for the off-site improvement plans was received on June 3, 2019. Engineering comments have been returned and Engineering has approved all improvements, excepting those provided for on Felicita, which additional changes are expected. County of San Diego staff from the Parks and Public Works Divisions have met with the applicant to discuss ways to evaluate floodplain and drainage issues occurring at the Felicita Park. A follow up meeting with Engineering occurred on August 28, 2019. In response the applicant submitted a hydraulics study to DPW on September 9, 2019.

10. 555 West Grand Mixed-Use Building (Developer: Ed McCoy) 32 condo units in three floors over a parking garage – This 32-unit mixed-use development with 610 SF of office/flex space was submitted as a planned development application on August 27, 2018. The project is seeking a reduction in parking and open space standards. Initial multi-department comments were sent to the applicant on September 26, 2018. The applicant met with Fire, Engineering, Planning and Utilities staff on October 16, 2018 to discuss the staff comments. It is anticipated

that water lines will need to be upsized on Quince and Grand. The applicant submitted a parking study on May 13, 2019, to support the proposed reduction in the number of parking spaces. The applicant met with Engineering and Planning staff on May 22, 2019 to discuss the driveway location and Development Agreement terms. Project plans were resubmitted to the City on June 24, 2019. The project was recommended for approval by the Planning Commission on September 10, 2019. The City Council discussed the project on October 9, 2019.

11. Villa Portofino (Developer: Chris Post, ATC Design Group) 15 apartment units in a three-story building with parking garage at 2690 S. Escondido Blvd. – This 15-unit multi-family residential project on a 0.52-acre parcel between S. Escondido Blvd and Cranston Drive was submitted as a Plot Plan application on November 28, 2018. A comment letter was issued on December 20, 2018. Comments included the need to evaluate the building construction type for fire purposes and consider the design standards in the South Centre City Specific Plan. Planning, Fire and Engineering met with the applicant on June 10, 2019, to discuss revisions to the plans intended to address the previous comments. Utilities has requested a sewer study to assess potential impacts to the nearby Lift Station 2. A revised project design was routed to all departments on August 23, 2019. A Development Agreement will be required to reduce open space.

12. Palomar Heights (Developer: Ninia Hammond, Integral Communities) Demolition and redevelopment of the old Palomar Hospital site with 510 multi-family units – A proposed Tentative Map, Planned Development, Specific Plan Amendment and EIR to redevelop the 13.8-acre former hospital site. Up to 5,500 square feet of recreation or commercial space could be included. A partial project application was submitted on December 24, 2018. Engineering and Planning comments on the initial project submittal were sent to the applicant on February 12, 2019. A contract for a developer-funded planning consultant to work on this project as an extension of Planning staff was approved by the City Council on February 13, 2019. Planning Engineering and Fire met with the applicant team on February 27, 2019 and again on April 24, 2019 to go through proposed revisions to the site plan and building designs. The applicant revised the plans to increase the unit count from 424 units to 510 units. A Notice of Preparation (NOP) for the Draft EIR was issued on May 3, 2019 and a public scoping meeting took place on May 20, 2019. The public comment period for the NOP closed on June 3, 2019, and approximately 28 comment letters and written forms from the scoping meeting were received. Resubmittal of the redesign package was filed on June 25, 2019. Design and site plan information was submitted on July 1, 2019 and a screen check EIR was submitted on July 29, 2019. City comments on the design package was transmitted on August 2, 2019. Comments on the screen check EIR were issued on August 27, 2019. It is anticipated that the draft EIR will be released for public review and comment in mid to late fall. Revised project plans were submitted to Planning on September 11, 2019. A Planning Commission work session focused on project design occurred on October 8, 2019.

    The development proposal and other related information can be accessed on the City's website at the following link:

    https://www.escondido.org/palomarheights.aspx

13. Henry Ranch (Builder: Joe Martin, Trumark Homes) An approved development of 97 single-family residential homes on 74.35 acres at the eastern terminus of Lincoln Avenue – The Tract 920 development proposal was originally approved in 2007 and an extension of the associated Development Agreement was approved in 2016. Final Map, grading plans and improvement plans were submitted for initial review on February 12, 2019. Architectural plans were submitted for Design Review on February 15, 2019, and comments were issued on March 14, 2019. The second submittal of final engineering was received on April 22, 2019, and several rounds of comments have been issued. The project applicant is still working on the improvement plans, particularly water service issues. Fire Department staff met with the applicant on August 2, 2019 to review a plan to privatize hydrant installation and maintenance.

14. Del Prado (Developer: Kerry Garza, Touchstone Communities) – An approved 113-unit townhome-style Planned Development located at the southwestern corner of Brotherton Road and the Centre City Parkway frontage road - The Del Prado project was approved by the City Council in May of 2016. The project site is separated into two parcels by an SDGE parcel. Engineering and Planning are reviewing third plan check for final map, grading and improvement plans for Del Prado South. Del Prado North is in second plan check for the same plans. No building plans have been submitted into plan check. Planning has provided comments for the North landscape plans. The applicant is attempting to resolve sewer issues with the Regional Water Quality Control Board because sewer lines are proposed to cross over water lines. Utilities is awaiting resubmittal of a full set of plans and met with the applicant on August 1, 2019 to review potential redesign options. Planning approved the South landscape plan.

15. Pine Street Apartments (Developer: Paul Mayer, Pemcor) A five-story, 198-unit apartment complex with structured parking on 2.31 acres – A proposed planned development and Specific Plan Amendment for a new residential development on Third Avenue between Quince Street and Pine Street in the Mercado District of the Downtown Specific Plan. The development proposal was submitted for initial review on August 2, 2019. Plans have been distributed to all departments. The applicant recently notified staff that the project economics will require a significant redesign and that revised plans will be forthcoming.

16. Accessory Dwelling Units – Planning staff is currently working on nine (9) applications for accessory dwelling units. Twenty-four (24) accessory dwelling units have been approved so far this year. Twenty-four (24) accessory dwelling units were approved in 2018. Three (3) accessory dwelling units were approved in 2017.

Building Division:

1. The Building Division issued 76 permits (including 28 solar photovoltaic) with a total valuation of $587,103 including a commercial addition with a value of $300,00 for the Shell Station located at 615 W. El Norte.

2. Our building inspectors responded to 211 inspection requests. 191 customers visited the Building counter during the week.

3. *No change from the previous.* The Latitude 2 apartment project at 650 Center City Pkwy has received Building final approvals and Temporary Certificates of Occupancy for buildings 1-4. Field Engineering have released Building 6 for TCO. The Building Division has granted a Temporary Certificate of Occupancy, with minor restrictions and is awaiting a request for

Final inspection of Bldg. 6. Final Inspection pending the receipt of all final reports from the contractor.

4. *No change from the previous.* The new two story church sanctuary building at 1864 N. Broadway is progressing toward final inspection. Finish work continues to proceed and may take several weeks to complete. A Final Inspection will be performed once work is completed and requested by the contractor.

5. *No Change from the previous*. The new 105 room hotel at 200 La Terraza is currently operating on a Temporary Certificate of Occupancy, pending Engineering final approval. Work is on-going to complete Engineering conditions, however, additional time is needed; Since their current TCO expires today they will be granted an additional 30-day extension, which will expire October 16th, 2019.

6. The new five-story storage building at 852 Metcalf St has completed T-bar ceiling grid and has been approved by staff. *The hold on inspections has been lifted by the Building Inspection staff, with the condition that no work is to be performed in the Bio-retention basin. Plans to address the corrective measures for the Bio-retention basin are currently under review by Engineering*. The installation of outdoor lighting standards has been approved.

7. The Gateway Grand 126-unit apartment project at 700 W. Grand Ave. has received approval of exterior shear for 4th and 5th floors. 4th floor corridor shear walls have been approved for Building B. Floor sheathing for 4th floor of Building C has been approved. Plumbing top out has been approved for the leasing office and club house.

8. *No change from the previous*. The new apartments at 917 W Lincoln Ave, consisting of 3 buildings and 9 total units, has received partial approval of drywall. Drywall installation is complete. Finish work is on-going and will take several weeks to complete. Staff is awaiting a request for final inspection.

9. The new 2 story 20,000 sf office building for Superior Ready Mix on 1564 W. Mission is awaiting final inspection.

10. *No change from the previous*. KB Homes, located at the Oak Creek development on Daisy Field Glen has completed the model home construction phase of the development. Plan revisions have been submitted and are currently under review. Staff has been informed by KB's permit coordinator that requests for permit issuance of the first phase could be occurring within the next 2 to 3 weeks. The number of homes in the first phase could total between 12-16 dwellings. Construction of the Guard shack is currently underway-so far framing, roof sheathing, drywall and exterior lath have been approved.

11. The Starbucks "shell" building located at 350 W. Valley Pkwy has received partial pre-roofing inspection to allow for shear transfer connections to be placed. Exterior shear has been approved and rough framing, electrical, plumbing and mechanical will be inspected this week.

ENGINEERING DEPARTMENT

Capital Improvements:

1. Transit Center Pedestrian Bridge Project – On the north end of the project the contractor resumed operations after last week's rain to shape the new channel alignment. Installation of a new water service lateral along Grand Avenue at Spruce Street is nearing completion. The contractor is removing existing wall segments along Spruce Street and 3rd Avenue in preparation of the new masonry flood wall design. Fifty-five (55) working days remain on the contract.

2. Storm Drain Pipe Lining and Rehabilitation Project Phase1 – The project consists of 14 work zones and 3 Bid Alternate locations for the videoing, grouting, repairing, and lining of existing corrugated metal pipes (CMP) within the City's inventory. Surface restoration of the asphalt roadway is the order of work for this week.

3. El Norte Parkway Improvements – The project includes widening of El Norte Parkway at the flood control channel by the installation of a new bridge, construction of new median islands from Valley Parkway to Washington Avenue, landscaping and a drip irrigation system, a bike/pedestrian signal at the flood control channel, along with roadway resurfacing. The installation of steel pilings was started this week along the East side of the channel. A crane is utilized to perform the pile driving. The steel H beams measure 75' in length and are hammered in the ground by a diesel powered hammer suspended above the I beam. The process for installing a single 75' beam requires 450 blows on average from the hammer and takes approximately 13 minutes to complete. There is a total of 22 piles to be installed as part of the bridge construction. Ninety-Eight (98) working days remaining for project completion. Submittals are continuing to be processed by staff.

Private Development:

1. Tract 932 - Canyon Grove Shea Homes Community – *No changes from that reported last week:* The developer is set to begin removing damaged concrete improvements throughout the project.

2. Latitude II Condominiums: Washington Avenue @ Centre City Parkway – *No changes from reported last week:* The project will be working on punch list items over the next reporting period.

3. Tract 934 – Is a 5 lot subdivision located at 1207 Gamble Street. *No changes from that report from last week*: Offsite & onsite concrete improvements were constructed on Wednesday of this week.

4. 1221 Gamble Street – Is a 3 lot subdivision located adjacent to Tract 934. Installation of concrete curb and gutter forms are in place along Gamble Street. Importing of material is under way for the construction of the 2 new lots along Pear Blossom Place.

5. Veterans Village – *No changes from that reported last week.* It was determined after reporting on the project status last week that the Storm Water Certification has not been received. The bonds and securities will be placed on hold until this documentation is received.

6. KB Homes Oak Creek Project – The construction of the new storm drain is continuing this week with the backfill material being placed. Hamilton lane will be closed to through traffic until Tuesday of next week when it is scheduled to be reopened. Emergency Services are notified of all road closures and a detour route is in place.

7. ATT Facility Tank Relocation – The concrete sidewalk replacement has been completed along 2nd Avenue. The contractor will slurry a section of Parking Lot 4 and restripe the area starting on October 22.

8. North American Self Storage – The project is located at 852 Metcalf Street. The new water line was tied in to the City system late last week.

9. Pradera by Lennar – The construction of 779' of 12" water main along Conway Drive, between Lehner Drive and Rincon Avenue is continuing; the first 350' has been laid along Conway Drive.

10. Henry Ranch Tract 920 - The project is located at the intersection of El Norte Parkway/Lincoln Avenue. The project currently has a Demo/Grading permit for clearing vegetation/trees and structures associated with the Henry Avocado Packing Plant that was located on the site. The utility contractor is pot holing the existing gas service lateral that is required to be removed in the El Norte Pkwy/Lincoln Ave intersection.

11. The Villages – Village 1 grading plans have been approved. Village 1 is between Country Club Drive to the South, David Drive to the East and Golden Circle Drive to the North. A total of 111 homes are to be constructed in Village 1. The project is actively being graded this week. The grading contractor is placing temporary sprinkler systems in addition to the 4 available water trucks along the project limits in an attempt to minimize dust from the clearing operation. The large scale grading operation is set to start on Monday October 7 with the mobilization of scrapers and bull dozers.

GRANT APPLICATIONS

None this week.

###