CITY OF ESCONDIDO

Special Planning Commission Meeting

July 6, 2023 at 7:00 PM
Council Chambers: 201 North Broadway, Escondido, CA 92025

WELCOME TO YOUR COMMISSION MEETING

We welcome your interest and involvement in the legislative process of Escondido. This agenda includes information about topics coming before the Commission.

CHAIR
Rick Paul

VICE CHAIR
Katharine Barba

COMMISSIONERS
David Barber
Carrie Mecaro
Judy Fitzgerald
Barry Speer
Stan Weiler

MINUTES CLERK
Alex Rangel

HOW TO WATCH

The City of Escondido provides one way to watch a Commission meeting:

In Person



201 N. Broadway, Escondido, CA 92025

HOW TO PARTICIPATE

The City of Escondido provides two ways to communicate with the Commission during a meeting:

In Person



Fill out Speaker Slip and Submit to City Clerk

In Writing



https://escondido-ca.municodemeetings.com

CITY of ESCONDIDO

PLANNING COMMISSION

Tuesday, July 6, 2023

ASSISTANCE PROVIDED

If you need special assistance to participate in this meeting, please contact our ADA Coordinator at 760-839-4869. Notification 48 hours prior to the meeting will enable to city to make reasonable arrangements to ensure accessibility. Listening devices are available for the hearing impaired – please see the City Clerk.



CITY of ESCONDIDO

PLANNING COMMISSION

Tuesday, July 6, 2023

AGENDA

CALL TO ORDER

FLAG SALUTE

ROLL CALL

APPROVAL OF MINUTES

1. June 27, 2023

WRITTEN COMMUNICATIONS

Under state law, all items under Written Communications can have no action, and will be referred to the staff for administrative action or scheduled on a subsequent agenda.

ORAL COMMUNICATIONS

Under state law, all items under Oral Communications can have no action, and will be referred to the staff for administrative action or scheduled on a subsequent agenda.

This is the opportunity for members of the public to address the Commission on any item of business within the jurisdiction of the Commission.

PUBLIC HEARINGS

Please limit your testimony to three minutes.

2. **PHG20-0028 / EAST VALLEY SPECIFIC PLAN**

   REQUEST: A request to create a new Specific Plan that would provide a forward-looking vision for the future of the East Valley area in central Escondido ("Project"). The East Valley Specific Plan ("EVSP") is intended to provide guidance for private development and public investment in the EVSP Area, consistent with the adopted Escondido General Plan. The EVSP Area would be rezoned from existing General Commercial (CG), Hospital Professional (HP), and Commercial Professional (CP) to Specific Plan (S-P), allowing mixed-use and high-density residential uses to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in use and implementation as the EVSP Area changes over time.

   PROPERTY SIZE AND LOCATION: The East Valley Specific Plan area is comprised of approximately 191 acres generally bound by Escondido Creek to the north; Harding Street to the east, Grand Avenue and East 2nd Street to the south; and North Hickory, South Hickory, and North Fig Streets to the west

CITY of ESCONDIDO

PLANNING COMMISSION

Tuesday, July 6, 2023

APPLICANT: City of Escondido

CEQA RECOMMENDATION: Certify a Final Programmatic Environmental Impact Report prepared for the Project.

STAFF RECOMMENDATION: Recommend City Council Approval

CITY COUNCIL HEARING REQUIRED: _X_YES ___NO

CURRENT BUSINESS

FUTURE AGENDA ITEMS

ORAL COMMUNICATIONS

Under state law, all items under Oral Communications can have no action, and will be referred to the staff for administrative action or scheduled on a subsequent agenda.

This is the opportunity for members of the public to address the Commission on any item of business within the jurisdiction of the Commission.

PLANNING COMMISSIONERS REPORT

CITY PLANNER'S REPORT

3. Tentative Future Agenda

ADJOURNMENT

CITY OF ESCONDIDO

Planning Commission Minutes

June 27, 2023 at 7:00 PM
Council Chambers: 201 North Broadway, Escondido, CA 92025

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Rick Paul

VICE CHAIR
Katharine Barba

COMMISSIONERS
David Barber
Judy Fitzgerald
Carrie Mecaro
Barry Speer
Stan Weiler

MINUTES CLERK
Melissa DiMarzo

HOW TO WATCH

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In Person



201 N. Broadway, Escondido, CA 92025

CITY OF ESCONDIDO

Planning Commission Minutes

Tuesday, June 27, 2023

MINUTES

CALL TO ORDER: 7:00 p.m.

FLAG SALUTE: David Barber

ROLL CALL:

Commissioners Present: Rick Paul, Chair; Katharine Barba, Vice-Chair; David Barber, Commissioner; Judy Fitzgerald, Commissioner; Carrie Mecaro, Commissioner; and Stan Weiler, Commissioner

Commissioner Absent: Barry Speer, Commissioner

City Staff Present: Andrew Firestine, Director of Development Services; Adam Finestone, City Planner; Dare DeLano, Senior Deputy City Attorney; Owen Tunnell, Assistant City Engineer; Melissa DiMarzo, Minutes Clerk

APPROVAL OF MINUTES: June 20, 2023
Motion: Commissioner Barber; Second: Vice-Chair Barba
Motion carried (6-0) to approve the minutes.
Ayes: Paul, Barba, Barber, Fitzgerald, Mecaro, and Weiler.

WRITTEN COMMUNICATIONS:

None.

ORAL COMMUNICATIONS:

Dr. Timothy Bilash, resident of Del Mar, California provided comment regarding recreation and ice arenas in the area.

PUBLIC HEARINGS:

1. **PHG20-0028 – East Valley Specific Plan**

   REQUEST: A request to create a new Specific Plan that would provide a forward-looking vision for the future of the East Valley area in central Escondido ("Project"). The East Valley Specific Plan ("EVSP") is intended to provide guidance for private development and public investment in the EVSP Area, consistent with the adopted Escondido General Plan. The EVSP Area would be rezoned from existing commercial and office uses to mixed-use and high-density residential uses to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in use and implementation as the EVSP Area changes over time.

CITY OF ESCONDIDO

Planning Commission Minutes

Tuesday, June 27, 2023

PROPERTY SIZE AND LOCATION: The East Valley Specific Plan area is comprised of approximately 191 acres generally bound by Escondido Creek to the north; Harding Street to the east, Grand Avenue and East 2nd Street to the south; and North Hickory, South Hickory, and North Fig streets to the west.

ENVIRONMENTAL STATUS: A draft Programmatic Environmental Impact Report ("PEIR") was prepared for the EVSP and identified potential impacts to air quality, biological resources, cultural and Tribal Cultural Resources, and noise. The environmental analysis concluded that mitigation for impacts to air quality, biological resources, and cultural and tribal cultural resources would reduce them to a less than significant level, however impacts to noise would remain significant and unavoidable. The draft PEIR was made available for a 45-day public review period from March 30, 2023, through May 15, 2023, and two public comments were received. A final PEIR is being prepared which will include responses to the two comments received, findings of fact, a statement of overriding considerations, and a mitigation monitoring and reporting program. The final PEIR and will be presented to the Commission for consideration at along with the EVSP at the June 27, 2023, Planning Commission meeting.

APPLICANT: City of Escondido

STAFF RECOMMENDATION: Continuance to date-certain.

PUBLIC COMMENT:

Tamim Amini, resident of Escondido, spoke in support of the re-zoning effort to allow for higher densities in the EVSP area.

Carlos Chavarria, resident of Escondido, asked if eminent domain will be used to implement the EVSP.

Don Zech, commercial real estate broker in Escondido, submitted a written comment posing concerns with the draft plan and suggesting the concept of lot assemblage to address density in the area.

Mark Skovorodko, resident of Escondido, submitted a written comment in support of the draft plan in general, but with concerns regarding parking requirements.

COMMISSION DISCUSSION:

Commissioners discussed various aspects of the East Valley Specific Plan including, open space, vehicle parking requirements, mobility goals, and land uses.

COMMISSION ACTION:

Continue hearing to July 6, 2023, 7:00 p.m.

FUTURE AGENDA ITEMS:

ORAL COMMUNICATIONS:

CITY OF ESCONDIDO

Planning Commission Minutes

Tuesday, June 27, 2023

None.

PLANNING COMMISSIONERS:

None.

CITY PLANNER'S REPORT:

City Planner Finestone provided information related to the upcoming July 6, 2023, Planning Commission meeting.

ADJOURNMENT

Chair Paul adjourned the meeting at 8:04 p.m.

_____ _____

Adam Finestone, Secretary to the Escondido Planning Commission

Melissa DiMarzo, Minutes Clerk

STAFF REPORT

DATE: July 6, 2023
PHG20-0028 – East Valley Specific Plan

PROJECT NUMBER / NAME: **PHG20-0028 / EAST VALLEY SPECIFIC PLAN**

REQUEST: A request to create a new Specific Plan that would provide a forward-looking vision for the future of the East Valley area in central Escondido ("Project"). The East Valley Specific Plan ("EVSP") is intended to provide guidance for private development and public investment in the EVSP Area, consistent with the adopted Escondido General Plan. The EVSP Area would be rezoned from existing General Commercial (CG), Hospital Professional (HP), and Commercial Professional (CP) to Specific Plan (S-P), allowing mixed-use and high-density residential uses to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in use and implementation as the EVSP Area changes over time.

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APPLICANT: City of Escondido

GENERAL PLAN / ZONING: General Commercial, Office / General Commercial, Commercial Professional, Hospital Professional

PRIMARY REPRESENTATIVE: Adam Finestone, AICP City Planner

DISCRETIONARY ACTIONS REQUESTED: Specific Plan and Rezone

PREVIOUS ACTIONS: In 2012, the City Council adopted the Escondido General Plan update which identified the East Valley Specific Plan area as a Target Area anticipated for mixed-use development.

CEQA RECOMMENDATION: Certify a Final Program Environmental Impact Report prepared for the Project.

STAFF RECOMMENDATION: Recommend City Council approval

REQUESTED ACTION: Adopt Resolution Nos. 2023-11 and 2023-12

CITY COUNCIL HEARING REQUIRED: _X_ YES ___ NO

REPORT APPROVALS: ___ Andrew Firestine, Director of Development Services

X Adam Finestone, City Planner

CITY of ESCONDIDO

STAFF REPORT

SUMMARY OF REQUEST

At its June 13, 2023, meeting, the Planning Commission held a public hearing and received a presentation on the draft East Valley Specific Plan ("EVSP"). The staff report from that meeting, included as Attachment 1 to this report, provides a thorough summary of the draft EVSP as it existed at that time. At that meeting, input was provided by the commission on issues related to open space, landscaping, setbacks, parking, and requirements for ground-floor residential construction. At the conclusion of the June 13, 2023, meeting, the Planning Commission called a special meeting for 6 p.m. on June 20, 2023, to discuss additional aspects of the draft EVSP. A copy of the staff report from the June 20, 2023, meeting, and a memorandum distributed at that meeting, are included as Attachments 2 and 3, respectively, to this report. Issues discussed at that meeting are identified in the memorandum (Attachment 3). On June 27, 2023, the Planning Commission held another public hearing and received another presentation on the status of the EVSP including additional details related to parking and open space. The staff report from that meeting is included as Attachment 4 to this report. At the conclusion of that meeting, the Planning Commission continued the hearing to a special meeting on July 6, 2023.

Staff has taken the input received from the Planning Commission into advisement and prepared revisions to the draft EVSP. The revised draft of the EVSP is provided as Exhibit B to Planning Commission Resolution No. 2023-12, which itself is included as Attachment 7 to this report,

Revisions to Draft East Valley Specific Plan

Revisions to the EVSP were both substantive and non-substantive. Non-substantive revisions addressed items such as punctuation, pagination, typographical errors, formatting, etc. Substantive revisions are described briefly in the table below, which includes references to where in the EVSP document that the revisions were made. As a result of the robust discussion on certain topics at Planning Commission meetings over the past several weeks, a detailed description of revisions that have been made in those topic areas follows the table.

PAGE #	TOPIC	REVISION(S)
5	Document approval	Inserted City Council ordinance number to be used when EVSP is considered by City Council on July 19, 2023
12	Mobility Policies	Revised Mobility Policy 2.2 to "encourage" rather than "require" internal pedestrian connections between properties
17	Map legend	Removed "Preferred" prior to "Land Use Plan"
18	Density Transfer Process	Revised language related to density allowance to reference "underlying land use designation" instead of "current zoning"
21	Document horizon	Revised two locations to identify the accurate 12-plus year horizon date for EVSP projections
32	Roadway classifications	Added language to specify that classifications described in the EVSP are based on the current General Plan designations and are subject to change
48-49	Parking requirements	Removed maximum parking allowance and adjusted minimum requirements for residential uses; combined certain residential land use categories; clarified non-residential parking requirements to be maximum allowed; clarified references to Escondido Zoning Code; created allowance for modifications to requirements
50	Supplemental parking standards	Provided additional language regarding reduction in vehicle emissions. Simplified requirement for EV charging spaces by referencing California Building Code.

51	Supplement parking standards	Removed maximum bicycle and loading space columns; removed electric vehicle parking column; adjusted and provided limitations on minimum bicycle and loading space requirements; removed requirement for bicycle parking from units that have private garages
Removed	Parking Exceptions	Removed Parking Exceptions section
59	Precedence of development standards	Specified that development standards contained in the EVSP shall take precedence when conflicts exist between the EVSP and the municipal code
59	Open space definitions	Provided definitions for “public open space,” “common open spaces,” and “private open spaces”
59-60	Open space development standards	Changed minimum open space requirement to 200 sf per unit; allowed reduction in to 125 sf of open space per unit for projects that meet TPP; clarified requirements for “public,” “common,” and “private” open spaces;
63	Development standards table	Revised Table 7-1 to reduce certain setbacks and landscaping requirements; allow landscaping within setbacks to count toward the minimum landscape requirement; added information regarding locational dependence for building height in Urban IV/V district
65-69	Land use allowance	Modifications to Table 7-2: referenced Escondido Zoning Code for ADU development standards; changed second hand stores and thrift shops to prohibited uses in all districts; allowed consignment stores as conditional use in CG district; changed for-fee EV charging stations to permitted use (as primary use); clarified allowances for animal care, daycare, and boarding; allowed duplicating services in MU district; clarified educational use allowances; included publicly accessible open space on private property as private parks; increased restrictions on automotive services; changed firearms dealers and sporting goods stores which sell ammunition and firearms to conditional uses in CG and MU districts;
70-71	Accessory use allowance	Changed car or bike sharing services to permitted uses; restricted fleet vehicle storage; modified allowances for wireless facilities
80	Historic district	Removed information regarding review of projects within the downtown historic district
80	Initial meetings	Clarified that initial meetings are required prior to project submittal
80	Minor projects	Specified that review required for minor projects is design review; removed staff referral to historic preservation commission and planning commission;
80	Major projects	Clarified review process
80	Building permits	Clarified process when building permits are required
Removed	Historic district	Removed Figure 8-1 Historic District Map
81	Transportation fair share contribution program	Created separate section for Transportation Fair Share Contribution Program
81	Zoning Administrator	Clarified Zoning Administrator’s role and authority

Land Use Allowances – At the June 20, 2023, and June 27, 2023, Planning Commission meetings, commissioners and staff discussed land use allowances that would be appropriate within the EVSP. Table 7-2 of the EVSP identifies land uses as either permitted, conditionally permitted, or prohibited in each land use district. That table was derived from land use tables in Article 16 (Commercial Zones) of the Escondido Zoning Code, and the Downtown Specific Plan (“DSP”) and South Centre City Specific Plans (“SCCSP”). In reviewing the uses and allowances identified in Table 7-2 of the EVSP, the Planning Commission and staff identified several uses that warranted potential changes to their allowance, and noted others that required clarification or additional information.

Revisions made to Table 7-2 would prohibit second hand and thrift stores in all districts, which is generally consistent with the other specific plans noted above aside from one district of the DSP and two districts in the SCCSP, which allow such establishments subject to specific provisions and require a conditional use permit. Changes would also allow consignment stores in the CG district, which is consistent with a majority of the districts in the DSP. (Consignment stores are grouped with second hand and thrift stores in the SCCSP.) For-fee EV charging stations have been changed to a permitted use in the CG and MU districts to comply with recent state law that mandates they be permitted in any parking facility. Animal-related uses have been modified so that animal care is classified as a permitted use in the CG district and a conditional use in the MU district; animal day-care and boarding is classified as a conditional use in the CG district; and animal shelters have been removed from the table.

Modifications have also been made to educational and childcare uses mainly to clarify what is included in each category. (In the Escondido Zoning Code, there is a separate subsection in the land use table which covers educational and child care uses, and when they were brought into the EVSP table, "Education and childcare" was included at the front of each use listed. No changes were made to the actual use allowances themselves.) Allowances for automotive services have been tightened to remove vehicle repair as a permitted or conditionally permitted use in the MU district and require a CUP for it in the CG district, and to require a CUP for boutique car sales in both the MU and CG districts. Other minor changes would add "publicly accessible open space on private property" in the same category as private or semi-private parks, which would be permitted in all districts; allow screen printing and duplicating services in the MU district; and provide a reference to the Escondido Zoning Code related to Accessory Dwelling Uses.

Subsequent to discussions regarding firearms stores at the past to Planning Commission meetings, staff explored the potential to allow for such stores further. Significant regulations related to gun sales exist in state and federal law, so the consideration of siting firearms stores in the EVSP would be based on site-specific issues and compatibility with nearby properties and uses. As such the chief of police recommended that any allowance for stores that sell firearms and/or ammunition require a conditional use permit so that his department can conduct a CPTED assessment and determine potential neighborhood impacts. Therefore, staff has provided an allowance for firearms stores through a CUP in the CG and MU districts. This requirement would also apply to sporting goods stores that sell firearms and ammunition.

Open Space – It is recognized that open space provides a myriad of benefits, including those related to recreational opportunities, shade, public health, and others. The challenge exists, however, in the fact that land that is used for open space purposes on a lot reduces the land that is available for residential development. In order to achieve the type of residential densities envisioned in the EVSP, an open space requirement of 250 square feet per unit, as had initially been proposed in the EVSP draft presented on June 13, 2023, would be challenging to achieve. High percentages of site landscaping and large setbacks further added to the density challenge.

With one of the overarching goals of the EVSP being to achieve a vibrant and active built environment through a significant increase in residential uses in the area, staff has proposed reducing open space requirements to 200 square feet per unit. Staff has also identified a further reduction to 125 square feet per unit for projects that achieve their Target Production Point as a way to incentivize development of dwelling units. To assist with the creation of more buildable area, front, rear, and street side setbacks have been reduced from 10 or 15 feet to eight feet in all districts, and the percentage of a site that is required to be landscaped has been decreased in the Urban IV/V district from 35% of the site to 25% of the site. (Note that landscaping in the setbacks counts toward the percent required, as does decorative hardscape.)

Parking – Parking requirements contained in the initial draft EVSP were somewhat unclear. They identified maximum parking requirements for residential uses, but also allowed for reductions in the number of spaces required. Parking requirements for commercial uses were vague and incomplete as well. Through discussions at Planning Commission meetings over the past several weeks, staff has gained an understanding of the concerns raised related to parking and has identified a number of revisions. Specifically, staff has removed the maximum parking allowance for residential uses and applied a maximum allowance to commercial uses, with an ability to request an adjustment to that maximum. Additionally, parking requirements for some uses have been removed and instead reference the applicable provisions of the Zoning Code, and other requirements have been modified to be more appropriate to the use.

All of the above stated, the minimum parking requirement for residential uses remains unresolved. As currently drafted, the EVSP would require one space per unit, however concern has been expressed that one space per unit may not be the appropriate number, with arguments made for both higher and lower minimum requirements. At the July 6, 2023, Planning Commission meeting, staff will present a menu of options for residential parking requirements. As part of their action on the EVSP, the Planning Commission will be asked to select and incorporate one or a combination of the options presented for incorporation into the EVSP prior to it being forwarded to City Council for their consideration.

Environmental Determination

A draft Program Environmental Impact Report ("PEIR") was prepared for the EVSP and identified potential impacts to air quality, biological resources, cultural and tribal cultural resources, and noise. The environmental analysis concluded that mitigation for impacts to air quality, biological resources, and cultural and tribal cultural resources would reduce them to a less than significant level, however impacts to noise would remain significant and unavoidable. The draft PEIR was made available for a 45-day public review period from March 30, 2023, through May 15, 2023, and two public comments were received.

A final PEIR has been prepared for the project and is included as Exhibit B to Planning Commission Resolution No. 2023-11, which itself is included as Attachment 6 to this staff report. The final PEIR consists of a summary of corrections and revisions made to the draft PEIR, comments received on the draft PEIR and the City's responses to those comments, a Mitigation Monitoring and Reporting Program, and the revised draft PEIR showing revisions in strikeout/underline format. Pursuant to sections 15091 and 15093, respectively, of the State CEQA Guidelines, Findings of Fact ("Findings") and a Statement of Overriding Considerations ("SOC") have also been prepared, and are included as Exhibit C to Planning Commission Resolution No. 2023-11. An SOC is required when a jurisdiction has determined that there are "specific economic, legal, social, technological, or other considerations…[which] make infeasible the mitigation measures or project alternatives identified in the EIR." In this case, potential mitigation measures necessary to reduce noise impacts to a less-than-significant level would render the project infeasible, and any alternative analyzed in the EIR would eliminate the ability of the EVSP to meet the goals identified in the document.

CITY of ESCONDIDO

STAFF REPORT

General Plan Conformance

A General Plan conformance analysis is included in the June 13, 2023 staff report (Attachment 1). That analysis identifies revisions which will need to be made to the General Plan for clarity as a result of approval of the EVSP. Those revisions will be made via subsequent amendments that will be brought back before the Planning Commission for recommendation to City Council in the next few months. Note that adoption of the EVSP would not create inconsistencies with the General Plan, and that the future revisions to the General Plan are intended for clarity purposes.

PUBLIC INPUT

Staff mailed public hearing notices to all property owners, residents, and business owners within the EVSP area on June 12, 2023. Since that time, staff has received a combination of phone calls and emails from 15 individuals. The written comments have been included as Attachment 5 to this report. Additionally, two people spoke at the June 27, 2023, public hearing.

CONCLUSION AND REQUESTED ACTION

At the July 6, 2023, Planning Commission public hearing, City staff will be presenting a menu of options related to parking for residential developments. Staff requests that the Planning Commission select one option to be incorporated into the final version of the EVSP. Subsequent to that selection, staff requests that the Planning Commission recommend approval of the EVSP and certification of the associated final PEIR to the Planning Commission via adoption of Planning Commission Resolution Nos. 2023-12 and 2023-11, respectively.

ATTACHMENTS

1. June 13, 2023, Planning Commission staff report
2. June 20, 2023, Planning Commission staff report
3. June 20, 2023, Planning Commission memorandum
4. June 27, 2023, Planning Commission staff report
5. Public Comments
6. Planning Commission Resolution No. 2023-11 with Exhibits A through D
7. Planning Commission Resolution No. 2023-12 with Exhibits A through C

STAFF REPORT

DATE: June 13, 2023
PHG20-0028 – East Valley Specific Plan

PROJECT NUMBER / NAME: **PHG20-0028 / EAST VALLEY SPECIFIC PLAN**

REQUEST: A request to create a new Specific Plan that would provide a forward-looking vision for the future of the East Valley area in central Escondido ("Project"). The East Valley Specific Plan ("EVSP") is intended to provide guidance for private development and public investment in the EVSP Area, consistent with the adopted Escondido General Plan. The EVSP Area would be rezoned from existing commercial and office uses to mixed-use and high-density residential uses to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in use and implementation as the EVSP Area changes over time.

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APPLICANT: City of Escondido

GENERAL PLAN / ZONING: General Commercial, Office / General Commercial, Commercial Professional, Hospital Professional

PRIMARY REPRESENTATIVE: Adam Finestone, AICP
City Planner

DISCRETIONARY ACTIONS REQUESTED: Specific Plan

PREVIOUS ACTIONS: In 2012, the City Council adopted the Escondido General Plan update which identified the East Valley Specific Plan area as a Target Area anticipated for mixed-use development.

CEQA RECOMMENDATION: Certify a Final Programmatic Environmental Impact Report prepared for the Project.

STAFF RECOMMENDATION: Continuance to date-certain

REQUESTED ACTION: Provide input to staff; Continue Public Hearing to June 27, 2023.

CITY COUNCIL HEARING REQUIRED: _X_YES ___NO

REPORT APPROVALS: ___ Andrew Firestine, Director of Development Services

_X_ Adam Finestone, City Planner

CITY of ESCONDIDO

STAFF REPORT

BACKGROUND

A specific plan may be established through the authority granted to the City by California Government Code, Sections 65450 through 65457, as a means of systematically implementing the General Plan. A specific plan, through text and diagram(s), must identify the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; and

4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out items 1 through 3 above.

In 2012, the Escondido City Council adopted a comprehensive General Plan update. The Land Use and Community Form chapter of that document called out the area along East Valley Parkway from downtown Escondido to just east of Midway Drive, as the East Valley Parkway Target Area ("Target Area") with the goal of revitalizing the area. The EVSP area encompasses the western half of the Target Area. The current Land Use designations applied to the EVSP area are General Commercial and Office, with a Mixed-Use Overlay which designated the EVSP area for future mixed-use development via application of a Mixed-Use Overlay. The EVSP is intended to implement the Mixed-Use Overlay provided in the General Plan through the creation of a new Specific Plan.

In 2020, the City was awarded grant funding to conduct a Housing and Community Investment Study which included the recently-adopted 6th cycle Housing Element, a sector feasibility study, and a proposed specific plan for the EVSP area. The Housing Element, among other programmatic goals, established an inventory of suitable sites ("Inventory") necessary for the City to achieve its share of the Regional Housing Needs Allocation ("RHNA"). A significant number of properties identified in the Inventory are within the portion of the Target Area that has a Mixed-Use Overlay designation. Without adoption the EVSP, the City would not be able to achieve its share of the RHNA. Thus, the EVSP serves as the rezoning effort necessary for the Housing Element to be in substantial compliance with housing element law.

SUMMARY OF REQUEST

The City of Escondido developed the draft EVSP in collaboration with residents, local businesses, and property owners, to provide a forward-looking vision for the future of the EVSP area. The EVSP presents goals, policies, design standards, and implementation strategies for categories such as land use, mobility, and parks and open spaces. The EVSP is intended to provide guidance for private development and public investment over the next 12+ years. Further detail regarding the public outreach efforts taken in support of development of the EVSP can be found in the Public Input section later in this staff report.

The above stated collaborative efforts established the following vision ("Vision") for the EVSP area:

CITY of ESCONDIDO

STAFF REPORT

The East Valley Specific Plan incorporates a dynamic mix of land uses, ensuring a variety of residential options, linked together through safe streets and a business corridor. The Plan creates an inviting atmosphere and quality of life with attractive public spaces and connected paths that leverage the Escondido Creek Trail and provide a unique and artistic identity that attracts local residents and North County Inland residents to live, shop, dine, and recreate.

The EVSP vision establishes an all-embracing mission for the Plan Area, while the following goals and policies act as tangible steps or actions towards achieving the vision. The goals are broken out into the different topics or lenses in which to carry out the vision. Each goal is supported by policies that give the City measurable, implementable actions intended to help accomplish that goal. Goals and policies are provided for the following topics: Land Use, Sustainable and Equitable Development, Site and Building Design, Mobility, Parks and Public Realm, Economic Development, Public Services and Infrastructure. Further discussion of the EVSP goals is provided below. A detailed list of policies intended to implement said goals can be found starting on page 7 of the draft EVSP which is included as Attachment 1 to this staff report.

East Valley Specific Plan Goals

Land Use – Policies related to the Land Use goals are intended to address the mix of land uses proposed for the EVSP area. They provide guidance that was utilized to establish the land use plan described later in this report.

1. A self-contained land use pattern that offers a mix of compatible land uses and community spaces.
2. A housing program focused on affordable housing opportunities.

Sustainable & Equitable Development – Policies that would implement the Sustainable and Equitable Development goal serve to create an environment where sustainability is essential to the vibrancy of the EVSP area, and where resources and desirable community amenities are distributed in fair and equitable manner.

1. Environmentally mindful and equitable development standards for the Plan Area choices.

Site & Building Design – Site and Building Design goals speak to the aesthetic quality of the built environment. The goals and their supporting policies address not only architectural design, but the appearance of streetscapes through right-of-way and landscape improvements.

1. Alluring building forms and streetscapes that enhance the physical character and pride of East Valley.
2. Development sites that seamlessly support all right-of-way users.
3. Quality landscaping and greenspace throughout the public realm.

Mobility – Mobility goals recognize the need to provide an array of transportation options for all EVSP area residents and visitors. Safety and efficiency are essential considerations when designing transportation improvements, and alternative modes of transportation should be given consideration in order to address concerns specific to all roadway users.

1. Public and private development that provides safe vehicular circulation while reducing overall vehicle miles traveled (VMT) and promoting alternative modes of transportation.
2. A safe and connective pedestrian and cyclist experience for residents and workers, through quality design, public amenities, and accessible facilities.
3. A transit-oriented community with safe, reliable and timely transit options.
4. More efficient parking strategies.

Parks & Public Realm – Outdoor open space and recreational amenities improve the quality of life for residents and visitors alike. The Parks and Public Realm goal puts an emphasis on engaging with the community to assess their needs, and encourages flexibility in design of public and private open space, which will allow for alterations as needs change over time.

1. Accessible public gathering spaces with social and recreational amenities.

Economic Development – A strong economy can create vibrancy within the community. Policies established to implement the EVSP Economic Development Goal provide a framework by which to do so.

1. Robust economic activity within the Plan Area.

Public Services & Infrastructure – Quality public services and infrastructure are necessary to support growth and accommodate development and private investment. Efficient use and upgrades to existing systems can assist in achieving the Public Services and Infrastructure goal.

1. High-quality services and infrastructure that accommodate projected growth in the Plan Area.

Land Use

As noted earlier in this report, the Escondido General Plan provides a mixed-use overlay for the EVSP area, with a focus on residential growth. Historic development trends and existing land use allowances do not reflect this goal. Current zoning for the EVSP area accommodates commercial development along the East Valley Parkway and lower-intensity commercial and office uses along East Pennsylvania, East Ohio, and East Grand avenues. Commercial uses continue to be a major focus along East Valley Parkway, however the demand for medical office uses is expected to wane as a result of the closure of Palomar Health's downtown hospital campus. Additionally, a significant amount of lower-density residential development occurred along East Pennsylvania, East Ohio, and East Grand avenues prior to establishment of the current Hospital Professional (H-P) zoning designation for the area, making those properties nonconforming with existing zoning.

A Land Use Plan ("LUP") has been established for the EVSP, which acts as the policy framework for the development and use of land in the EVSP area. The overall goal of the LUP is to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in the use and implementation as East Valley changes over time, while preserving strongly utilized uses that exist today. Land use designations proposed in the EVSP are intended to implement the mixed-use overlay identified in the General Plan, as highlighted in the Vision for the EVSP.

The LUP, found on page 17 of the EVSP (Attachment 1), envisions a compatible mix of land uses that support the overarching goals and vision for the area. The LUP focuses on maintaining many of the existing uses, while clustering them into different areas to create a more cohesive pattern and design. Additionally, the LUP would establish permitted land uses that would eliminate the nonconforming status for many of the residentially-developed properties noted above.

The LUP is comprised of three land use designations and one overlay zone, and sets forth a transition of intensities throughout the EVSP area. Consistent with the effort to encourage and accommodate residential growth, a vast majority of properties in the EVSP allow residential uses in some form. As shown on the LUP, the majority of properties along East Valley Parkway are designated as Mixed Use, allowing a variety of commercial uses along with residential development at up to 80 dwelling units per acre. The goal here is to create a more urban and vibrant

character with an enhanced public realm through outdoor dining, public plazas, and other amenities, and provide transitions to larger commercial properties to the east and downtown to the west. Properties in the southern portion of the EVSP area (those generally along East Pennsylvania, East Ohio, and East Grand avenues), as well as those along Ash Street north of the flood control channel, are designated Urban IV/V, which allows multi-family residential development between 21 and 31 dwelling units per acre, consistent with the Urban IV and Urban V General Plan land use designations. The EVSP Urban IV/V designation differs from the Urban IV and Urban V designations in the General Plan, however, in that the EVSP designation also allows up to 15,000 square feet of retail and office uses per acre, enabling many of the properties to remain in conformance with land use designations. Additional discussion of certain unique provisions of the EVSP related to residential uses is provided later in this report.

A General Commercial land use designation is provided at the corner of East Valley Parkway and Ash Street, and on the southwest corner of East Valley Parkway and Harding Street. These properties would retain land use allowances highly similar to those allows in the General Commercial zone, and have been designated as such in order to encourage more compact commercial footprints and create an activity node proximate to shopping, transit, and residences.

A Park Overlay Zone is also identified on the LUP, with the goal of providing up to 25 acres of parkland in the EVSP area. In addition to linear parks envisioned for residential alleys, the Park Overlay Zone has been applied to three areas. Two of those areas were strategically selected because they would create the greatest expansion of land, both inside and outside the EVSP area, within ¼ mile of a park. The third was selected because it is a City-owned parcel (owned by the Utilities Department), though it does not significantly expand the amount of land within ¼ mile of a park. Additionally, while the Park Overlay Zone is only shown in the areas described here (totaling approximately 25 acres), it should be noted that parks are not precluded elsewhere in the EVSP area.

Residential Land Uses

As noted above, the EVSP includes some innovative provisions that would encourage higher-density development on Urban IV/V and Mixed-Use properties. The goal of these provisions is to ensure that housing can be developed at the densities and affordability levels provided for in the Housing Element.

Density Transfer Program – Similar to the Downtown Specific Plan, the EVSP contains a Density Transfer Program ("DTP") in order to maintain the full residential build-out potential of the EVSP area. The DTP would enable the City to transfer densities from undeveloped or underutilized properties (sending areas) within the EVSP area to other properties in the EVSP area (receiving areas) to enable a developing property to increase its density beyond what current zoning would permit. The transferred density will be held in a Density Credit Pool ("Pool") administered by the City.

As part of the development review process, and prior to issuance of any permits for a project, properties that are not being built to their full potential would be required, as a condition of project approval, to deposit the unused density (those units that could be built based on the underlying land use designation but are not) into the Pool. This would be accomplished through recordation of a restriction on the title of that property which would preclude further development without authorization of the City. Units deposited into the Pool would then be available for use by other developers in order to increase the density of their projects beyond what would otherwise be permitted on the subject property. The request for an increase in density would require City Council approval of a Planned Development Permit. Provided there is adequate density available in the Pool, there would be no ceiling

on the number of units that could be requested, and each development would be scrutinized through the entitlement and environmental review process. Properties that have deposited their excess density into the Pool would be eligible to claim that density back through the same process as any other development.

(As a point of reference, at the time of this writing, the DTP Pool for the Downtown Specific Plan contains 922 units that could be allocated to developing properties.)

Target Production Point – The EVSP establishes a Target Production Point ("TPP") for each land use designation which permits residential development. The TPP is a density within the density range for each designation that provides realistic site development capacities that are likely to yield smaller housing units at a higher density that become more affordable by design. The Urban IV/V land use designation has a density allowance that ranges from 21 – 30 dwelling units per acre. The TPP for the Urban IV/V designation is 25 dwelling units per acre. The Mixed Use land use designation has a density allowance that ranges from 30 – 80 dwelling units per acre. The TPP for the Mixed Use designation is 45 dwelling units per acre. For the purposes of RHNA, 25 and 45 dwelling units per acre are the densities utilized to allocate moderate income (120% of the county's area median income, adjusted for family size) and lower-income (80% of the county's area median income, adjusted for household size) units, respectively.

To ensure that the EVSP achieves a build-out that accommodates RHNA, especially for lower- and moderate- income households, residential development would not be permitted below the TPP unless a fee in lieu is received for on-site production. The TPP in-lieu fee would be paid into an applicable housing trust fund and used (along with other local funding sources) to finance affordable housing developed off-site. The per-unit fee shall be deemed a comparable affordable unit contribution towards lower or moderate income households. The TPP in-lieu fee is paid at the time of building permit issuance, or for conversion of existing apartments to condominiums prior to the recordation of a final map and/or issuance of a certificate of compliance, at a rate established by resolution of the City Council. The goal of the TPP is to encourage housing production by incentivizing construction at densities sufficient to achieve the City's RHNA. An in-lieu fee is not required for residential development built at or above the TPP.

Development Standards and Design Guidelines

The EVSP includes development standards and design guidelines intended to help achieve the vision for the EVSP by setting standards and guidelines for future development. The standards and guidelines are intended to complement other Citywide policy documents such as the Escondido Municipal Code, and provides regulations for a variety of design topics such as setbacks, landscaping, and parking. The EVSP provides development standards and guidelines that are intended to supplement the City's provisions with more specific guidance for how to achieve the unique vision for the Plan Area. The design guidelines and standards apply to future public improvements and private development in the Plan Area. They address the design of new buildings and renovations to existing structures. Where development standards are not provided, the most-relevant standards of the Escondido Zoning Code would be applicable.

Building conversion to new use – Any project looking to convert an existing building to a new use will be subject to design review to assess appropriateness of the proposed use and any proposed changes in relation to the area, the building, and the site. All conversions will also need to meet applicable provisions of the California Building Code.

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Open Space - Public (common) and private open space is required for each new development. These open spaces shall include elements such as shade, seating, water features, and public art. New development or redevelopment of residential dwelling units would be required to provide open space as follows:

1. 250 square feet per dwelling unit including:
   a. Minimum of 150 square feet per unit as common open space
   b. At least 50% of units required to have 50 square feet of private open space (balconies/decks/patios/etc.)
   c. Dedication of land for linear park(s) and areas along creek may be provided as part of common open space
2. Orientation toward streets/linear parks/creek
3. Benches and outdoor furniture

Landscaping – Landscaping is required in both on a project site and in the public right-of-way adjacent to it. New development or redevelopment of residential dwelling units would be required to provide landscaping as follows:

1. On-site – minimum requirement
   a. Urban IV/V: 35% of site
   b. Mixed Use: 20% of site
   c. General Commercial: 30% of site
2. Right-of-Way
   a. Street tree spacing: 20'
   b. 15% - 25% canopy coverage at maturity
   c. Stormwater basins prohibited ROW (must be on private property unless part of public works project)
3. Vertical L/S (vines/trellises/etc.) along blank walls

Setbacks – Building setbacks vary by land use district. Special consideration is also given to setbacks from the creek. The following table provides a summary of setback requirements as provided in the EVSP:

	URBAN IV/V	MIXED USE	GENERAL COMMERCIAL
FRONT	10'	15'	15'
REAR	10'	10'	10'
ALLEY (SIDE OR REAR)	5'	5'	N/A
SIDE (INTERNAL)	0'	0'	0'
SIDE (STREET)	10'	15'	15'
CREEK TRAIL	20' to building 10' to fence/wall	20' to building 10' to fence/wall	N/A

Building Height – Similar to setbacks, maximum building height varies by land use district as well. In addition, height is also limited based on geographical location, such that taller structures are permitted along the creek trail and in the Mixed Use and General Commercial districts, with shorter structures permitted in the Urban IV/V district. The map on page 67 of the draft EVSP (Figure 7-2 Building Height) shows this geographical distribution. Regardless of location, the maximum height permitted in along the creek trail and in the Mixed Use and General Commercial districts is 75 feet. The maximum in the Urban IV/V district is 55 feet.

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Ground-Floor Residential Uses – The EVSP provides for flexibility in uses, such that all properties in the Urban IV/V and Mixed Use districts are permitted to have commercial uses on the ground floor. While ground-floor residential uses may make sense today, it is important to consider the long-range vision of the EVSP when considering building design. As such, the following requirements have been put in place for properties on along East Grand Avenue, East Valley Parkway, and North Ash Street ("Retail Corners & Frontages") shown on page 64 of the draft document):

1. Retail-ready ground floor
    a. Minimum interior height of 16 feet
    b. Minimum depth (street-facing unit) of 25 feet or 25% of the building depth (whichever is greater)
    c. Oversized storefront windows
2. Built to commercial building code standards

Parking – The EVSP includes a unique parking provision found nowhere else in Escondido. For residential development, the EVSP establishes parking maximums which limit the number of spaces permitted on-site. While it maintains a minimum of one covered parking space per unit, it limits parking to no more than 1.25 spaces per one-bedroom unit and 1.75 spaces per two-bedroom unit, plus 0.3 guest parking spaces per unit. Units with three or more bedrooms are allowed up to two parking spaces, with an additional 0.5 guest parking spaces per unit. Parking for non-residential land uses is generally required to be consistent with the off-street parking provisions of the Escondido Zoning Code, with exceptions permitted in certain circumstances (TDM program, incentive for providing public open space, etc.).

Parking spaces for electric vehicles (EVs) are required at a rate greater than currently stipulated in the California Building Code. At least 10% of all parking spaces for new commercial development shall be designated for EV parking with Level 2 (or better) charging stations. Residential developments are required to provide EV space for every 10 units. (It should be noted, however, that it is likely that the California Building Code will increase EV parking requirements beyond what is currently required by the EVSP before the 2035 horizon date of the EVSP.) Provisions for loading spaces (delivery and ride-share pick-up/drop-off) and bicycle parking are also identified in the EVSP.

Parks and Public Realm

The vision for EVSP incorporates an active open space network, attractive public spaces, connected paths, parkland, and open space. This comprehensive and interconnected parkland network will provide a variety of active and passive recreational opportunities which will enhance the overall quality of life, community health, and wellness.

Park Overlay Zones – The EVSP establishes Park Overlay Zones intended to integrate public parkland and outdoor spaces within proximity to schools, transit, trails and activity nodes. The Park Overlay Zones span over multiple blocks in various areas throughout the Plan Area. The purpose of designating larger areas instead of individual parcels is to allow for flexibility in implementation of park facilities. The Park Overlay Zones act as recommended, or priority areas, for parks and public spaces within the Plan Area.

The placement of two of the Park Overlay Zones has been strategically identified in an effort to broaden the geographic area within 0.25-mile (or 5-minute walk) of a park, as shown on page 23 of the draft EVSP. (The third Park Overlay Zone is a parcel currently owned by the City of Escondido's Utilities Department.) Linear Parks in alleys in the Urban IV/V district are also identified as part of the Park Overlay Zone.

The Park Overlay Zones do not establish what type of park or amenities shall occur within that zone. Rather, it specifies potential amenities appropriate for certain types of parks and public outdoor spaces. These spaces are identified as Pocket Parks, Neighborhood Parks, and Linear Parks. Additional areas described in the draft EVSP are public outdoor spaces and the public right-of-way. Amenities appropriate for each type of park and open space area are provided on pages 28 and 29 of the draft document.

Public Open Space Incentive Program – The EVSP identifies 25 acres of land within the Park Overlay Zone. It is acknowledged, however, that it is likely that only 10 acres of parkland would be developed. Because the City does not currently own enough land to develop this amount of parkland, an incentive program has been established to encourage dedication of property for public parks. This could include flexibility in development standards, fee reductions, use of units in the density credit pool, and other mechanisms, and would require approval of a Planned Development Permit by the City Council.

Mobility

The EVSP is designed for residents and visitors to move about the community safely and efficiently. The Plan Area is well connected to the surrounding destinations in Escondido; conveniently located east of Downtown Escondido, approximately one mile from the Escondido Transit Center, with the Escondido Creek Trail immediately accessible. Although visitors and residents of the Plan Area primarily rely on private automobiles, public transit and non-motorized transportation opportunities are available in the form of buses and a multi-use trail.

Bicycle Network – As part of the robust active transportation network envisioned in the EVSP, a significant bicycle network is identified, consistent with the City's 2012 Bicycle Master Plan. It is focused along the Escondido Creek Trail, which provides an east/west Class I bikeway through the City. While no other parts of the bicycle network currently exist, with the exception of a short portion of Class III bike route on East Washington Avenue, the network recommended by the EVSP includes Class II bike lanes on East Grand Avenue, East Valley Parkway, North Ash Street, and portions of North Date and North Fig streets. Class II bike lanes provide a minimum five-foot striped bike line, with a preference for six feet and an additional two-foot buffer where roadway width is available. The network also identifies Class III bike routes North Beech, North Cedar, and North Elm streets, and portions of North Date and North Fig streets. Class III bike routes are suggested bicycle routes marked by a series of signs and/or sharrows designating a preferred route between destinations such as schools, workplaces, and residential and shopping areas.

A safe and secure place to park and store a bicycle is also necessary in order to expand the use of this mode of active transportation, especially as a result of the ever-increasing costs of bikes brought on by the influx of e-bikes. The EVSP makes provisions for both short-term and long-term bicycle parking facilities, differentiated by the location and duration of stay at the destination. Short-term parking typically consists of bike racks to which one wheel and the frame of a bicycle can be secured, and is appropriate for retail and personal service destinations. Long-term bicycle parking consists of fully enclosed lockers or secure storage rooms within a garage or other portion of a building, and is appropriate for residential projects and offices where employees are anticipated to be on-site for more than a few hours at a time.

Pedestrian Network – Pedestrian facilities in the Plan Area include the aforementioned Escondido Creek Trail, and sidewalks along all public roadways. The General Plan envisions a pedestrian-friendly environment where public spaces, including sidewalks and off-street paths, offer a level of convenience, safety, and attractiveness to the pedestrian that will encourage and reward the choice to walk. To support this vision, the EVSP includes a network

of sidewalks, trails and linear parks organized around the grid network of public roadways. Policies intended to improve pedestrian comfort and mobility, such as mid-block pedestrian crossings and installation of sidewalk amenities, are also provided for in the EVSP.

Public Transportation – Public transit is an important component of the transportation network, both locally and regionally. The Escondido Transit Center is less than on mile west of the EVSP area, and numerous bus routes run either through or near the EVSP area. A shuttle system is also envisioned for the area, which would connect the EVSP area to the transit center. The EVSP includes policies that promote public transit ridership through a collaborative effort between the City and North County Transit District to increase frequency and efficiency of transit service.

Transportation Demand Management ("TDM") – A TDM program consists of a variety of measures that can be used to mitigate the transportation impacts associated with new development. By providing increased transportation choices, a TDM program is intended to reduce overall vehicle miles traveled ("VMT") through a combination of public and private measures. In addition, a TDM strategy typically increases the use of active modes of transportation, having the ancillary benefit of improving public health.

Some measures that can be implemented by public agencies as part of a TDM program include:

1. Develop and implement a Safe Routes to Transit Plan.
2. Participate in the City's commuter program that includes subsidized transit passes, preferred parking spots for carpool or vanpool, bike racks, showers on-site, teleworking, and flexible work schedules.
3. Encourage employers to offer programs, facilities, and incentives to their employees that would promote carpooling, transit use, and use of other alternative modes. Provide businesses and business organizations, such as Chambers of Commerce, with information on iCommute.
4. Provide information on commuting resources. Install a kiosk with information on commute alternatives and provide information on Web sites and newsletters
5. Participate in and promote annual regional events and campaigns that encourage commute alternatives to driving alone, such as Bike to Work Month, Dump the Pump, Rideshare Week, and Walk and Bike to School Day.

TDM measures can also be beneficial components of new private development projects. Residential projects can provide transit passes to tenants and high-speed internet to increase telecommuting, and can provide bicycle parking greater than that required by the EVSP. Non-residential projects can incentivize use of public transportation and/or carpooling, and promote telecommuting options as well. They can also ensure that there is sufficient bicycle parking, and can provide "end-of-trip" facilities such as showers, lockers, and changing rooms.

PROJECT ANALYSIS

General Plan Conformance

Land Use and Community Form – The Land Use Element is one of eight elements required by state law to be included in California General Plans. The Element guides the desired pattern of growth, development and change in the community. The purpose of the Element is to ensure that a balance of residential, employment, commercial, recreational, civic/cultural and open space land uses are provided at appropriate intensities, locations and combinations to enhance Escondido's sustainability.

In the Land Use Element, the EVSP area currently has land use designations of General Commercial ("GC") and Office ("O"). According to *Figure II-6* of the General Plan, the GC designation allows "a broad range of retail and service activities, including local-serving commercial, community shopping/office complexes, automobile sales and service, eating and drinking establishments, entertainment facilities." The O designation is intended for "administrative and professional offices; business support services; financial, insurance, and real estate services; supportive commercial uses such as restaurants" as well as "medical offices and health care services, short-term convalescent and long-term care facilities, research labs, medical supply, and similar uses."

The EVSP area is also located in the East Valley Parkway Target Area, and has a mixed-use overlay on it. The language in the Target Area description directs the City to "establish a mixed use overlay between Palomar Hospital and Ash Street to focus residential growth…" and the corresponding *Figure II-27* has a cross-hatched overlay extending beyond Ash Street, to Harding Street. Since the text and the figure are inconsistent, the EVSP area was established using the larger of the two depictions in order to create a larger and more comprehensive specific plan, providing for increased development opportunities.

Adoption of the EVSP would also include an amendment to the General Plan. The amendment would address several related items:

1. Change the underlying land use designations from GC and O, to Specific Plan Area ("SPA")
2. Revise the East Valley Parkway Target Area text to appropriately reference the newly adopted EVSP
3. Add a figure and text describing the location, size, current status, adopted plan details, and guiding principles for the SPA
4. Revise *Figure II-8* to identify the EVSP area as "SPA 16"
5. Additional minor revisions for consistency (re-numbering of pages, figures, etc.)

Proposition S – In 1998, voters of the City approved Proposition S, which established and affirmed various General Plan policies limiting the intensification of residential land uses. In addition, Proposition S specified that certain future amendments to the General Plan which affect the intent of the policies established and reaffirmed by Proposition S would require approval by vote of the public. In particular, Proposition S requires voter approval of any General Plan Amendment which would increase residential densities, change, alter or increase the General Plan Residential Land Use categories, or change any residential designation to a commercial or industrial designation on any property designated as Rural, Estate, Suburban, or Urban.

What Proposition S did not do, however, was limit the change of commercial (or industrial) land use designations to residential land use designations. This determination was affirmed by the City Council via Resolution No. 2021-109 on July 14, 2021, which stated, in part, "(a) change in General Plan land use designation from a non-residential designation to a residential designation does not trigger Proposition S." The change proposed by the creation of the EVSP would change non-residential land use designations (CG and O) to a specific plan designation (SPA 16) in order to both maintain the existing commercial land-use ability and allow residential land uses. Thus, the adoption of the EVSP would not be a violation of Proposition S.

Housing Element – To ensure adequate housing can be developed in a jurisdiction, a Housing Element is required as part of the General Plan. The Housing Element has two main purposes: 1) to provide an assessment of both current and projected housing needs and constraints in meeting these needs; and 2) to state "goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing." (Gov't Code § 65583.) Thus, a Housing Element has become the official "planning"

response to the need to provide housing and housing-related services for all economic segments of the community. The City Council adopted the 6th cycle Housing Element on March 22, 2023. In a letter dated May 24, 2023, the California Department of Housing and Community Development ("HCD") determined that the adopted element substantially meets statutory requirements and that it will comply with state housing element law when rezoning through the EVSP is completed, adopted, submitted, and approved by HCD.

East Valley Parkway Area Plan

The East Valley Parkway Area Plan ("EVPAP") serves as a zoning overlay district that covers properties along East Valley Parkway from Hickory Street on the west to Citrus Avenue on the east. The mission of the EVPAP is to develop and implement a comprehensive strategy for the revitalization of the physical character and economic health of East Valley Parkway businesses and community. A significant portion of the EVSP area lies within the boundaries of the EVPAP. The EVPAP is focused on commercial land uses and does not serve to implement the mixed-use overlay in the East Valley Parkway Target Area as provided in the General Plan. In order to remove any conflict between the EVPAP and the EVSP, the portion of the EVSP that is within the EVPAP would be removed from the EVPAP concurrent with the adoption of the EVSP.

FISCAL ANALYSIS

The EVSP provides a framework to enable private development in the East Valley in areas currently characterized by lower-density and lower-intensity commercial and residential uses. As redevelopment occurs over time, development impact fees will be collected to pay for public improvements necessary to serve the area. In addition, impacts directly attributed to the construction of a specific project or projects will be required to construct those improvements (or pay their fair-share contribution toward the cost of construction). These requirements are typical of all development throughout the City, however it is important to note that impact fees collected from projects in the EVSP area will stay in the area.

Residential projects shall also fund the on-going operational cost of providing municipal services required for the project, through either an agreement to form or annex into a Community Facilities District or the establishment of another lawful funding mechanism reasonably accepted by the City.

ENVIRONMENTAL ANALYSIS

A draft Programmatic Environmental Impact Report ("PEIR") was prepared for the EVSP and identified potential impacts to air quality, biological resources, cultural and Tribal Cultural Resources, and noise. The environmental analysis concluded that mitigation for impacts to air quality, biological resources, and cultural and tribal cultural resources would reduce them to a less than significant level, however impacts to noise would remain significant and unavoidable. The draft PEIR was made available for a 45-day public review period from March 30, 2023, through May 15, 2023, and two public comments were received. A final PEIR is being prepared which will include responses to the two comments received, findings of fact, a statement of overriding considerations, and a mitigation monitoring and reporting program. The final PEIR and will be presented to the Commission for consideration at along with the EVSP at the June 27, 2023, Planning Commission meeting.

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PUBLIC OUTREACH AND ENGAGEMENT

As noted earlier in this report, work on the East Valley Specific Plan began in 2020 as part of a larger Housing and Community Investment Study ("HCIS") which included a Sector Feasibility Study, the Housing Element update, and the East Valley Specific Plan. At that time, the City established a webpage for the program (https://www.escondido.org/hcis) to solicit input and provide updates on the status of all three HCIS documents. Additional early outreach efforts included virtual meetings on July 23 and October 7, 2020. Mailers were sent to property owners, residents, and business owners, in English and Spanish, ahead of the meetings, and translation services were available at the meetings. Mailers were also sent out to business owners in August of 2020 (English and Spanish) specifically related to an online business survey.

The first draft of the EVSP was posted on the HCIS webpage in March 2021, and the document was discussed at Planning Commission meetings on the March 23, July 13, and October 21, of that year. At that time, focus on the HCIS work program turned toward the Housing Element which had been adopted by the City Council but failed to achieve certification from HCD. Because the EVSP is intended to serve as the rezoning program to achieve compliance with housing element law and enable HCD to certify the City's Housing Element, it was important that the EVSP be developed in conjunction with the Housing Element. The updated Housing Element was adopted by the City Council in March of this year, and, while there was some discussion of the EVSP during outreach efforts and public hearings ahead of that adoption, no outreach specific to the EVSP took place.

In March of this year, a revised draft of the EVSP was made available for public review concurrently with the draft PEIR described above. A public hearing notice was published ahead of this public hearing, and another notice will be published ahead of the June 27, 2023, public hearing. Notices will be mailed to property owners, residents, and business owners ahead of the June 27, 2023, public hearing, and publication and mailing will occur prior to the City Council's public hearing, tentatively scheduled for July 19, 2023.

CONCLUSION AND REQUESTED ACTION

Prior to bringing the EVSP forward for Planning Commission consideration and formal recommendation to the City Council, staff would like to obtain feedback from the Planning Commission on the EVSP. Staff has noted certain areas of the document that warrant minor revisions and will present those to the Commission at the meeting. Staff will also be asking the Commission for areas that they believe warrant revisions as well. It is unlikely that significant revisions can be made at this time, however input from the commission will be considered as the final draft is prepared. A summary of changes will be presented at the June 27th public hearing.

ATTACHMENTS

1. East Valley Specific Plan (Final Draft, March 30, 2023)

ESCONDIDO
City of Choice

East Valley Specific Plan

Final Draft












ESCONDIDO
City of Choice

East Valley Specific Plan

Final Draft
March 30, 2023

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Supported by

DESIGNWORKSHOP

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1.0 Introduction

The City of Escondido developed the East Valley Specific Plan ("EVSP" or "Plan") in collaboration with residents, local businesses, and land owners, to provide a forward-looking vision for the future of the East Valley Specific Plan Area ("Plan Area"). The EVSP presents goals, policies, design standards, and implementation strategies for categories such as land use, mobility, and parks and open space opportunities. The EVSP is intended to provide guidance for private development and public investment over the next 12+ years. This chapter will discuss the EVSP background, legal authority, historical and physical setting, planning context, and the contents of the Plan.

1.1 Plan Background

In 2004, Escondido City Council approved the East Valley Parkway Area Plan ("Area Plan") with the purpose of implementing a comprehensive strategy for the revitalization of the physical character and economic health of the East Valley Parkway businesses and communities. The East Valley Parkway Area Plan has since been the City's implementing document for the Plan Area.

In 2012, the City of Escondido prepared a 2012 City of Escondido General Plan Update ("General Plan") which identifies eleven "Target Areas" that provide unique opportunities for achieving the General Plan vision and involves a reevaluation of land use patterns and policies. The Plan Area is included within the limits of the General Plan's East Valley Target Area. The General Plan's East Valley Parkway Target Area guiding principles include:

1. Update the Area Plan for the Target Area to include smart growth principles as well as improved vehicular access and enhanced aesthetics from Highway 78 along Lincoln Avenue and Ash Street. Strengthen Escondido Creek path connections, and better integrate public/private recreational spaces.
2. Promote opportunities and incentives for attracting job training and technical/vocational schools and educational institutions that enhance employment opportunity for residents.
3. Establish a mixed use overlay between Palomar Hospital and Ash Street to focus residential growth with increased building heights and intensities, distanced from lower density residential and appropriate buffers to ensure compatibility.

In 2020, the City was awarded grant funding to develop a Housing Element Update, a Sector Feasibility Study, and an East Valley Specific Plan. The Housing Element Update allows the City to assess current conditions; plan for future conditions; and advance a set of programs to develop, conserve and maintain fair housing choices for current and future residents. The Sector Feasibility Study is a residential sector housing market study that offers a general framework for defining realistic goals for the preferred housing market outcomes. The City chose to craft the EVSP as a comprehensive planning and zoning document for the western portion of the General Plan East Valley Target Area. The EVSP establishes a link between implementing the goals and ideas of the General Plan, 2021 Housing Element Update, and Sector Feasibility Study.

1.2 Legal Authority

The EVSP is established through the authority granted to the City of California Government Code, Sections 65450 through 65457, as a means of systematically implementing the General Plan. A specific plan, through text and diagram(s), must identify the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

The primary effect of a specific plan is the establishment of a clear and detailed plan for a defined area. Existing zoning is replaced with development standards of the specific plan which best meet the needs of the defined area. After adoption by the City of Escondido, all public and private development projects and improvements must be consistent with the adopted specific plan.

State Law requires that a specific plan be in conformance with a city's general plan. This Plan has been prepared in conformance with the General Plan for the enhancement of the East Valley community. The East Valley Specific Plan seeks to build upon the vision of the General Plan, provide more detailed guidance, and adapt to the area's ongoing changes by applying use and development priorities to parcels and districts.

1.3 East Valley Setting

The Plan Area covers approximately 191 acres within the City of Escondido and is comprised of private and public ownerships. In order to plan for the future, it is important to understand the past and present; the following sections provide the historical and physical context of the Plan Area.

1.3.1 Historical Setting

The Plan Area was originally zoned as an agricultural district in the 1930s, which was later developed with mobile home parks and commercial development in the '50s and '60s. The commercial development is automobile-oriented, characterized by big and mid-box retail, strip commercial and food service establishments with ample parking generally located along the street frontage. Construction of the Escondido Creek flood control channel, known as the Escondido Creek Watershed Project, began in 1965.

The former Palomar Health Downtown Campus ("Campus") building along East Valley Parkway, west of the Plan Area was constructed in phases between 1957 and 2002. Throughout this time, the Campus influenced the expansion of medical-oriented office and commercial uses developed within the western side of the Plan Area. In 2012, Palomar Health opened the Palomar Medical Center Escondido in western Escondido, to which many of the Palomar Health Downtown Campus facilities were relocated. The Palomar Health Downtown Campus has been demolished, and construction of a mixed-use residential and commercial project is underway at this time. With the relocation of the Palomar Health Downtown Campus, many medical office buildings in the Plan Area are facing increased vacancies.

The Plan Area's policies and standards need to be updated to reflect new development priorities. These have been expressed as community-supported solutions to advance a number of the City's overriding housing, economic, and environmental goals. The EVSP strategically applies them to parcels and districts to help realize the desired vision of the area.

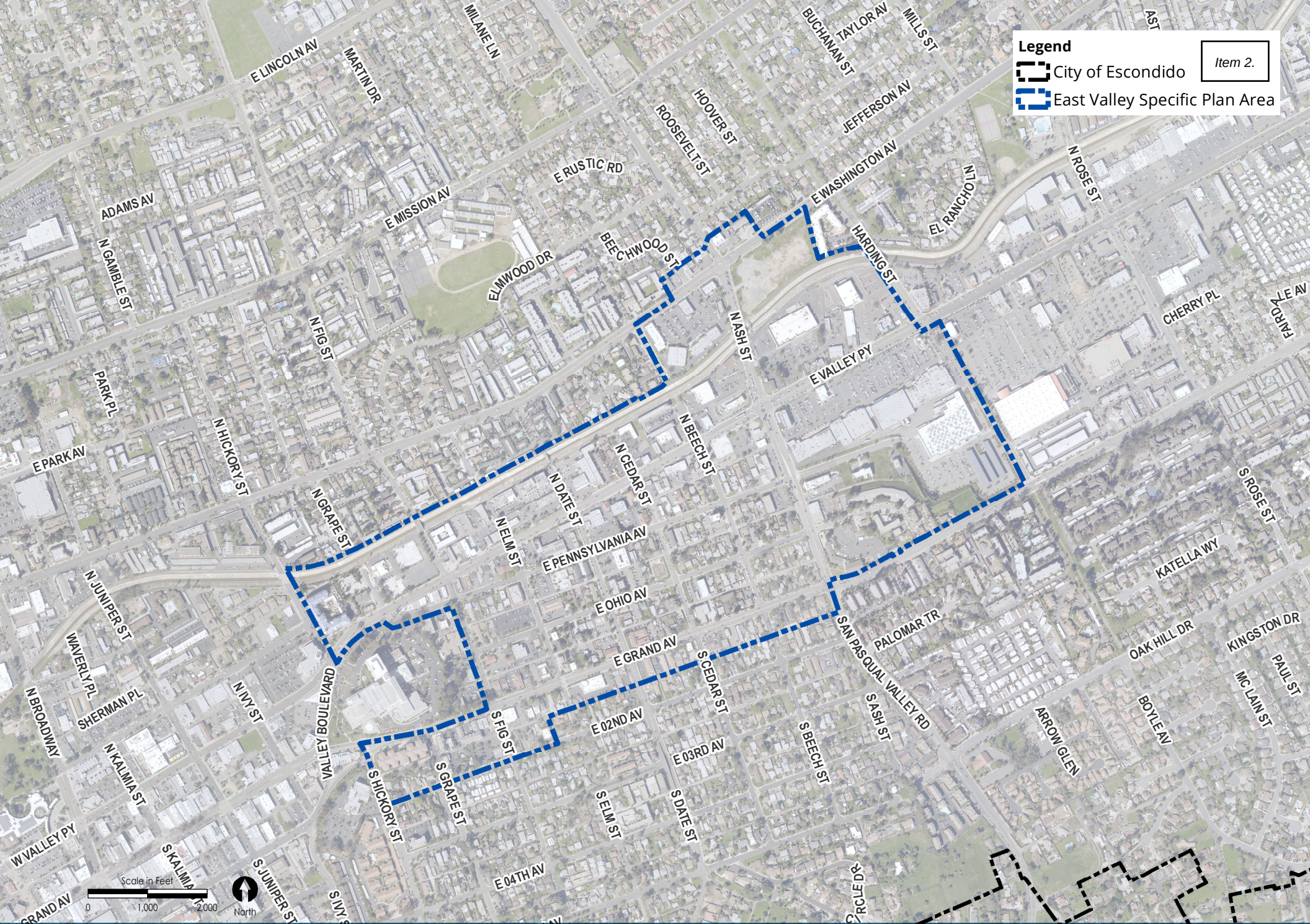


FIGURE 1-1 Vicinity Ma

1.3.2 Physical Setting

The Plan Area is located in central Escondido, immediately adjacent to, and east of downtown. As shown in Figure 1-1, East Valley Specific Plan Vicinity, the Plan Area is generally bound by Escondido Creek to the north; Harding Street to the east, Grand Avenue and East 2nd Street to the south; and North Hickory, South Hickory, and North Fig Streets to the west.

The Plan Area ranges in elevation of approximately 650 to 715 feet above mean sea level. The general northeastern San Diego climate consists of approximately 14 inches of rainfall over the course of approximately 41 days annually. The temperature ranges with an average winter low of 42 degrees Fahrenheit to an average summer high of 86 degrees Fahrenheit. The Plan Area offers eastern-facing views of Bottle Peak of the peninsular mountain range.

Escondido Creek, a concrete-lined flood control channel, flows through the center of Escondido and along the northern edge of the Plan Area, in a primarily east-west direction. The Escondido Creek forms the "spine" of the City's Class 1 bicycle facility and also serves as an alternative non-motorized access route linking residents to employment, shopping and services.



Image of Escondido Creek

1.4 Planning Process

The Plan Area is currently a product of historical land use decisions and functions. The development of this Plan built upon a series of previous planning efforts. The need for a specific plan for East Valley was identified in the General Plan to update the 2004 East Valley Parkway Area Plan. The City launched the East Valley Specific Plan effort in mid-2020. An Existing Conditions Report was prepared to identify the key issues, constraints, assets, and opportunities of the Plan Area. The Existing Conditions Report also provided a solid baseline to facilitate community input.

The planning process for the Plan included the involvement of community members, business stakeholders and interest groups in the Plan Area. Interested parties were engaged in the project through press and media notifications, virtual workshops, surveys, eblasts, and website updates. Spanish translations and services were also provided for these community involvement efforts. Despite COVID-19 restrictions on public gatherings, community input informed each stage of the planning process. The City engaged community members in a variety of venues and formats to ensure community input was received before moving forward. This constant communication produced an open and transparent process that helped inform and shape the development of each step in the process.

The City conducted a virtual-based workshop in Summer 2020 to gather community input on what individuals would like to see in the Plan Area and present the existing conditions analysis. An online survey was also sent out to business owners and property stakeholders in the Plan Area to provide an alternative method for community input on key aspects of the planning process to reach a broader audience.

Additionally, the City created and maintained a project website, which provided current project information, upcoming events, updates, key milestones, and project documents. A comment form was also made available via the project website in which community members could provide comments, suggestions, and concerns. Input received over the course of the online survey period provided valuable input on project priorities, desired outcomes, and land use and circulation alternatives.



Overarching comments received from the first round of community involvement included:

- Creating a strong identity for East Valley
- Providing affordable to moderate income housing
- Leveraging the Escondido Creek Trail
- Promoting walkability through mixed use buildings and complete streets concepts
- Enhancing streetscapes and building frontages through design and amenities
- Creating more public open space for the residents and visitors

Using the Existing Conditions Report and community input gathered, three Land Use Alternatives were developed for the City and community to assess and identify a Preferred Land Use Alternative. In Fall 2020, a Land Use Alternatives Workshop was held virtually where the three Land Use Alternatives were presented to the public. The Preferred Land Use Alternative acts as a base in which this Specific Plan establishes the land uses, circulation network, design guidelines, and design standards.

The EVSP was virtually presented to the public in Fall 2020 soliciting input on the contents of the Land Use Alternatives. This second public workshop gave the community another opportunity to voice their preferences and ideas for the Plan Area. Spanish translation services and materials were also provided at this workshop. Input gathered through this outreach effort was folded into the Preferred Land Use Alternative, which is presented in the EVSP.

Overarching comments received from the second round of community involvement included:

- Providing affordable housing with appropriate design standards
- Including parks and urban canopy as these are important concepts for an urban setting
- Mindfully establishing parking standards to accommodate future and current needs
- Allowing for community services and other existing uses while facilitating new opportunities

The Draft EVSP was released in Spring 2021 and Spring 2023 for public review, and later adopted by City Council by policy/ordinance resolution on ____, 2023.



Public Workshop #2 for the East Valley Specific Land Use Alternativ

1.5 Specific Plan Contents

The Specific Plan contains eight chapters as follows:

Chapter 1.0 Introduction: Provides a broad overview of the process that informed the development of the EVSP and outlines the contents of the Specific Plan Chapters to follow.

Chapter 2.0 Vision, Goals, and Policies: Describes the future Plan Area and identifies the qualities most important to the East Valley neighborhood, which has been translated into the goals, policies, and vision. Topics identified for the Plan include: Land Use, Mobility, Open Space, Economic Development, Sustainable and Equitable Development, and Design. This chapter includes goals and policies for each of the topics to guide future development in the Plan Area.

Chapter 3.0 Land Use: Translates goals and implementing actions into a land use plan. This chapter describes the distinguishing features of each of the land use designations and the allowed uses and permit requirements for each as the Plan is implemented.

Chapter 4.0 Parks and Public Realm: Guides the park program including the Park Overlay Zone types of parks and public realm spaces and amenities. This chapter also establishes park standards for future development.

Chapter 5.0 Mobility: Sets forth the transportation network for the Plan Area including the roadway, bicycle, and pedestrian networks. This chapter also provides guidance on transportation demand management and parking standards in the Plan Area.

Chapter 6.0 Public Services and Infrastructure: Describes the public services within and around the Plan Area; including fire and medical facilities, police facilities, schools, and libraries. This chapter also includes the existing and anticipated capacities and demands for public infrastructure such as sewer and stormwater infrastructure, and provides the framework for future infrastructure improvements.

Chapter 7.0 Design Standards and Guidelines: Provides the urban design guidance for the Plan, including development standards and guidelines. This chapter sets forth standards and guidelines for the design of appropriate development including architectural characteristics, site planning, parking, and signage.

Chapter 8.0 Implementation: Describes how the Plan will be implemented and administered, and describes the development review procedures for projects within the Plan Area. This chapter also provides a summary of recommended public improvements, programs, and the financing tools needed to implement these strategies.



2.0 Vision, Goals, & Policies

This chapter describes the intended future of the Plan Area and identifies the qualities most important to the East Valley community, which have been translated into the vision, goals, and policies. A series of public outreach events solicited community input on the vision and desired outcomes for the Plan Area; including a visioning exercise, which provided a framework of aspirations and targets to develop a comprehensive vision for the EVSP. Goals were developed based on the vision for each of the topics to guide future development in the Plan Area.

2.1 Vision

The East Valley Specific Plan incorporates a dynamic mix of land uses, ensuring a variety of residential options, linked together through safe streets and a business corridor. The Plan creates an inviting atmosphere and quality of life with attractive public spaces and connected paths that leverage the Escondido Creek Trail and provide a unique and artistic identity that attracts local residents and North County Inland residents to live, shop, dine, and recreate.

2.2 Goals & Policies

The EVSP vision establishes an all-embracing mission for the Plan Area, while the following goals and policies act as tangible steps or actions towards achieving the vision. The goals are broken out into the different topics or lenses in which to carry out the vision. Each goal is supported by policies that give the City measurable, implementable actions intended to help accomplish that goal. Goals and policies are provided for the following topics: Land Use, Sustainable and Equitable Development, Site and Building Design, Mobility, Parks and Public Realm, Economic Development, Public Services and Infrastructure.

2.2.1 Land Use

Land Use Goal 1: A self-contained land use pattern that offers a mix of compatible land uses and community spaces.

Policies:

LU-1.1: Provide housing in proximity to commercial and employment uses through shared services or amenities such as reciprocal parking or shared community space.

LU-1.2: Provide incentives for the consolidation of lot ownership to facilitate revitalization and aesthetic improvements through comprehensive site planning and property maintenance coordination.



Example of ground-floor commercial

LU-1.3: Incentivize new commercial and mixed-use development projects in preferred areas to include publicly accessible outdoor space.

LU-1.4: Locating new development within existing communities takes advantage of existing services and infrastructure, while strengthening the existing neighborhoods. Encourage new street-activating retail and other ground-floor commercial uses along East Valley Parkway to promote job creation, reduced auto-dependence, increased active transportation, and healthier lifestyles. See Section 7.2.3, Frontages & Ground-Floor Commercial, for applicable design standards.

LU-1.5: Provide flexible land use regulation to convert under-performing commercial spaces with more intensive and higher performing commercial land uses.

LU-1.6: The availability of stores and offices in close proximity to housing allows residents to work and shop close to home. Desirable land uses that serve surrounding residential uses and increase foot traffic include, but are not limited to: educational institutions and support facilities; entertainment uses, such as music venues, theaters amphitheaters; commercial types of recreational uses, such as athletic clubs; retail and dining uses; and professional services.

LU-1.7: Support an increasing range of services, retail shops, community facilities, public outdoor spaces, and other neighborhood amenities to serve new and existing residents and workers.

Land Use Goal 2: A housing program focused on affordable housing opportunities.

Policies:

LU-2.1: Redevelopment shall provide for a variety of housing options for all lifecycles and income levels in each development, with a mix of floor plans, sizes, and number of bedrooms provided. Create and preserve accessible, affordable housing, especially as mixed-income developments and in mixed-income neighborhoods.

LU-2.2: Support a flexible range of housing types – such as smaller unit sizes, compact housing types, live-work, ancillary dwelling units, or other innovative housing formats and design techniques.



Example of live-work dwelling units

LU-2.3: Develop or identify new incentives for affordable housing within the Plan Area, such as innovative funding sources like tax credit programs and public-private partnerships.

LU-2.4: Offer a range of options for development to fulfill affordable housing requirements.

LU-2.5: Housing constructed exclusively for low and moderate income households should not be concentrated in any single area of the Plan Area and such housing should be high quality in terms of design and construction without sacrificing affordability.

LU-2.6: Promote strong, on-site management of multi-family complexes to ensure the maintenance of housing and neighborhood quality.

LU-2.7: Improve the quality and availability of housing by addressing declining homeownership, neighborhood stability and overcrowding.

LU-2.8: Establish an Affordable Housing Trust Fund (AHTF) to assist in the delivery of affordable housing within the Plan Area. The AHTF should be used to provide affordable housing for lower and middle income households. The AHTF can be used to augment State and Federal programs to expand affordable housing opportunities for these under-served groups.

2.2.2 Sustainable & Equitable Development

Sustainable and Equitable Development Goal 1: Environmentally mindful and equitable development standards for the Plan Area choices.

Policies:

SED-1.1: Encourage the rehabilitation of existing uses by clarifying the approval processes to avoid excessive conditions that discourage rehabilitation.

SED-1.2: Consider ways to improve equitable access to clean and sustainable energy. This could include the creation of a Clean Energy Equity Plan to support low-income residents and small organizations to purchase or obtain renewable energy. Also develop a program to engage with the Solar on Multi-Family Housing Program ("SOMAH") to support local green job training.

SED-1.3: Investigate the use of renewable distributed energy systems, which have environmental benefits, but use a distributed system and/or creative pricing to achieve equity benefits as well. Investing in renewable distributed systems and building insulation programs can reduce the differential impact of energy use on lower-income households.

SED-1.4: Advance the placement of site energy facilities, including stations and lines, to avoid disproportionate impact on the health and well-being of low-income groups over other economic groups and move away from centralized coal-based or nuclear power generation.

SED-1.5: Promote equitable distribution of desirable public amenities, such as recreational facilities, grocery stores, public spaces, and other public amenities. Desirable public amenities should be focused in priority investment neighborhoods (PINs) that currently experience social or environmental injustice and/or bear a disproportionate burden of public health impacts. PINs are identified by the City's Social Equity and Health Index Map.

SED-1.6: Create equitable transportation opportunities for all populations regardless of age, ability, race, ethnicity, or income.

SED-1.7: Maximize mitigation benefits locally by prioritizing local, or Plan Area mitigation for GHG emissions and biological impacts/habitat loss. If no local mitigation credits or mitigation opportunities are available, allow project applicants to seek out regional solutions first. If no regional solutions are available then State solutions, with a preference to proximity.

SED-1.8: Use regulatory and voluntary tools to increase access to neighborhood parks, passive parklands, parklets, and/or pop-up recreation programs to increase parkland coverage and/or expand equitable access to recreational opportunities.

SED-1.9: Provide landscape standards to include plant palettes that withstand drought conditions and promote plant-type resilience (in street and park trees, green roofs, etc.). Include tree plantings that are known to perform well in the general climate conditions, are climate resilient trees, and will increase canopy or vegetative cover.

2.2.3 Site & Building Design

Site and Building Design Goal 1: Alluring building forms and streetscapes that enhance the physical character and pride of East Valley.

Policies:

SBD-1.1: Provide objective zoning standards and guidelines that identify ways to achieve attractive, high quality spaces and development, defined by architecture and landscaping and consistent with the enhanced visual character envisioned for the Plan Area.

SBD-1.2: Create a landmark identity or focal point in the vicinity of the Ash Street (Highway 78) Midway intersections, which may be accomplished through a combination of elements such as building height and massing, signature architectural design and lush corner landscaping.

SBD-1.3: Support neighborhood efforts to create beauty and pride by removing blight and providing high-quality and well-maintained public infrastructure, parks and public facilities in each neighborhood.

SBD-1.4: Identify site criteria and establish enforceable development standards that emphasize tasteful transitions from high to low density residential uses and transitions from public to private spaces.

SBD-1.5: Protect single family residential neighborhoods by establishing step down height requirements.

SBD-1.6: Ensure new building massing does not result in “urban canyons” by providing regulations that address building lengths, building heights, building variety.

SBD-1.7: Design a positive and safe nighttime environment with better lighting design. Visible direct lamp glare from unshielded floodlight fixtures and lighting design that allows light to be cast up into the night sky shall be prohibited.

SBD-1.8: Establish a positive edge along rights-of-way by reducing the frontage of parking lots, reducing blank walks and increasing buildings oriented towards streets.



Example of high quality development using architectural articulation and variation

Site and Building Design Goal 2: Development sites that seamlessly support all right-of-way users

Policies:

SBD-2.1: Establish design standards and guidelines that support a connected multi-modal transportation system so that all right-of-way users and activities are accommodated.

SBD-2.2: Encourage the reduction of parking to only what is needed and provide strategies to achieving this.

SBD-2.3: Manage internal traffic speeds within new developments to provide better multi-modal safety through the use of speed bumps, variation of pavement materials and colors, and other traffic calming measures.

SBD-2.4: Evaluate the feasibility of providing additional density bonuses or other incentives for new developments that include universal design (beyond the American Disability Act standards). Universal design is the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

SBD-2.5: Promote and increase in pedestrian and bicycle trips within district by increasing bicycle lane miles, bicycle parking areas, accessible walkways, removal of obstructions, increasing shade, establishing open space, providing recreation and community facility destinations within 0.25 miles.

Site and Building Design Goal 3: Quality landscaping and greenspace throughout the public realm.

Policies:

SBD-3.1: Provide the framework for positive landscaping habits through the use of drought-tolerant plantings, increasing street trees and percentage of tree canopy, and using responsible soil practices. See Section 7.4.5, Landscape Design for guidelines on landscaping.

SBD-3.2: Provide landscaped “greenways” along East Valley Parkway, Ash Street, Grand Avenue, and Washington Avenue within the Plan Area.

SBD-3.3: Improve the quality of the trail and experience along Escondido Creek through landscaping and design standards.



Examples of high quality landscaping

2.2.4 Mobility

Mobility Goal 1: Public and private development that provides safe vehicular circulation while reducing overall vehicle miles traveled (VMT) and promoting alternative modes of transportation.

Policies:

M-1.1: Strive to maintain the General Plan's Quality of Life standard for roadways that provide for minimal delays.

M-1.2: Encourage consolidation of driveways by providing incentives for lot consolidation.

M-1.3: Prohibit installation of new or additional curb cuts on East Valley Parkway and Ash Street ("Highway 78"), except as a replacement for closing another curb cut elsewhere on the frontage, to the satisfaction of the Public Works Director and Caltrans.

M-1.4: Establish and implement Transportation Demand Management (TDM) programs to increase the number of people who use transit, walking, bicycling, and carpooling to access downtown. All new development shall be in compliance with the applicable transportation demand management (TDM) measures included in Section 5.5.

M-1.5: Reallocate excess space from traffic lanes to other uses.

M-1.6: Incorporate traffic calming features along mixed use and urban neighborhoods to ensure pedestrian and vehicular safety.

M-1.7: Development Impact Fees (DIFs) incurred by development projects within the Plan Area shall be applied to roadway and facility improvements within Plan Area.

Mobility Goal 2: A safe and connective pedestrian and cyclist experience for residents and workers, through quality design, public amenities, and accessible facilities.

Policies:

M-2.1: Construct public improvements commensurate with the proposed development, including but not limited to, bicycle facilities and amenities, enhanced sidewalks, street parkway landscaping, curb ramps, closures of curb cuts, lighting, benches and drainage improvements.

M-2.2: Require internal pedestrian connections between properties to minimize unnecessary vehicle miles traveled ("VMT") and turning movements on roadways within the Plan Area.

M-2.3: Evaluate the feasibility of installing mid-block pedestrian crossings with pedestrian hybrid beacons along East Valley Parkway between Cedar Street and Beech Street, and between Ash Street and Harding Street.

M-2.4: Require new development or redevelopment to install sidewalk amenities including lighting, signage, seating, and street trees wherever feasible.



Example of public sidewalk amenities.

M-2.5: Provide safe, comfortable spaces to wait for buses that include lighting, new shelters, benches, wayfinding and transit information in multiple languages, and other amenities including those that improve access and comfort for people with disabilities.

M-2.6: Encourage parallel parking along roadways as a means of traffic calming to improve pedestrian safety.

M-2.7: Wayfinding and improve accessibility to and through East Valley Parkway by developing a comprehensive directional sign program for pedestrians and cyclists.

M-2.8: Develop bicycle routes and facilities that connect to transit stations, employment and commercial centers, schools, libraries, cultural centers, parks, the Escondido Creek Trail, and other frequently visited destinations throughout the community and region where they do not already exist.

M-2.9: Implement the Escondido Bicycle Master Plan and carry forward its efforts that ensure safe, adequate bike routes and encourage the replacement of vehicle trips with bicycle trips.

M-2.10: Increase availability of bicycle parking within proximity to commercial, office, residential development; as well as public places such as transit stops, libraries, parks, and the Escondido Creek Trail to make bicycling more appealing and convenient.

M-2.11: Require new larger development projects (e.g. commercial centers, educational institutions) to provide connections to existing and proposed bicycle routes, as well as bicycle parking, personal lockers, and other bicycle support facilities to encourage bicycling.

Mobility Goal 3: A transit-oriented community with safe, reliable and timely transit options.

Policies:

M-3.1: Link higher density residential developments, employment centers, and shopping areas via public transit. Public transit shall be provided via North County Transit District (“NCTD”) and Metropolitan Transit System (MTS) services, as well as ride sharing services.

M-3.2: Implement transit priority treatments (such as transit priority signals at intersections, queue jump lanes, and boarding islands or transit bulbs) on East Valley Parkway and decrease bus headways to improve overall transit travel times, and access to and from East Valley Parkway.

M-3.3: Provide extended bus platforms that are extensions of the curb that provide more space for riders to wait, board, and exit the bus. These extended bus platforms improve bus route efficiency by reducing the time a bus spends pulling out of and back into traffic.

M-3.4: Focus pedestrian safety improvements to be in proximity to transit stops.

M-3.5: Involve the community in identifying priority upgrades to transit stops to make them safer and more comfortable.

Mobility Goal 4: More efficient parking strategies.

Policies:

M-4.1: Identify parking management strategies that efficiently facilitate commercial uses while improving the overall pedestrian experience.

M-4.2: Consider opportunities for shared parking and access arrangements where lot consolidation is infeasible.

M-4.3: Develop a means for new development to pay an in-lieu parking fee as an alternative to providing off-street parking spaces on-site.

M-4.4: Implement real-time parking signage on parking structures to display parking availability and pricing.



Example of bicycle parking in proximity to commercial uses.

2.2.5 Parks & Public Realm

Parks and Public Realm Goal 1: Accessible public gathering spaces with social and recreational amenities.

Policies:

PPR-1.1: Public and private parkland shall comply with the applicable park requirements and fees established in Section 4.5, with consideration to the park amenities recommended in Section 4.4.

PPR-1.2: Tie development impact fees (DIFs) more closely to direct impacts of new development and utilize geographically based impact fees to help ensure fee calculations are closely tied to facilities in the Plan Area. Utilize development impact fees to create public outdoor spaces and amenities within the Park Overlay Zones.

PPR-1.1: Public and private parkland shall comply with the applicable Design Standards and Guidelines in Chapter 7.0.

PPR-1.3: Provide a mixture of amenities such as water features, public art, shade, drinking fountains, landscaping, seating options, and lighting in public outdoor spaces.

PPR-1.4: When designing parks and public spaces, consideration should be given to the specific use(s) within the space, the location in relation to schools, transit stops, daycare facilities, and other parkland spaces to maximize utility.

PPR-1.5: Public open spaces should include flexible area for public gatherings, such as lawn area or a paved plaza, at a scale that maintains intimacy.

PPR-1.6: Prioritize provision of parkland and community space within the Plan Area.

PPR-1.7: Parkland and community space shall be prioritized within the Park Overlay Zone (shown in Figure 3-1 Land Use Plan). Park locations should be identified based on 1) a deficiency of nearby public space; 2) existing and planned development of urban housing of all income levels; 3) proximity to primary pedestrian routes; 4) underutilization of property; and 5) consultation with local residents, business and property owners.

PPR-1.8: Work with the Plan Area residents, employees and business owners to identify park program elements.





Examples of amenities in public outdoor spaces including seating options and children's play areas.

2.2.6 Economic Development

Economic Development Goal 1:
Robust economic activity within the Plan Area.

Policies:

ED-1.1: Identify economic incentives that can be used to fund desired public benefits and support the attractiveness of East Valley. For example, provide development incentives (e.g., increased building square footage) for the provision of pedestrian amenities within private projects (e.g. landscaped plazas, courtyards, etc.).

ED-1.2: Create and maintain marketing collateral, an interesting and well-maintained website, and positive messages conveyed to the media as marketing for East Valley.

ED-1.3: Provide an opportunity for start-up businesses to become established and promote the transition of marginal retail to higher and better uses.

ED-1.4: Develop objective zoning standards and design guidelines that streamline development to reduce time and costs of permit application processing and promote development.

2.2.7 Public Services & Infrastructure

Public Services and Infrastructure Goal 1:
High-quality services and infrastructure that accommodate projected growth in the Plan Area.

Policies:

PSI-1.1: Ensure new development and redevelopment contribute their fair share towards public services so that the City continues to meet the quality of life standards for public services.

PSI-1.2: Develop and implement water management strategies for the existing system.

PSI-1.3: In coordination with the Wastewater Division of the City of Escondido Utilities Department, Water Division of the City of Escondido Utilities Department, and the Escondido Utilities and Public Works Departments, ensure that new development in the Plan Area has adequate water, sanitary sewer, and stormwater drainage.

PSI-1.4: Incorporate sustainable stormwater management features in new development and public improvements, including bio-swales, permeable pavers, rainwater collection systems, and other features to manage stormwater runoff.

PSI-1.5: Utilize recycled water for landscaping of public areas along with other non-potable applications as they come available.

PSI-1.6: Avoid flood zone areas or incorporate them into the overall site design of new development.

PSI-1.7: Encourage new development to accommodate current telecommunication technologies.



3.0 Land Use

This chapter describes the Land Use Plan ("LUP") for the EVSP, which acts as the policy framework for the development and use of land in the Plan Area. The overall goal of the LUP is to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in the use and implementation as East Valley changes over time, while preserving strongly utilized uses that exist today.

The Plan Area lies adjacent to a variety of neighborhoods; Downtown Escondido located to the west, residential neighborhoods located to the north and south, and large commercial shopping centers located to the east. The Escondido Transit Center is an approximately 20-minute walk southwest of the Plan Area and there are multiple transit stops throughout, which presents a significant opportunity to promote a land use mix that provides community services and activity nodes desired by the community.

3.1 Land Use Plan

The LUP for the Plan Area, shown in Figure 3-1, envisions a compatible mix of land uses that support the overarching goals and vision for this area. The LUP focuses on maintaining many of the existing uses, while clustering them into different areas to create a more cohesive pattern and design. As shown in Figure 3-1, Land Use Plan, the LUP is comprised of three land use designations and one overlay zone.

The LUP sets forth a transition of intensities throughout the Plan Area. To ensure the intended intensities, the land use designations shall be consulted in tandem with the design standards included in Chapter 7.0 Design Standards and Guidelines. For example, the LUP designates the majority of properties along East Valley Parkway as Mixed Use, which will create a more urban and vibrant character with an enhanced public realm through outdoor dining, public plazas, and other amenities as it transitions to larger commercial to the east and downtown to the west. General Commercial uses are clustered at the corner of East Valley Parkway and Ash Street to encourage more compact commercial footprints and create an activity node proximate to shopping, transit, and residences.

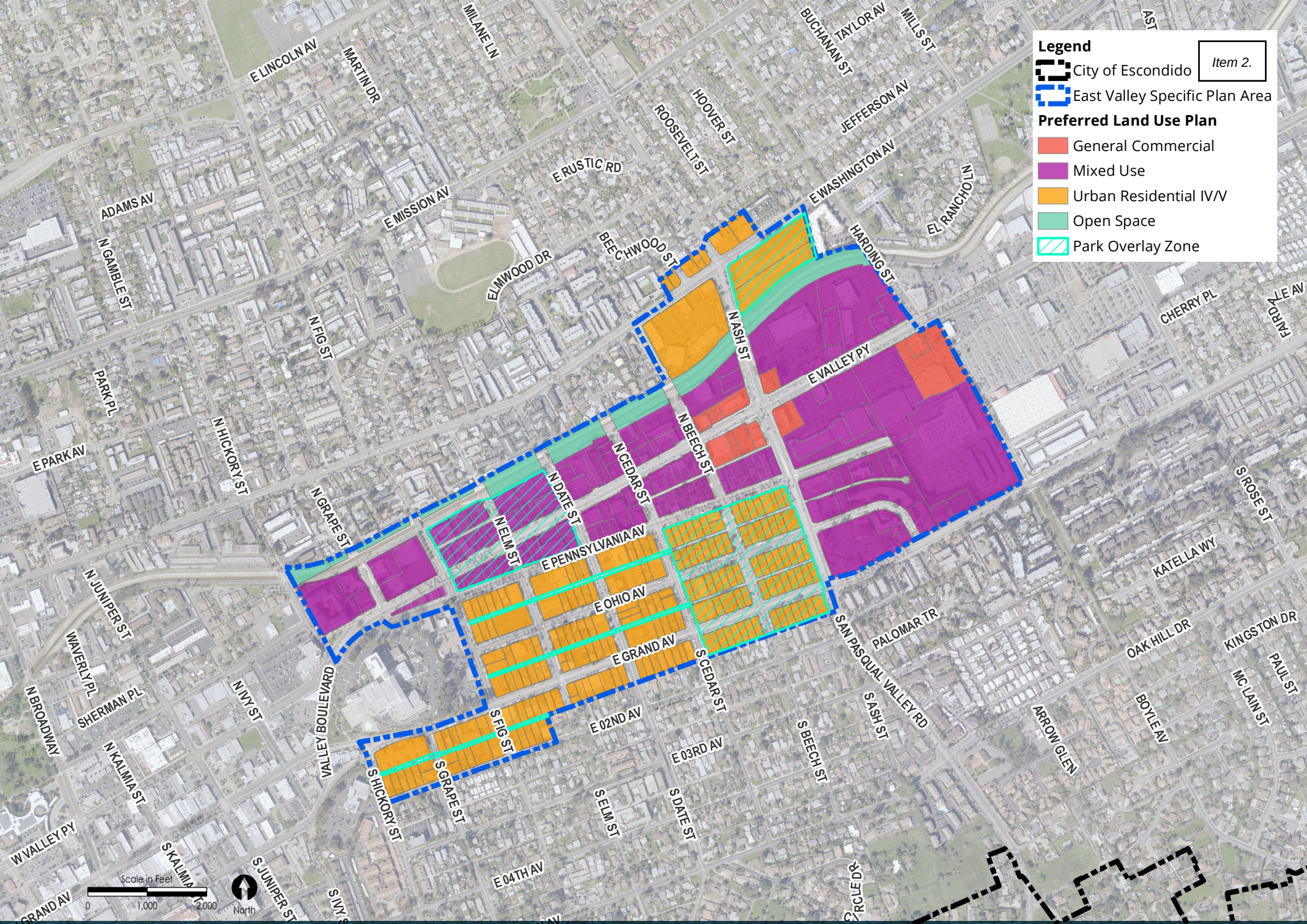


FIGURE 3-1 LAND USE PLAN

3.1.1 East Valley Specific Plan Density Transfer Program

The purpose of the East Valley Specific Plan Density Transfer Program ("EVSP Density Transfer Program") is to enable the City to transfer densities from undeveloped or underutilized properties (sending areas) within the Plan Area to other properties in the Plan Area (receiving areas) to enable a developing property to increase its density beyond what current zoning would permit. The transferred density will be held in a Density Credit Pool.

- Sending Area - Areas identified to be conserved or restrained from further growth or density. This may include an area or property where development has occurred and is currently underutilized and further development is not anticipated. The unused density is transferred to a Density Credit Pool.
- Receiving Area - Area identified as having additional potential for development beyond that allowed by the zoning. The increased density can only be utilized by transferring of density from a Density Credit Pool.
- Density Credit Pool - A Density Credit Pool consists of unused density from undeveloped or underutilized properties. Available density with the Density Credit Pool could be transferred to a developing parcel to increase the density beyond what is permitted through the current zoning. The overall transfer of density from sending areas to receiving areas would not exceed the overall planned density of a specific area. For projects that do not optimize their full development potential, a deed restriction would be placed on the property to document the transfer of unused density into the pool.

Density Transfer Process

The Density Credit Pool starts with unused density from city-owned parcels within the EVSP. The City could consider continuing to fill the density credit pool with excess unused density transferred from other undeveloped, developed, or developing public or private properties that are not developing to the maximum density allowed by current zoning (sending areas).

At a later time, the property owner of a sending property could request reallocation of transferred density should they desire to increase the density on their property if the density units are still available or if there are additional units available in the Density Credit Pool.

Allocation of the density from the pool would only occur when developing properties request additional density beyond that permitted by current zoning. The request for an increase in units would require City Council approval of a Planned Development Permit. Provided there is adequate density available in the Pool, there would be no ceiling on the amount of density that could be requested, but rather, each development would be scrutinized through the entitlement and environmental review process to ensure appropriate and desired development within the community.

A property owner or developer who requests density from the Density Credit Pool will need to submit an application for a Planned Development Permit to the Planning Division. The Planning Division would review the Planned Development application for completion, project design, environmental concerns, CEQA process, zoning compliance, and other City and state regulations.

When a development is approved to receive density from the Density Credit Pool, those density units would be deducted from the Density Credit Pool. The Density Credit Pool documents pertinent data for each sending and receiving property such as assessor parcel numbers, addresses, ownerships, acreages, existing dwelling units and/or allowable dwelling units, additional dwelling units requested, application dates, approval dates, available number of units within the pool, number of units approved, and resolution number approving the allocations.

The EVSP Density Transfer Program is routinely monitored to ensure that the number of dwelling units for the Plan Area would not be permitted to exceed the buildout of the EVSP. Annual reports to the City Council are presented by City staff to outline approved projects, constructed projects, balance left in the Density Credit Pool, and recommendations for the upcoming year.

3.2 Land Use Designations

Table 3-1, Land Use Designations, presents the land use designations, permitted densities within that designation, and a description of the use.

Table 3-1 includes the applicable land use designation, minimum density, and maximum density permitted. To demonstrate the availability of Plan Area to accommodate future housing development, sufficient housing yields need to be reached to accommodate a jurisdiction's Regional Housing Needs Assessment ("RHNA") allocation. No residential permit shall be issued on any property that falls below the minimum density established unless certain findings are made by the City Council. The City Council may permit limited development of such property (that falls below a minimum density) if, which considering the property as a whole, that the project results in higher quality development than what would have otherwise been achieved through minimum density compliance; and makes a finding that the Housing Element's remaining sites have sufficient capacity to accommodate the remaining unmet RHNA by each income level, or identify and make available sufficient sites to accommodate the remaining unmet RHNA for each income category, pursuant to Government Code Section 65863. The maximum density may be exceeded on a case-by-case basis, through the rounding-up provision or from the EVSP Density Transfer Program (pursuant to Section 3.1.1). For projects that do not optimize their full development potential, a deed restriction would be placed on the property to document the transfer of unused density into the pool.

Table 3-1 also includes a Target Production Point ("TPP") for each land use designation. The TPP is the midpoint of the density range that estimates realistic site development capacities that are likely to yield smaller housing units at a higher density that is more affordable by design. The City will make a finding that the TPP contributes a key density in the 21-30 density range to facilitate moderate income levels (moderate-income limit to equal 120 percent of the county's area median income, adjusted for family size); and a key density in the 30-80 density range for lower income levels (below 80 percent of the county's area median income). To ensure that the EVSP achieves a build-out that accommodates RHNA, especially for lower- and moderate- income households, no residential permit shall be issued on any property with a unit yield that is lower than the TPP density yield unless a fee in lieu is received for on-site production. The TPP in-lieu fee shall be paid into an applicable housing trust fund and used (along with other local funding sources) to finance affordable housing developed off-site. The per-unit fee shall be deemed a comparable affordable unit contribution towards lower or moderate income households. The TPP in-lieu fee is paid at the time of building permit issuance, or for conversion of existing apartments to condominiums prior to the recordation of a final map and/or issuance of a certificate of compliance.

Table 3-1 Land Use Designations

LAND USE DESIGNATION	APPLICABLE ZONING	DESCRIPTION	MINIMUM DENSITY[1] / FAR[2]	MAXIMUM DENSITY[3] / FAR[4]	TARGET PRODUCTION POINT (TPP)[5]
Urban IV/V	EVSP-U-5	Multi-family residential units, town homes, apartments, flats and condominiums. 15,000 sf/ac retail and office uses are permitted.	21 du/ac	30 dwelling unit (du)/ac	25 du/ac
General Commercial	EVSP-CG	Local-serving commercial, automobile service, eating/drinking establishments, entertainment facilities, retail, office, service establishments, etc. Intended for other commercial uses not suitable for residential zones.	---	1.0 FAR	0.5 FAR
Mixed Use	EVSP-MU	A blend of multi-family residential with other compatible uses, such as commercial and/or office uses in a horizontal and/or vertical arrangement. Intended along major thoroughfares, proximate to shopping centers, entertainment, community facilities and employment opportunities.	1.5 FAR 30 du/ac	3.0 FAR 80 du/ac	45 du/ac
Park Overlay Zone	EVSP-POZ	Active and passive parks as well as land to protect, maintain, and enhance the community's natural resources and include detention basins and creek corridors. Development Impact Fees (DIFs) contribute to park space in these areas.		See Section 4.5 Park Requirements and Fees	

1 The minimum and maximum density and FAR standards shall not account for basements and subterranean parking. Density values shall be rounded up to the nearest whole number.
2 The floor air ratio (FAR) is the measurement of a building's floor area in relation to the size of the lot/parcel that the building is located on. This measurement is used to set standards for non-residential land use designations.
3 All maximum density calculations are rounded up to determine the number of housing units per developable acre of property. Rounding up shall mean rounding the fractional unit yield up to the nearest whole unit. The maximum density may be exceeded pursuant to the Density Transfer Program and/or Density Bonus Law. For the purposes of calculating density bonus pursuant to Density Bonus Law, Government Code section 65915 et. seq., only the maximum density limit for each zone in Table 3-1 shall be used to which density bonus is calculated for density bonus projects.
4 Exceptions to the maximum FAR may be considered as incentive for allocating public open space greater than the required minimum; see Section 4.4 Public Open Space Incentive Program for details.
5 All minimum and TPP density calculations are rounded down. Rounding down shall mean rounding the fractional unit yield down to the nearest whole unit.

3.3 Development Potential

The development potential of the Plan Area shown in Table 3-2, Development Potential by Type, estimates the potential growth by land use type over the next 20 years of which this Plan will be implemented. The table also shows the difference compared to existing conditions. Since the future is inherently uncertain and the activities of private property owners are not within the City's direct control, these are broad, planning-level estimates for the potential of future development given the heights, intensities, and land uses specific in the Specific Plan. These numbers are not intended as predictions or quotas on development, and the actual future development mix and amount that occurs over the next 15 years will vary from these estimates.

These numbers were used to analyze economics, infrastructure, transportation, environmental conditions, and other municipal-related effects. Buildout assumptions are based generally on the building envelope allowed in each land use designation to provide a realistic future development scenario. The Plan Area's development potential was determined by assuming buildout of vacant and underutilized parcels.

The ultimate development potential will also be influenced by the Density Transfer Program. The Density Transfer Program, as discussed in Section 3.1.1, would enable the City to transfer densities from undeveloped or underutilized properties (sending areas) within the EVSP to developing properties (receiving areas) to enable a developing property to increase its density beyond what current zoning would permit.

Table 3-2 Development Potential by Type

DEVELOPMENT TYPE	2035 SPECIFIC PLAN BUILDOUT	EXISTING CONDITIONS (2020)[1]	DIFFERENCE BETWEEN SPECIFIC PLAN & EXISTING CONDITIONS
Residential	6,164 dwelling units	581 dwelling units	+ 5,583 du
Multifamily Housing	*5,516 dwelling units*	*324 dwelling units*	*+ 5,192 du*
Office	657,786 sf	637,053 sf	+ 20,733 sf
Retail	1,025,801 sf	624,501 sf	+ 401,300 sf
Parks	25 ac	0 ac	+ 25 ac[2]
Community Services	123,084 sf	4,900 sf	+ 118,184 sf

1 Existing conditions data comes from 2010 Census Data and 2012-2016 American Community Survey 5-year Estimates used by Urban Footprint.
2 The EVSP Land Use Plan allows for up to 25 acres of parkland and open space; however it is estimated that only approximately 10 acres of parkland and open space would occur.



4.0 Parks & Public Realm

In response to a changing world, communities are seeking more greenspace and outdoor spaces close to their homes. The vision for EVSP includes incorporating an active open space network, attractive public spaces, connected paths, parkland, and open space of the Plan Area fabric. This comprehensive and interconnected parkland network will provide a variety of active and passive recreational opportunities for community members and visitors of all ages, which will enhance the overall quality of life, community health, and wellness. This chapter outlines the Park Overlay Zone; park and public realm types to occur in the Plan Area; amenities; and the park requirements and fees.

4.1 Park Overlay Zones

The EVSP establishes Park Overlay Zones intended to integrate public parkland and outdoor spaces within proximity to schools, transit, trails and activity nodes. As shown in Figure 3-1, Land Use Plan, the Park Overlay Zones span over multiple blocks in various areas throughout the Plan Area. The purpose of designating larger areas instead of individual parcels is to allow for flexibility in implementation of park facilities.

The Park Overlay Zones act as recommended, or priority areas, for parks and public spaces within the Plan Area. The placement of Park Overlay Zones also broadens the geographic area within 0.25-mile (or 5-minute walk) of a park, as demonstrated in Figure 4-1, 0.25-mile Buffer from Parks. As shown in Figure 4-1, there are two existing nearby parks: Washington Park located approximately 0.2 miles northeast of the Plan Area, and Grove Park located approximately 0.2 miles north of the Plan Area.

The Park Overlay Zones do not establish what type of park or amenities shall occur within that zone. The types of parks and public outdoor spaces permitted in these areas are described in Section 4.2, Park and Public Realm Types. The Park Overlay Zone relies on the underlying land uses and zoning for allowable uses and applicable development standards. The Park Overlay Zone only provides permitted uses in addition to the permitted uses indicated in the underlying uses in Table 7-2, Permitted and Conditional Uses.

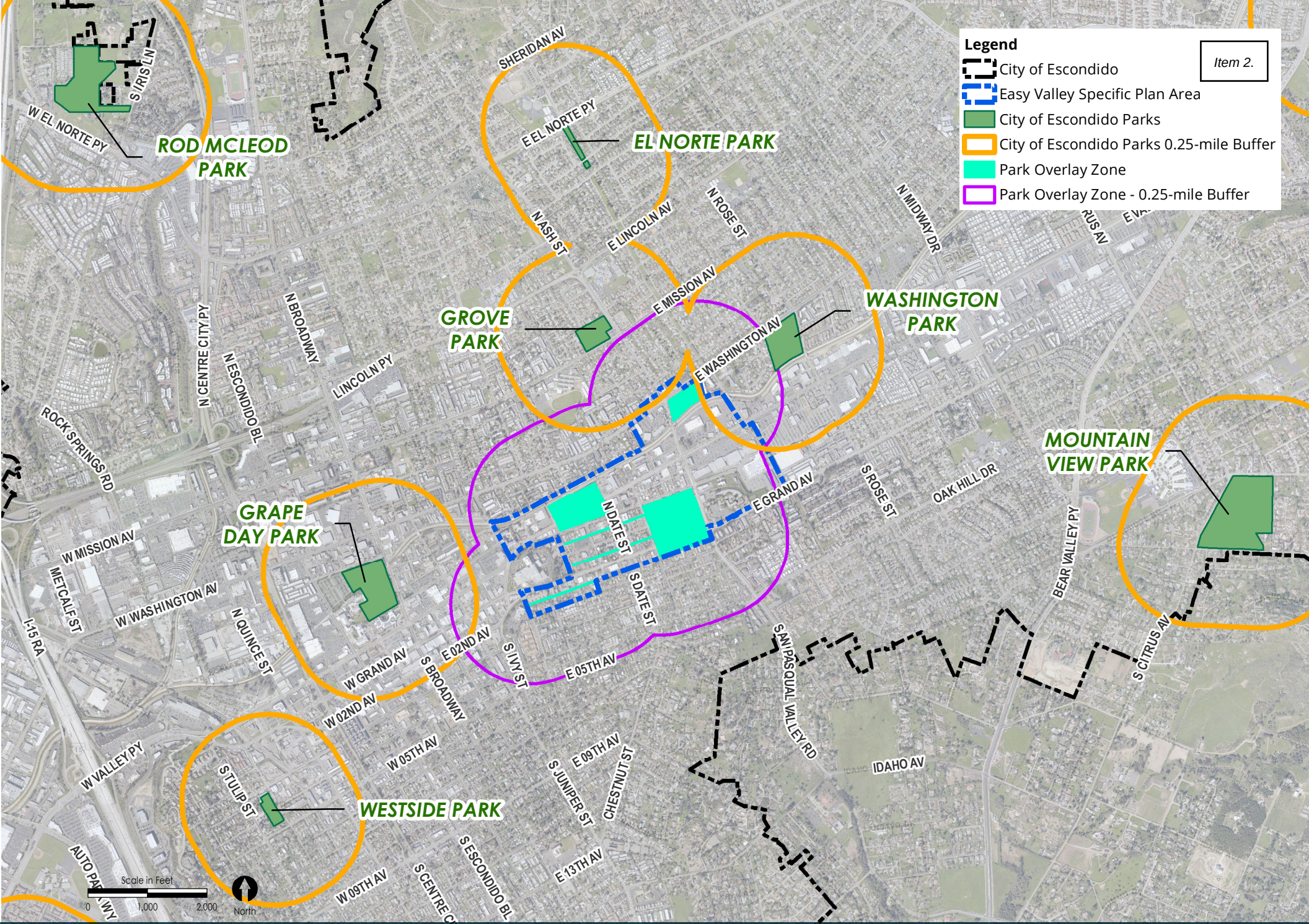


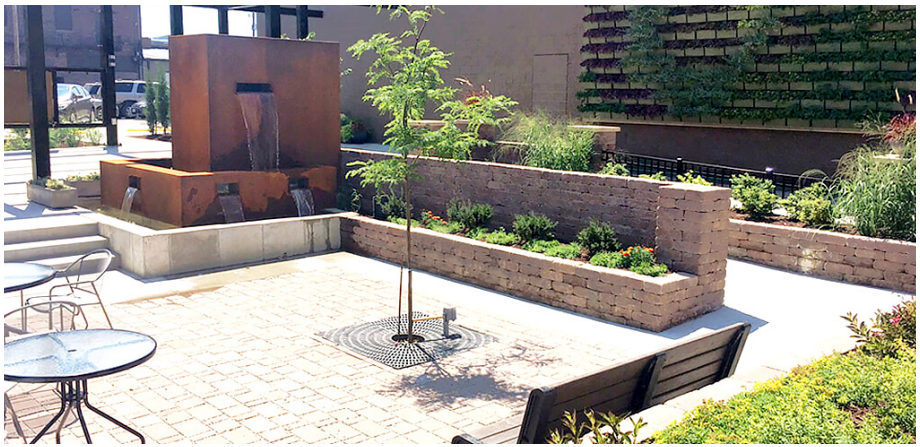
FIGURE 4-1 0.25-MILE BUFFER FROM PARK

4.2 Park & Public Realm Types

The function and amenities of a park depend on the needs of the surrounding community and the size of the proposed park or public space. With this in mind, the following types of parks are permitted within the Park Overlay Zones.

4.2.1 Pocket Parks

Pocket parks are small outdoor spaces, no more than one acre, that are best suited in urban areas surrounded by a mix of uses that lack places for people to recreate. Pocket parks are intended to provide a safe and inviting environment for surrounding community members. Pocket parks in the Plan Area would serve nearby families, employees, shoppers, and visitors. With the surrounding community in mind, pocket parks would provide amenities best suited for its future users. See Section 4.3, Amenities, and Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines.



Example of a pocket park

4.2.2 Neighborhood Parks

Neighborhood parks such as Grape Day Park, Washington Park, and Grove Park, serve as the foundation for the urban parkland network within Escondido. Neighborhood parks are characterized as over three acres. Neighborhood parks may offer both active and passive recreational options. Active recreational uses include, but are not limited to, soccer fields, baseball and softball diamonds, tracks, skate parks, dog parks, pump tracks, and hardcourts areas. Passive recreational uses include, but are not limited to: walking, hiking, cycling, and picnicking. See Section 4.3, Amenities, and Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines.







Examples of neighborhood parks

4.2.3 Linear Parks

Linear parks are longer than they are wide, and typically follow a linear object, such as rail lines, utility easements, waterfronts, creeks, and alleys. Linear parks can be as short as one block or as long as several miles. Linear parks typically serve as outdoor areas for physical activities and boost alternative transportation.

The Escondido Creek Trail, which runs through the north side of the Plan Area, provides bicycle and pedestrian access to a variety of destinations throughout the City, such as Downtown Escondido, neighborhood parks, and shopping centers. Further detailed in the Escondido Creek Trail Master Plan ("Trail Master Plan"), the City was awarded grant funds to bring the community's vision to life by revitalizing the Escondido Creek Trail and turning it into a premier linear park. A central focus of the Trail Master Plan is to foster healthy and active communities by improving safety, accessibility, and aesthetics for pedestrians and bicyclists along the Escondido Creek Trail. The Trail Master Plan includes design standards for trail features such as rest stops, Class I bicycle lane widths, public art, fitness equipment, mile markers, landscaping, and trail furnishings (e.g. benches, waste bag dispensers, bike racks, metal trash and recycling receptacles). The EVSP is designed to complement the plans and efforts included in the Trail Master Plan by increasing access, signage, and amenities proximate to the Escondido Creek Trail as well as site and building design to maximize the aesthetics and activity along the Trail corridor. The linear parks shall also complement and provide linkages to and from primary and secondary pedestrian facilities; see Figure 4-2, Pedestrian Links and Linear Parks.

The LUP has also identified linear parks that oriented in a general east-west direction. Considering parcel sizes in this area are relatively small, future development would not be able to provide large standalone outdoor spaces. Therefore, these alley linear parks would provide the nearby residents with publicly-accessible outdoor space for physical activity and recreation. See Section 4.3, Amenities, and Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines. See also Section 5.1.5 Alleys for a cross-section of an Alley Linear Park.



Examples of linear parks

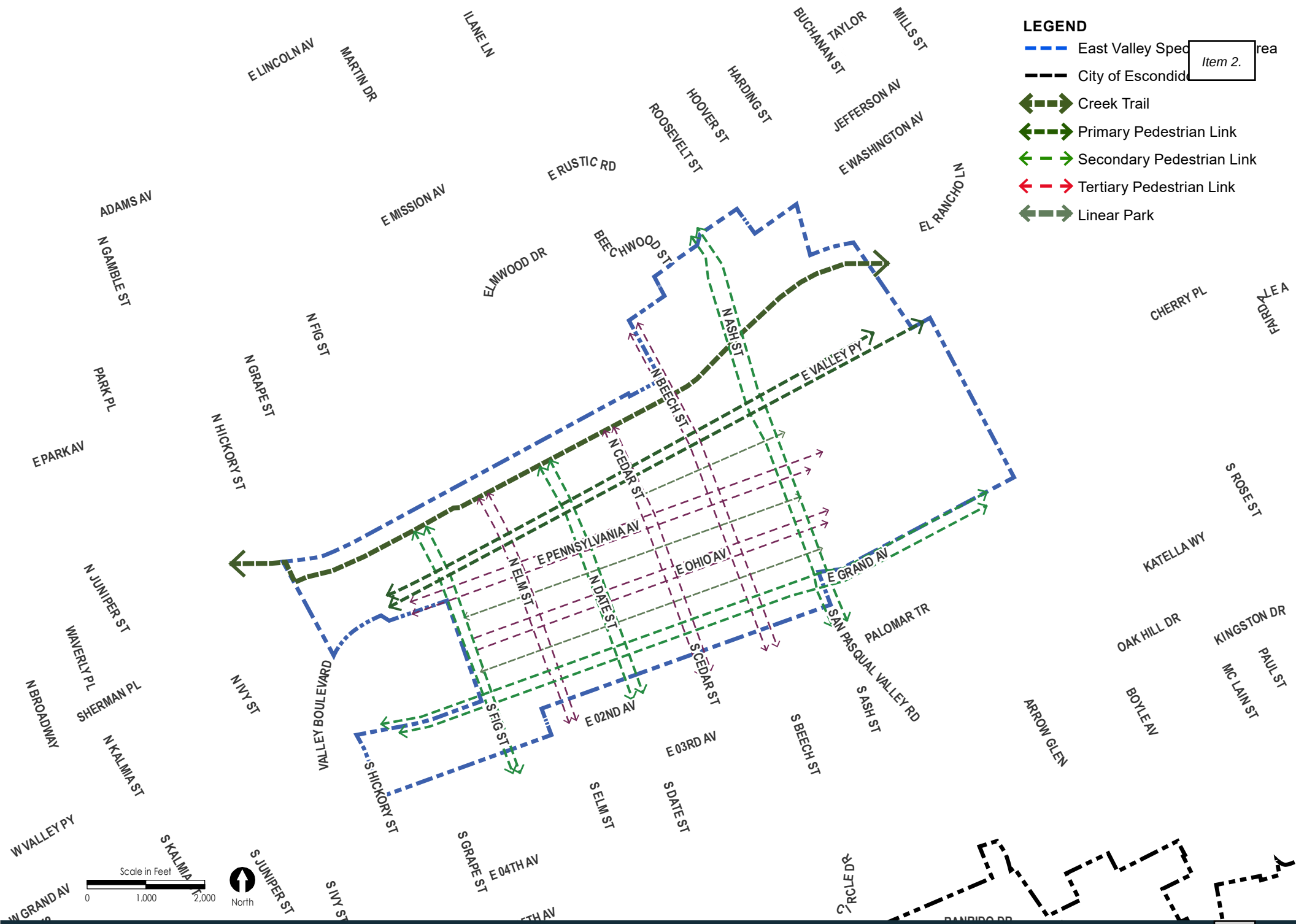


FIGURE 4-2 PEDESTRIAN LINKS AND LINEAR P S

4.2.4 Public Outdoor Spaces

Public outdoor spaces provide varying sizes of human-made open space that can be used for a variety of uses, such as sitting, dining, socializing, recreating, and as venues for arts and entertainment. The public outdoor spaces are best suited in areas surrounded by, or adjacent to, commercial and/or office uses to allow for outdoor dining and other commercial opportunities to utilize and allure users to the space. Public outdoor spaces may include:

- Plazas
- Piazza
- Parklets
- Courtyards
- Seating areas
- Play areas
- Recreational facilities or equipment
- Dog parks

See Section 4.3, Amenities, and Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines.





Examples of outdoor public spaces

4.2.5 Public Right-of-Way

The public right-of-way includes the streets, sidewalks, bikeways, and trails. These spaces act as the physical linkages to and from parkland, residences, and other destinations. Public rights-of-way should provide shade trees, generous sidewalks, street furniture, public art, and spaces for people to sit. The public right-of-way also encourages active transportation and supports the compact, walkable design envisioned in the EVSP. The Escondido Creek Trail functions as the spine for pedestrian mobility within the Plan Area, and, with implementation of the Trail Master Plan, will provide additional access and amenities to its users.

See Section 5.2, Bicycle Facilities, and Section 5.3, Pedestrian Facilities, for bicycle and pedestrian network information. See Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines.





Examples of public right-of-way amenities

4.3 Amenities

Parks and public realm spaces should offer a number of amenities and features that draw people into the space. Park and public realm amenities may vary and shall consider the anticipated users of the park space. Amenities shall be subject to the design review process. See Chapter 7.0, Development Standards and Design Guidelines, for design standards and guidelines for amenities.

Recommended amenities for pocket parks include, but are not limited to:

- Children's play structures
- Fitness circuit
- Shaded seating options
- Drinking fountains
- Small dog park area
- Landscaping
- Benches
- Lighting
- Public Art

Recommended amenities for neighborhood parks include, but are not limited to:

- Children's play structures
- Hard-courts for sports such as basketball, tennis courts, and pickleball
- Soft-courts such as bocce ball courts and sand volleyball
- Baseball or softball diamonds
- Multi-purpose recreation fields for sports such as soccer or frisbee
- Tracks
- Multi-use pathways with connections to pedestrian and bicycle facilities
- Drinking fountains
- Pump tracks and skate parks






Examples of public amenities

Recommended amenities for public outdoor spaces include, but are not limited to:

- Water features
- Public art
- Shaded seating options
- Drinking fountains
- Landscaping
- Amphitheater with hardscape seating

Recommended amenities for linear parks include, but are not limited to:

- Shade
- Multi-use pathways with connections to pedestrian and bicycle facilities
- Fitness circuit
- Landscaping
- Community garden
- LED Lighting
- Benches

Recommended amenities for public right-of-way include, but are not limited to:

- Wayfinding signage
- Lighting
- Shade structures
- Benches



Examples of public amenities

4.4 Public Open Space Incentive Program

The East Valley Public Open Space Incentive Program further facilitates high-quality and accessible public open space areas for community members and visitors. By allocating public open space above the required minimum, new developments are able to choose from any of the following incentives to enhance their project:

- Increased FAR
  - Example: Up to 10 percent additional floor area can be added to a project by providing publicly-accessible parks, plazas, linear parks including alleyways or the Escondido Creek Trail or open space in a project design. The public space shall be larger than 500 square feet, adjacent to Grand Avenue, East Valley Parkway, the Escondido Creek trail or an alleyway, with the provision of tables, chairs, pedestrian-scale lighting of at least 2 foot candles minimum.
- Parking Requirement Reduction
  - Example: 10 percent decrease in required parking (5 spaces maximum) by providing publicly-accessible parks, plazas, or open space in a project design.
- Permits and Project Approvals Acceleration
  - Example: Expedited approvals for projects providing publicly-accessible parks, plazas, or open space in a project design.
- Development Rights Bank
  - Example: With the installation of 0.25 acres of a public plaza in the middle of a project, the developer shares the unused development capacity for this 0.25 acres (based upon the underlying zoning) with another project in the general area. The developer could also transfer the development capacity elsewhere within their own project, with the assumption that the resulting project design conforms with other aspects of the development regulations (such as height limits, etc.).
- Fee Reductions
  - Example: Fee reduction or waiver of zoning application by providing publicly-accessible parks, plazas, or open space in a project design.
- Incentive Zoning
  - Example: Reductions of required setbacks for commercial and residential development through the provision of publicly-accessible parks, plazas, or open space in a project design. This incentive will only be authorized if the market supports the increase in density for residential or non-residential uses.

Any development interested in utilizing one or more incentives from this program will need to discuss the details with the appropriate City Staff member(s). Incentive(s) used for a project are documented and tracked by the City.

All modifications to development standards are authorized by the processing of a Planned Development application. Parkland Development Impact Fee reductions or density transfers shall be reviewed and considered concurrent with the zoning application, through the processing of a Development Agreement. Fee waivers for zoning applications, if any, shall be established by resolution by the City Council.



4.5 Park Requirements & Fees

The 2012 General Plan identified 9,000 acres of existing and projected open space and parks within City limits and anticipated 9,500 acres by 2035. The City of Escondido Climate Action Plan ("ECAP") calls for the conservation of 400 acres of agricultural land and/or open space from being developed into residential units. The EVSP Land Use Plan allows for up to 25 acres of parkland and open space; however it is estimated that only approximately 10 acres of parkland and open space would occur through implementation of the EVSP. Ten acres of parkland and open space would help the City reach their parks and open space projections.



Example of public park

The EVSP envisions the creation of new parks and public spaces as opportunities become available. This is expected to occur over time through a variety of ways, including acquisition of property by the City, public improvements funded by grants and the City' s Capital Improvement Program, public/private and public/public joint ventures, and through private development. Private development park requirements may be implemented in multiple forms:

- New residential and mixed-use development may dedicate park space onsite as part of a Development Agreement
- New residential and mixed-use development may pay an in-lieu fee, or Development Impact Fee ("DIF"), which will contribute to City acquisition and construction of parks within the Plan Area.



5.0 Mobility

The EVSP is designed for residents and visitors to move about the community safely and efficiently. The Plan Area is well connected to the surrounding destinations in Escondido; conveniently located east of Downtown Escondido, approximately one mile from the Escondido Transit Center, with the Escondido Creek Trail immediately accessible. Although visitors and residents of the Plan Area primarily rely on private automobiles, public transit and non-motorized opportunities are available in the form of buses and a multi-use trail.

This chapter discusses the various forms of mobility throughout the Plan Area including: the road network, bike and pedestrian facilities, transit options, Transportation Demand Management strategies, and parking standards.

5.1 Roadway Network

The EVSP roadway network consists of current roadways within the Plan Area. No new roadways are proposed, however, some roadways are proposed to be re-classified to accommodate all roadway users and necessary roadway functions. The net effect of the changes will be improved pedestrian and bicycle mobility with minimal impact on vehicular mobility. As shown on Figure 5-1, Roadway Network, the EVSP includes four roadway classifications: Four-Lane Major Road, Four-Lane Collector Street, Two-Lane Local Collector Street, and Local Street. Alleys are also included in this chapter to established the desired character of alley types.

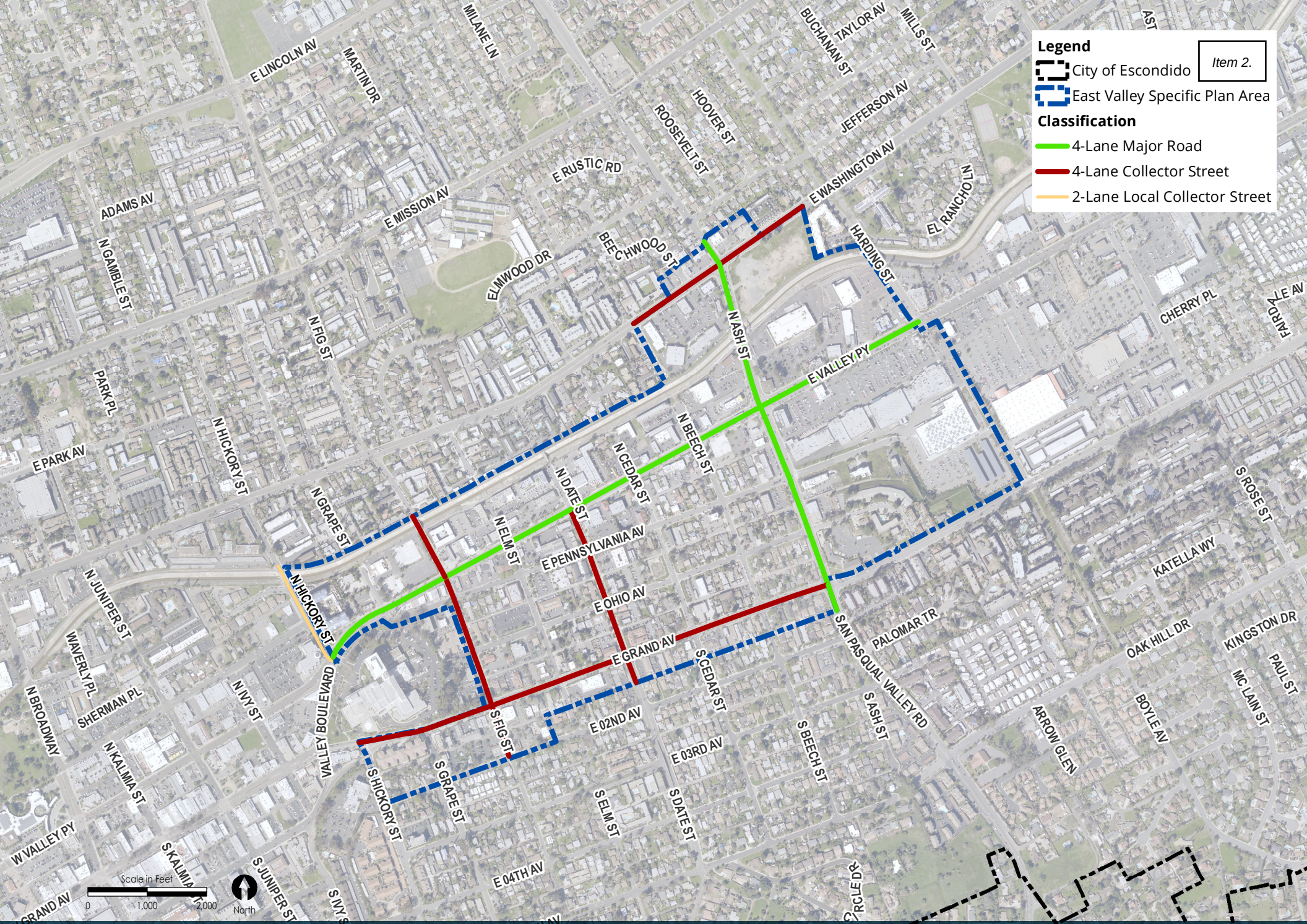
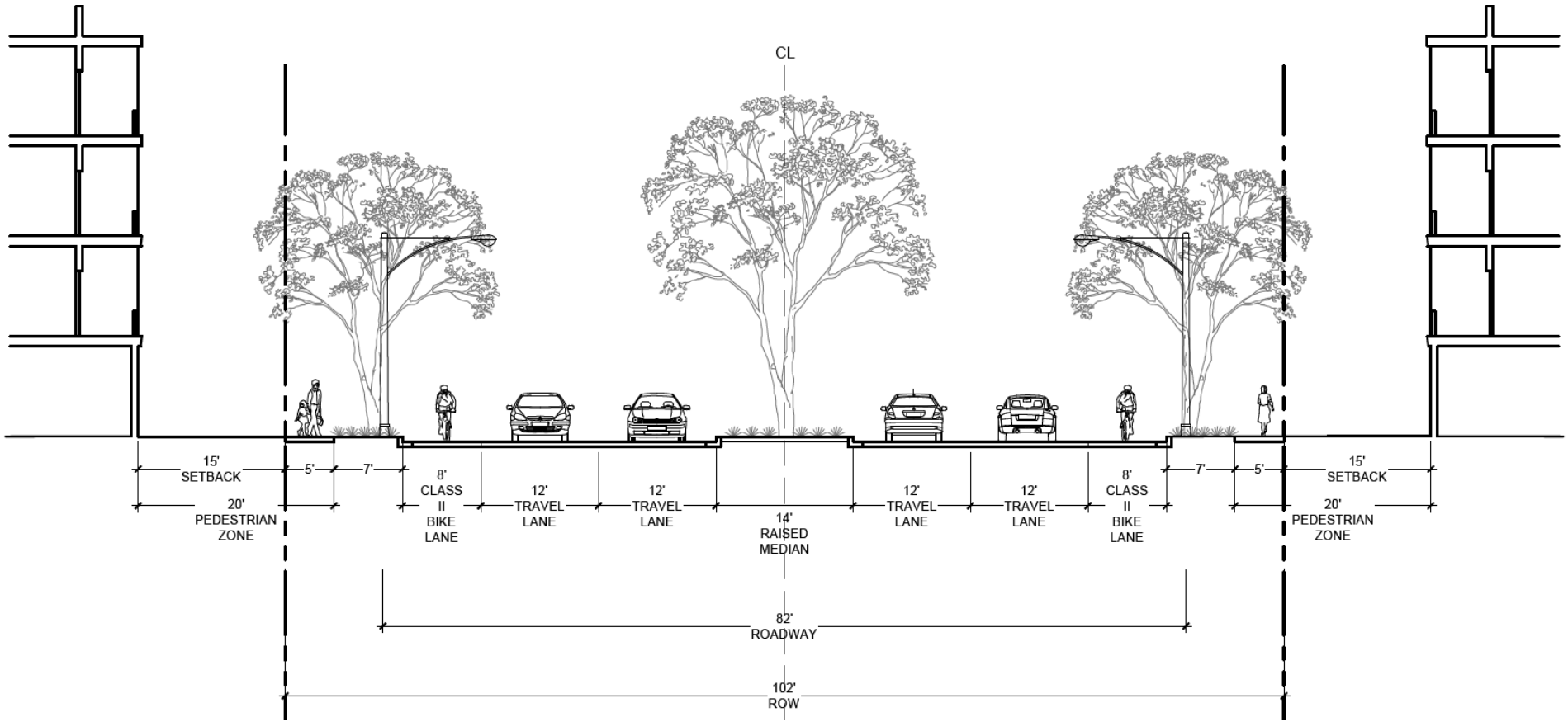


FIGURE 5-1 Roadway Networ

5.1.1 Four-Lane Major Road

This roadway classification includes four travel lanes, controlled access, no parking, and raised/landscaped medians for added safety and efficiency in providing protected left turns at selected locations. Four-Lane Major Roads are intended to provide intra-city and sub-regional service. Right-of-way shall be 82 to 102 feet in width. Four-Lane Major Roads in the Plan Area include:

- East Valley Parkway
- N. Ash Street



[1] Modifications to these cross sections may be necessary if future traffic engineering studies determine specific roadway and intersection geometry need to be modified to safely accommodate intended users. Transit amenities (e.g. lighting, shelters, benches) shall be provided where appropriate within the sidewalk and parkway right-of-ways. These roadways shall be designed and constructed to the requirements of the City Engineer and Fire Marshal.

FIGURE 5-2 Four-Lane Major Road Without Parking

East Valley Parkway Concept



The illustrated building forms are not intended to limit the shape, forms, roof styles or architectural styles. This rendering is intended solely to illustrate typical building forms that may occur in order to maintain a consistent context for the neighborhood.

5.1.2 Four-Lane Collector Street

This roadway classification includes four travel lanes, controlled access, and no parking, or restricted to, areas where turn pockets or continuous turn lanes are provided. Four-Lane Collector Streets are intended to provide intra-city travel. Right-of-way shall be 84 feet in width. Four-Lane Collector Streets in the Plan Area include:

- Grand Avenue
- Washington Avenue
- N. Date Street (East Valley Parkway to Grand Ave)
- N. Fig Street

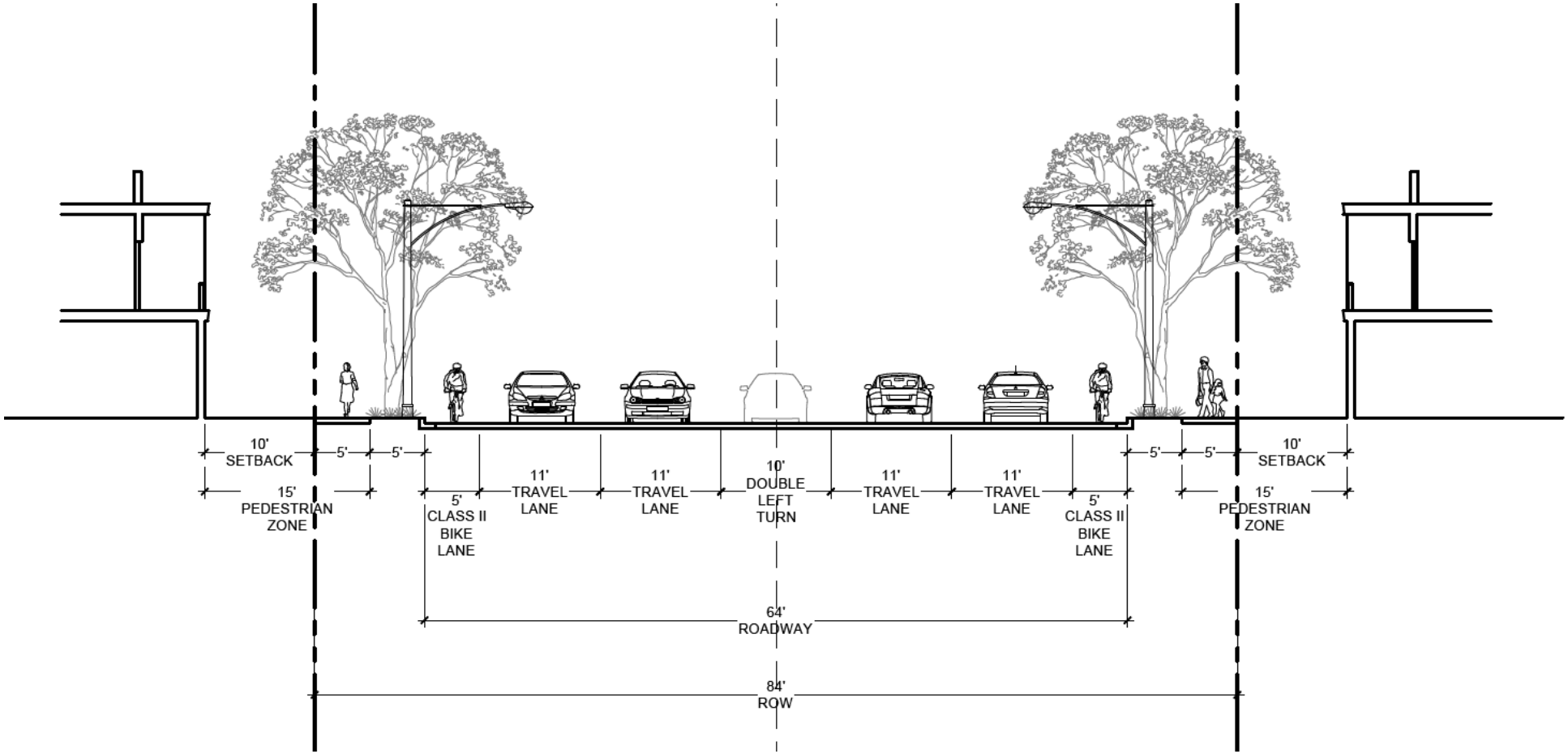


FIGURE 5-3 Four-Lane Collector Stree

Grand Avenue Concept



The illustrated building forms are not intended to limit the shape, forms, roof styles or architectural styles. This rendering is intended solely to illustrate typical building forms that may occur in order to maintain a consistent context for the neighborhood.

5.1.3 Two-Lane Local Collectors

Local Collectors are intended to serve as intermediate routes to handle traffic at volumes between those of Collector Street systems and roadways of higher classification. Local Collectors provide vehicular and pedestrian access to properties directly abutting the public right-of-way and have two lanes total. Local Collectors may handle some local through traffic, but the primary purpose is to connect the local roadway system to the arterial network. Curb ramps are provided at sidewalk intersections, however most intersections do not provide painted crosswalks.

Local Collectors include two travel lanes with parking, except where parking is removed to provide turn lanes. Right-of-way for Local Collectors shall be 42 feet in width where there is no parking provided and 66 feet in width where parking is provided. Local Collectors in the Plan Area include:

» Hickory Street

The City standards for Local Collectors are provided in the City's Design Standards and Standard Drawings.

5.1.4 Local Streets

Local streets are two-lane roadways without medians and not shown on the Circulation Plan or Figure 5-1, Roadway Network of this Specific Plan. Local Streets provide a vital service by connecting subdivision and neighborhoods to the City's street system. Centerline striping is typically not provided, and curbside parking is allowed. Traffic carrying capacity is physically similar to a local collector; however, the qualitative limit of acceptable traffic volumes in a residential environment is substantially lower (less than 10,000 vehicles per day). All roads not marked in Figure 5-1, Roadway Network, are classified as Local Streets.

5.1.5 Alleys

An alley is a roadway that provides access to the rear or side of parcels, parking, loading docks, or refuse collection in commercial and residential areas. Mid-block alleys north of East Valley Parkway and between East Valley Parkway and Pennsylvania Avenue should be primarily used for vehicular access because parking is encouraged on the side streets and alleys to maintain the East Valley Parkway pedestrian orientation.

Alleys can also be designed to incorporate green infrastructure that improves stormwater drainage while providing safe greenspaces for residents to recreate. As further described in Section 4.2.3, Linear Parks, this type of alley is characterized as an alley linear park. Alley linear parks are planned for mid-block alleys south of East Valley Parkway, within the residential areas. See Section 4.2.3 for characteristics of linear parks. The City standards for Alleys are provided in the City's Design Standards and Standard Drawings.

5.2 Bicycle Network

The Escondido Creek Trail provides a Class I multi-use bikeway that offers an east-west connection for bicyclists and pedestrians. The EVSP bicycle network was designed in unison with the City's 2012 Bicycle Master Plan, which proposes Class I bikeways, Class II bike lanes, and Class III bike routes along various roadways of the Plan Area. The EVSP bicycle network was also designed to align with the proposed bicycle facilities included in the 2012 Escondido Creek Trail Master Plan. As shown on Figure 5-4, Bicycle Network, the Plan Area will have 0.86 miles of Class I multi-use paths, 1.42 miles of Class II bike lanes, and 0.23 miles of Class III bike routes.



The illustrated building forms are not intended to limit the shape, forms, roof styles or architectural styles. This rendering is intended solely to illustrate typical building forms that may occur in order to maintain a consistent context for the neighborhood.

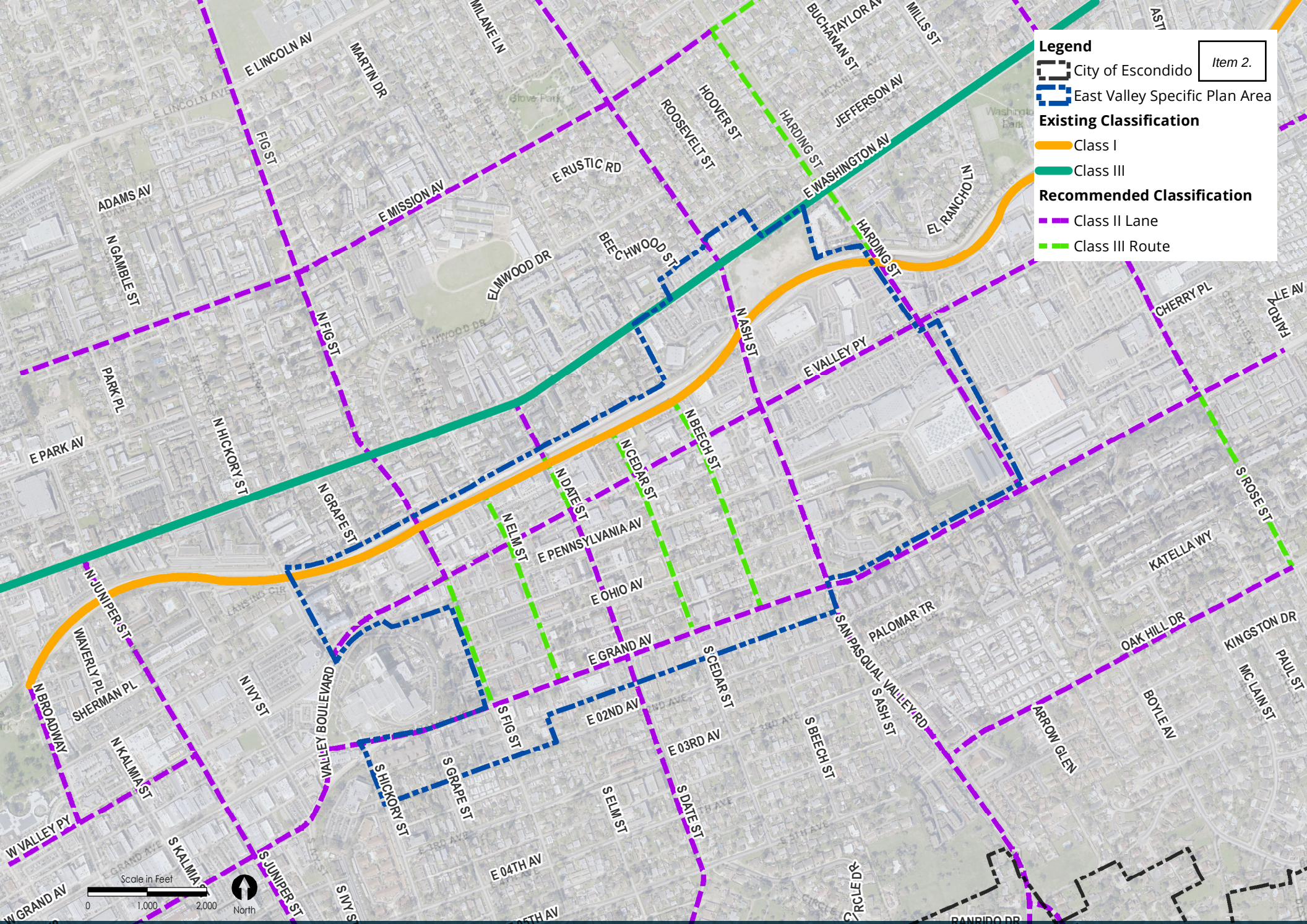


FIGURE 5-4 Bicycle Networ

5.2.1 Class I Bikeways

The Escondido Creek Trail is intended to provide a recreational opportunity but not act as a direct high-speed commute route due to potential conflicts with pedestrians and frequent street crossings. The Escondido Creek Trail Master Plan states that, wherever space allows, the Escondido Creek Trail width and graded shoulders should meet the design guidelines for Class I bikeway as defined by the Caltrans Highway Design Manual. The Caltrans Highway Design Manual characterizes Class I bikeways to be a minimum paved width of eight (8) feet, with a two (2) foot recovery area on either side. A minimum two (2) foot wide graded decomposed granite area with clearance to obstructions should also be provided adjacent to the pavement. Class I bikeways, unless adjacent to an adequate pedestrian facility,[1] are for the exclusive use of bicycles and pedestrians, therefore any facility serving pedestrians must meet accessibility requirements[2]. The Escondido Creek Trail is the only Class I Bikeway planned within the Plan Area.

5.2.2 Class II Bike Lanes

Class II bike lanes are marked bicycle lanes within roadways adjacent to the curb lane, delineated by appropriate striping and signage. The minimum bicycle lane width is five (5) feet, but certain edge conditions can dictate additional desirable bicycle lane width. However, even where roadway width is available, Class II bike lanes should be no wider than eight (8) feet, with a six (6) foot bike lane and a two (2) foot buffer, to prevent the appearance of a travel lane that could encourage motorists to drive or park in them. Class II bike lanes are planned along the following roadways:

- N. Fig Street (E. Washington Ave to East Valley Parkway)
- N. Date Street (East Valley Parkway to E. 2nd Avenue)
- N. Ash Street
- Grand Avenue



Example of Class I Bikeway



Examples of Class II Bike Lanes

[1] *See Index 1001.3(n) of Caltrans Highway Design Manual (July 2020)*
[2] *See DIB 82 of Caltrans Highway Design Manual (July 2020)*

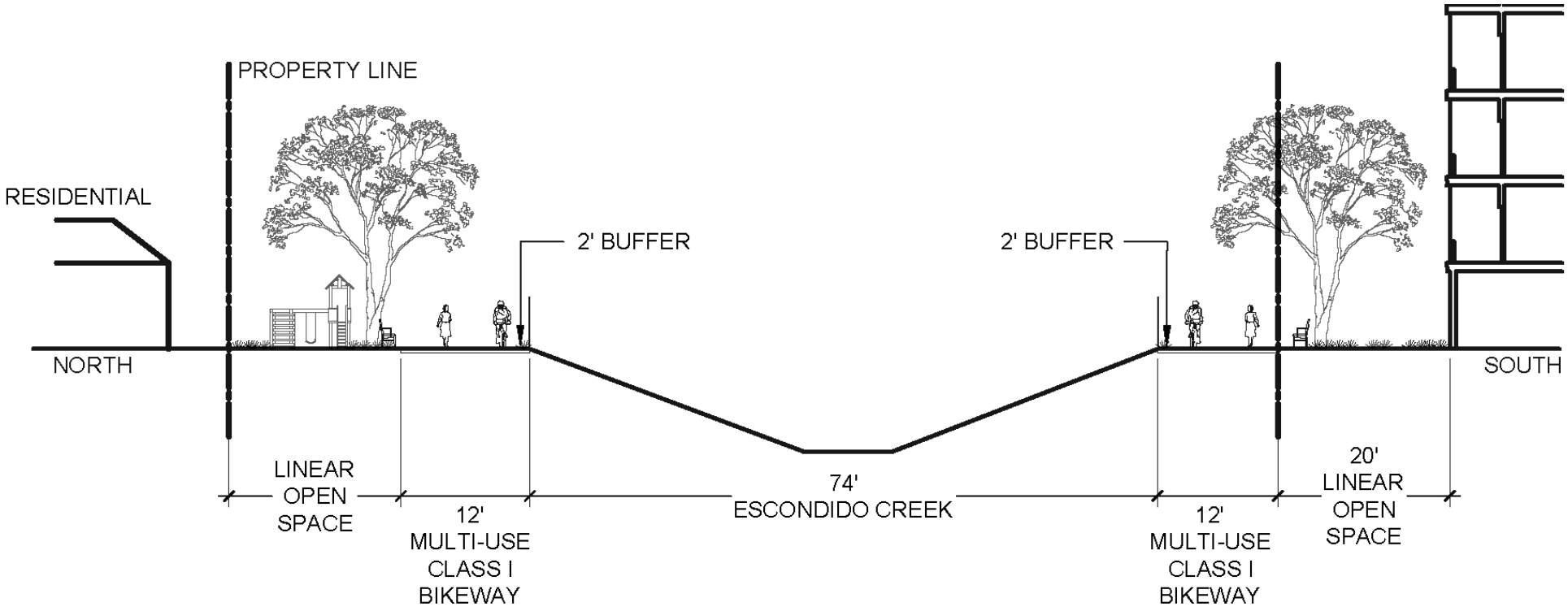


FIGURE 5-5 Escondido Creek Trail Configuratio

5.2.3 Class III Bicycle Routes

Class III bicycle routes are suggested bicycle routes marked by a series of signs and/or sharrows designating a preferred route between destinations such as schools, workplaces, and residential and shopping areas. The designation of a roadway as a Class III facility should be based primarily on the advisability of encouraging bicycle use on that particular roadway. While the roadways chosen for bicycle routes may not be free of problems, they should offer the best balance of safety and convenience of the available alternatives. Class III bicycle routes are planned along the following roadway:

- S. Fig Street (south of East Valley Parkway)
- N. Elm Street
- N. Date Street (north of East Valley Parkway)
- N. Cedar Street
- N. Beech Street

Advisory Bike Lanes

Advisory Bike Lanes are wide bike lanes that are painted with dashed lines on either side of the road. In the center of the road, there is a space for cars with no center line. This car lane is often wider than a normal lane but not wide enough for two cars to pass. When cars meet head-on, they negotiate the space by moving into the bike lane temporarily. The arrangement requires motorists to be flexible about the space and negotiate with each other, while giving bike riders a more secure space of their own at the edge. Advisory Bike Lanes or Advisory Shoulders should be considered for any Class III Bicycle Routes.



Examples of Class III Bike Routes

5.2.4 Bicycle Parking Standards

Bicycle parking is an essential amenity for implementing smart growth principles. It allows a convenient, reliable bicycle storage option for residents and employees when trip planning and lessens dependence on single passenger automobile travel. The following bicycle parking standards shall be applied to new development within the Plan Area:

- Short-term bike parking should be provided in well-lit, visible locations on private property in convenient locations near primary building entrances and the public sidewalk. Short-term bike parking should not impede pedestrian circulation.
- Short-term bicycle parking shall be provided using bicycle racks securely anchored to the ground. The bicycle frame and at least one wheel should be able to be securely locked to the racks.
- Provide direct pathways from bikeways to bicycle parking areas and building entrances.
- Long-term bicycle parking should be fully enclosed or located indoors. If accommodated in a parking garage, long-term bicycle parking should be located near a building entrance or pedestrian pathway, in a well-lit, visible area.



Examples of bike storage and parking

5.3 Pedestrian Network

Pedestrian facilities in the Plan Area include the Escondido Creek Trail and sidewalks along all public roadways. The General Plan envisions a pedestrian-friendly environment where public spaces, including sidewalks and off-street paths, offer a level of convenience, safety, and attractiveness to the pedestrian that will encourage and reward the choice to walk.

To support this vision, the EVSP includes a network of sidewalks, trails and linear parks organized around the grid network of public roadways. Section 2.2.4, Mobility Goals and Policies, includes policies intended to improve pedestrian comfort and mobility, such as mid-block pedestrian crossings and installation of sidewalk amenities. The sidewalks and planting areas included in the pedestrian zone shall comply with the following sidewalk standards in Table 5-1, Sidewalk Standards.

Table 5-1 Sidewalk Standards

TYPE OF ROADWAY	MINIMUM SIDEWALK WIDTH	MINIMUM PLANTING AREA WIDTH	CONTIGUOUS OR NON-CONTIGUOUS
Major Roads with Parking	5'	5'	Non-contiguous
Major Roads without Parking	5'	7'	Non-contiguous
Collector Streets	5’	5’	Non-contiguous
Private Drives	5’	6’	Contiguous



Examples of pedestrian networks

5.4 Transit Network

Public transit is an important component of the mobility network, providing access to both local and regional destinations. Escondido is served by Metropolitan Transit System ("MTS") and North County Transit District ("NCTD").

The Escondido Transit Center is a regional transit hub, located approximately 0.7 miles northwest of the Plan Area. The Escondido Transit Center is a comprehensive transit hub providing both bus and rail access serving as the eastern terminus for the NCTD Sprinter light rail line and the northern terminus of the MTS Breeze Rapid bus transit line. NCTD operates the BREEZE bus system, with bus stops located throughout the City, and also manages the SPRINTER light rail line that provides passenger service from Escondido to Oceanside. MTS and NCTD services connects users to key locations in East Valley and in surrounding jurisdictions, such as Palomar College, Escondido High School, the YMCA, Kaiser/Senior Center, Downtown Escondido, and the Escondido Public Library. NCTD has bus stops along East Valley Parkway, Grand Avenue, and East Washington Avenue, as shown in Figure 5-8, Public Transit. On-demand public transit, like taxis or ride-sharing services, also provide additional flexibility for users while still allowing them to travel without a car.

The City is continuously coordinating with MTS and NCTD to review potential bus stop locations, promoting changes and improvements to service over time as new development occurs.

Ash Street, which has significant potential for development and provides an efficient north-south connection, is a potential transit route street. Section 2.2.4, Mobility Goals and Policies, includes policies intended to improve transit efficiency and rider comfort; including implementation of transit priority treatments, extended bus platforms, and comfortable waiting spaces for riders that includes wayfinding, transit information, and other amenities. Public right-of-way along Four-Lane Major Roads shall allow for these types of transit enhancements and amenities.

Public transit cannot perform to its highest potential if it lacks safe accessibility. Unfortunately, people who walk to transit may be more susceptible to traffic violence. People who ride transit, especially those who depend on it such as youth, seniors, and people with disabilities, deserve safe routes to transit. Speeding, dangerous vehicle turning behaviors, and failing to yield to pedestrians may create dangerous conditions for people walking to transit stops. Engaging the community to shape projects that meet the needs of the many people walking and taking transit in the Plan Area is an important component of a successful specific plan. Section 2.2.4 Mobility Goals and Policies includes policies intended to create safe routes to transit.





Examples of transit providers in Escondido with access to the Plan Area

5.4.1 East Valley Shuttle

To link Downtown with East Valley, a shuttle system would serve as a local connector for both community residents and visitors or tourists. The shuttle could include non-rail transportation methods such as: electric jitneys, Bus Rapid Transit (BRT), or a streetcar. The route would follow the boundaries of the Plan Area and connect to East Valley Parkway and Grand Avenue, as shown in Figure 5-6, Public Transit. The East Valley Shuttle is expected to be developed at such time when it is appropriate and feasible.

5.5 Transportation Demand Management

Transportation demand management ("TDM") measures can be used to mitigate transportation impacts associated with new development and provide transportation choices for residents and visitors of the Plan Area. The TDM measures included in this section are intended to reduce the overall number of vehicle miles traveled (VMT) by providing better incentives and opportunities to choose alternative modes. The following TDM measures build off the General Plan TDM policies and are separated by public improvements and private development.

5.5.1 Public Improvements

Public improvement projects carried out by the City shall strive to implement the following TDM strategies:

1. Develop and implement a Safe Routes to Transit Plan.
2. Participate in the City's commuter program that includes subsidized transit passes, preferred parking spots for carpool or vanpool, bike racks, showers on-site, teleworking, and flexible work schedules.
3. Encourage employers to offer programs, facilities, and incentives to their employees that would promote carpooling, transit use, and use of other alternative modes. Provide businesses and business organizations, such as Chambers of Commerce, with information on iCommute.
4. Provide information on commuting resources. Install a kiosk with information on commute alternatives and provide information on Web sites and newsletters.
5. Participate in and promote annual regional events and campaigns that encourage commute alternatives to driving alone, such as Bike to Work Month, Dump the Pump, Rideshare Week, and Walk and Bike to School Day.

5.5.2 Private Development

Private development projects carried out by private developers shall strive to implement the following TDM strategies:

Residential

1. Provide bicycle parking as required by Table 5-3, Supplemental Parking Standards.
2. Provide six-month transit passes to new residents.
3. Monitor transit use by new residents for the first six months of operation and present monitoring results to the City.

Non-Residential

1. Provide bicycle parking as required by Table 5-3, Supplemental Parking Standards.
2. Provide "end-of-trip" facilities onsite for bicycle commuters (i.e. bicycle parking spaces, showers, changing rooms, and lockers).
3. Provide informational material to employees for carpool and vanpool ride-matching services.
4. Develop alternate workplace, telecommuting, and/or alternate work schedule programs.

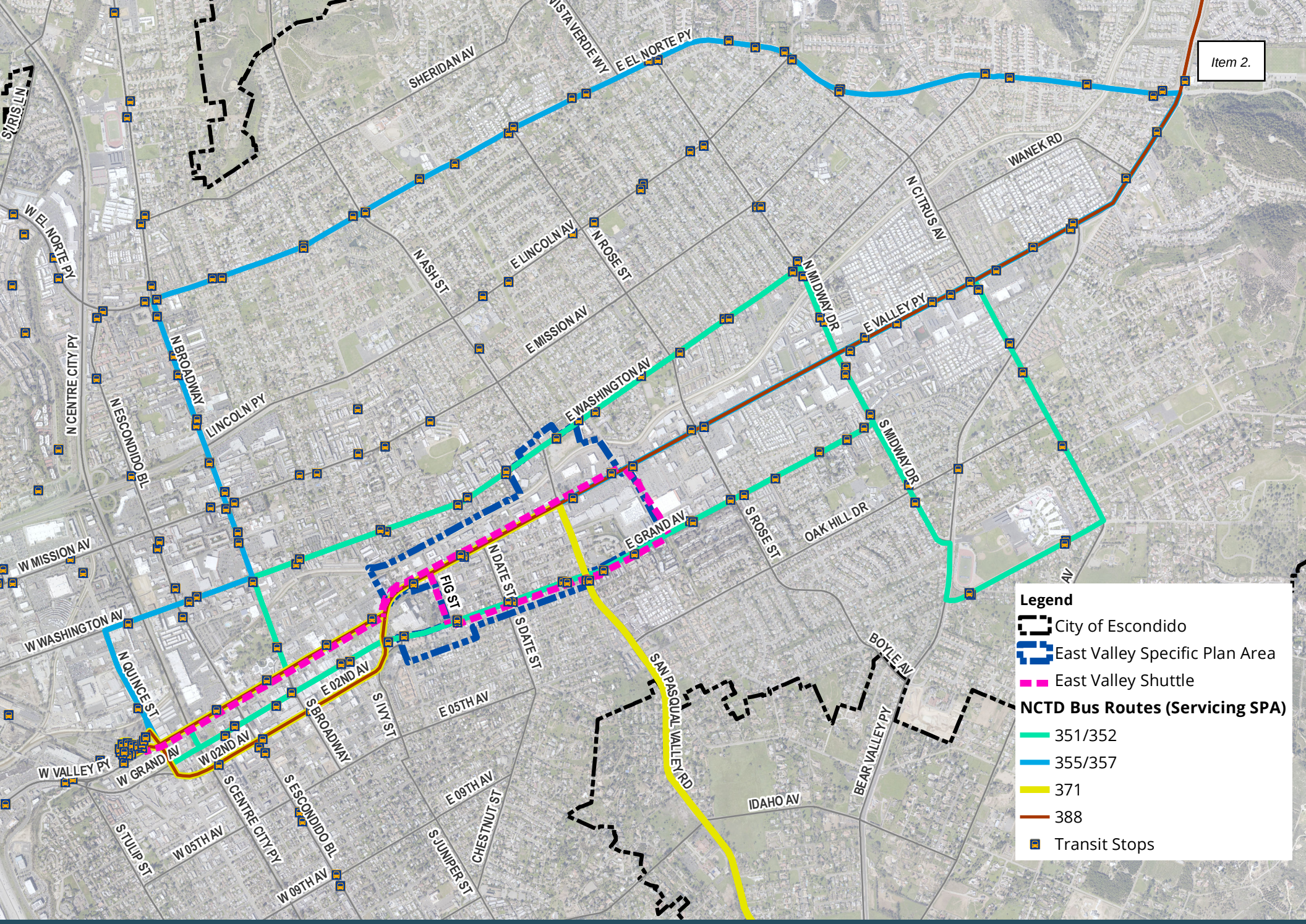


FIGURE 5-6 Public Trans

5.6 Parking Standards

5.6.1 Motor Vehicle Parking Standards

Off-street parking shall be provided according to Article 39 of the Escondido Zoning Code, in conjunction with the provisions stipulated in this chapter. The number of off-street automobiles may be provided as covered or uncovered, but shall be no less than that set forth in Table 5-2, Motor Vehicle Parking Standards, or as otherwise regulated by Article 39 of the Escondido Zoning Code. Where the parking requirements for a use are not specifically defined herein, the parking requirements for such use shall be determined by the Director of Community Development. Such determination shall be based upon the following:

1. The parking requirements for the most comparable use specified in this chapter; and/or
2. A parking study or other evidence satisfactory to the Director of Community Development.

Table 5-2 Motor Vehicle Parking Standards

USE[1]	MAXIMUM PARKING SPACES REQUIRED (COVERED OR UNCOVERED)
RESIDENTIAL	
Hotel and Motel	One parking space for each sleeping unit, plus one parking space for the resident manager, plus other principal, ancillary, and/or accessory uses shall meet parking standards at a ratio of one parking space for each 250 square feet of gross floor area.
Bed and Breakfast	Two (2) covered parking spaces, plus one (1) parking space for each sleeping room available for rent. All spaces shall be located on-site.
Single-Family, Two-Family, Three-Family, and Multi-Family Dwelling Units	Studio: One (1) parking space per unit.[2] One bedroom: 1.25 parking space per unit, and 0.3 guest parking spaces per unit.[2] Two bedroom: 1.75 parking space per unit, and 0.3 guest parking spaces per unit.[2] Three or more bedroom: 2 parking spaces per unit, and 0.5 guest parking spaces per unit.[2]
Artisan Loft or Live-Work Dwelling Units	Two (2) parking spaces, plus one (1) parking space for each two (2) sleeping rooms. Adequate provisions for loading and unloading or pick-up and drop-off zones shall be accommodated.
Rooming houses, lodging houses, social clubs and fraternal organizations with sleeping rooms	One (1) parking space for each two (2) sleeping rooms.
Senior Housing	Five (5) parking spaces, plus 0.75 parking spaces per unit. Senior housing must also provide adequate provisions for loading and unloading or pick-up and drop-off zones.

[1] Motor vehicle parking for all other use categories are regulated by Section 33-765 of Article 39 of the Escondido Zoning Code.

[2] Each unit shall have a minimum of one covered parking space.

Table 5-2 Motor Vehicle Parking Standards *(Continued)*

USE[1]	MAXIMUM PARKING SPACES REQUIRED (COVERED OR UNCOVERED)
Small Residential Care Facility / Small Transitional Housing	Small residential care and transitional housing is a use by right in all zones where multifamily and mixed uses are permitted and the number of parking spaces required shall be as that required by this chapter for the number and size of bedrooms.
Large Residential Care Facility / Large Transitional Housing	One space for each employee at the facility, plus one parking space for each two sleeping rooms.
Supportive Housing	Supportive housing is a use by right in all zones where multifamily and mixed uses are permitted and the number of parking spaces required shall be as the same as that required by this section for the number and size of bedrooms.
Mixed-Use Residential	See applicable parking standards for separate uses and provide parking accordingly.
NON-RESIDENTIAL	
Mixed-Use Commercial	See applicable parking standards for separate uses and provide parking accordingly.
Drinking establishments (on-sale beer and wine, etc.) including bars; tasting rooms; and taverns with or without craft-processing brewery, distillery, or winery (light production)	One parking space for each 100 square feet of gross floor area. The first 300 square feet of outdoor dining areas shall be exempt from parking subject to miscellaneous use restrictions, Article 57.
Drive-through fast food, coffee, quick service retail establishments or kiosks	Three (3) parking spaces plus one space for each 150 square feet of gross floor area (i.e. all indoor gross floor area and outdoor dining areas).
Restaurant with or without alcoholic beverages	One (1) space for each 125 square feet of gross floor area. The first 500 square feet of outdoor dining areas shall be exempt from parking, subject to miscellaneous use restrictions, Article 57.

[1] *Motor vehicle parking for all other use categories are regulated by Section 33-765 of Article 39 of the Escondido Zoning Code.*

5.6.2 Supplemental Parking Standards

In order to promote a reduction in vehicle emissions and vehicle miles traveled, the following standards are provided to accommodate alternatives to motor vehicle transportation. A further purpose is to add to the safety and convenience of residents and visitors by providing adequate, attractively designed, and functional facilities for off-street parking and loading.

Electric Vehicle Charging Stations

Electric Vehicles ("EVs") operate either partially or exclusively on electrical energy from the electrical grid. The standards below require the installation of Level 2 or better EV charging stations. A Level 2 EV charging station offers faster charging times than a standard household outlet, is compatible with all EVs and hybrid vehicles, and are commonly found in residential and commercial settings. EV charging stations shall be provided in new developments or remodeling or expansions of existing development; Table 5-3 provides the number of spaces required for each use. For multi-family residential development, a Level 2 or better EV charging station (i.e. conduit, wall mount or pedestal terminal, etc.) shall be installed at a minimum of 10 percent of total parking spaces required in new multi-family housing with 5 or more units. For non-residential development, a Level 2 or better EV charging station shall be installed at a minimum of 10 percent of total parking spaces required for non-residential projects that include 10 or more spaces.

Bicycle Parking

Bicycle parking facilities provides either short- or long-term storage opportunities for residents and/or visitors to safely lock or store their bicycles onsite. The standards below classify a Class 1 bicycle parking facility, which includes a locker, individually locked enclosure within a building or parking structure providing protection for each bicycle therein from theft, vandalism and weather. A Class 2 bicycle parking facility includes a stand or other device constructed to enable users to lock the frame and one wheel of each bicycle parked therein. Bicycle parking should be located in close proximity to the building's entrance in highly-visible, well-lit areas. Bicycle parking facilities shall not impede pedestrian or vehicular circulation and should be harmonious with their environment both in color and design.

Loading / Unloading Spaces

Ride-sharing, ride-hailing, and delivery services have influenced the demand for loading/unloading spaces for many uses. Loading/unloading areas for the temporary parking of commercial vehicles for the loading or unloading of people or merchandise shall be provided in compliance with the standards included in Table 5-3, Supplemental Parking Standards.

These loading and unloading requirements are in addition to those parking standards required by Table 5-2, Motor Vehicle Parking Standards. That is, the required number of loading and unloading spaces must be calculated separately from other on-site parking provisions.

Table 5-3 Supplemental Parking Standards

USE	ELECTRIC VEHICLE	MIN. BICYCLE PARKING	MAX. BICYCLE PARKING	MIN. LOADING / UNLOADING SPACES	MAX. LOADING / UNLOADING SPACES
RESIDENTIAL					
Hotel and Motel	A Level 2 or better EV charging station (i.e. conduit, wall mount or pedestal terminal, etc.) shall be installed at a minimum of 10 percent of total parking spaces required for hotel and motel projects.	One (1) Class 2 space / 20 sleeping units	Three (3) Class 2 spaces / 20 sleeping units[2]	One (1) usable loading space for every 10 sleeping units	Four (4) usable loading spaces[2]
Multi-Family Dwelling Units (excluding duplexes)	A Level 2 or better EV charging station (i.e. conduit, wall mount or pedestal terminal, etc.) shall be installed in a minimum of 10 percent of total parking spaces required in new multi-family housing units.	One (1) Class 1 space / 10 attached units One (1) Class 2 space / 5 residential units	Three (3) Class 1 spaces / 10 attached units[2] Ten (10) Class 2 spaces / 5 residential units[2]	Projects with more than 10 units must provide one (1) usable loading space for every 10 units	Four (4) maximum spaces required [2]
Artisan Loft or Live-Work Dwelling Units	---	One (1) Class 2 space / unit	Three (3) Class 2 spaces / unit[2]	One (1) usable loading space for every 3 units	Two (2) usable loading spaces for every 3 units[2]
Rooming houses, lodging houses, clubs and fraternities having sleeping rooms	---	One (1) Class 2 space / 5 units	Three (3) Class 2 spaces / unit[2]	Projects with more than 10 units must provide 1 usable loading space for every 10 units	Two (2) usable loading spaces
NON-RESIDENTIAL					
Commercial	A Level 2 or better EV charging station (i.e. conduit, wall mount or pedestal terminal, etc.) shall be installed in a minimum of 10 percent of total parking spaces required in new non-residential developments with 10 of more spaces.	One (1) Class 2 space / 1,400 sf	Five (5) Class 2 spaces per building or tenant space separated by one-hour fire rated wall	One (1) usable loading space / 1,400 sf	Two (2) usable loading spaces per building or tenant space separate by one-hour fire rated wall

Table 5-3 Supplemental Parking Standards (Continued)

USE	ELECTRIC VEHICLE	MIN. BICYCLE PARKING	MAX. BICYCLE PARKING	MIN. LOADING / UNLOADING SPACES	MAX. LOADING / UNLOADING SPACES
Restaurants/Food	A Level 2 or better EV charging station (i.e. conduit, wall mount or pedestal terminal, etc.) shall be installed in a minimum of 10 percent of total parking spaces required in new non-residential developments with 10 or more spaces.	One (1) Class 2 space / 500 sf	Five (5) Class 2 spaces per building or tenant space separated by one-hour fire rated wall	One (1) usable loading space / 1,400 sf	Four (4) useable loading spaces per building or tenant space separate by one-hour fire rated wall
Retail	A Level 2 or better EV charging station (i.e. conduit, wall mount or pedestal terminal, etc.) shall be installed in a minimum of 10 percent of total parking spaces required in new non-residential developments with 10 or more spaces.	One (1) Class 2 space / 1,000 sf	Five (5) Class 2 spaces per building or tenant space separated by one-hour fire rated wall	One (1) usable loading space	Three (3) useable loading spaces per building or tenant space separate by one-hour fire rated wall[2]
Recreation	A Level 2 or better EV charging station (i.e. conduit, wall mount or pedestal terminal, etc.) shall be installed in a minimum of 10 percent of total parking spaces required in new non-residential developments with 10 or more spaces.	5% of maximum daily attendance or one (1) Class 2 space per 20 employees	10% of maximum daily attendance or seven (7) Class 2 spaces per 20 employees[2]	One (1) usable loading space / 2,000 sf	Two (2) useable loading spaces
Education and Childcare	A Level 2 or better EV charging station (i.e. conduit, wall mount or pedestal terminal, etc.) shall be installed in a minimum of 10 percent of total parking spaces required for each employee and faculty member.	Two (2) Class 2 spaces per classroom	Five (5) Class 2 spaces per classroom[2]	Half of one (0.5) usable loading space per classroom, rounded up to the nearest whole number[1]	One (1) usable loading space per classroom[2]
Mixed-use	Same as specified above for each use				

[1] Loading / unloading space shall be reviewed and considered as part of the CUP application for the development application.

[2] Maximum can be exceeded pending City approval.

5.6.1 Parking Exceptions

There are circumstances where the parking standards included in Table 5-2, for which exceptions may be made. The following describes exceptions to the parking standards, split up by residential, commercial and mixed-use parking exceptions. These exceptions may not be combined with one another. Any deviations from the parking required in Table 5-2 shall be reviewed and considered by the Planning Commission, unless the decision maker is the City Council, or as otherwise preempted as a concession or incentive pursuant to Density Bonus Law (Government Code section 65915 et. seq.). Should the reduction result in a fraction, the number of parking spaces shall be rounded up to the nearest whole number so that it increases the total amount of parking provisions.

Landscaping in parking areas shall comply with the applicable City Landscape Standards at a minimum and shall not be compromised by any parking exceptions request or authorization. Additional landscaping may be required at the discretion of the Design Review Board and Director of Community Development.

The authority to issue approval of parking exceptions may be made through an administrative adjustment application with the City and must include one or more of the following:

Residential Parking Exceptions

1. A covenant recorded for affordable housing at the following rates:
   - Affordable housing: studio and one bedroom units require 1 space, two or more bedrooms requires 1.5 spaces.
   - On-street parking spaces, when approved by the staff development committee, may be counted toward fulfilling the parking requirement multi-family dwellings only on Local Collector streets shown on Figure 5-1, Roadway Network.
2. Unbundled parking through a parking study and monitoring and enforcement program for a 5 percent reduction. This option requires payment of a parking in-lieu fee. The fee will be established at an amount adopted by City Council. It is subject to change by resolution of the City Council. The fee is paid at the time of building permit issuance.
3. Additional TDM measures beyond those required as a condition of development with a TDM/parking study and payment of a parking in-lieu fee. The fee will be established at an amount adopted by City Council. It is subject to change by resolution of the City Council. The fee is paid at the time of building permit issuance.
4. Reciprocal, joint-use parking agreement between properties within 300 feet, for up to a 15 percent reduction, and payment of a parking in-lieu fee. The fee is subject to change by resolution of the City Council. The fee is paid at the time of building permit issuance. The City shall be a part to any established, joint-use agreement to ensure its implementation for the duration of the agreement. Said agreement shall be recorded against the property.
5. Wherever housing dwelling units are created by conversions of an existing non-residential building, there shall be one off-street parking space provided for each such additional dwelling unit.

   This is not to be combined with density bonus law concessions.
6. Prepare site-specific peak-hour traffic management plans that include both VMT and peak-hour (Level of Service) traffic analysis.

Commercial Parking Exceptions

1. Required parking for non-residential uses may be reduced up to 15 percent, subject to all of the following criteria:
   - A parking demand study is prepared demonstrating that the parking reduction will not result in overflow parking on public streets or residential neighborhoods.
   - The site design provides internal vehicular circulation and convenient pedestrian connections between store entries.
2. Additional TDM measures beyond those required as a condition of development with a TDM/Parking Study. Examples of additional TDM measures include:
   - Prepare site-specific peak-hour traffic management plans
   - Implement a parking cash-out program
   - Car share parking and memberships
   - Vanpool program implementation
3. Promote ride-sharing and carpooling for residents through unbundling parking provisions or preferential parking.
4. Provide discounted monthly NCTD transit passes or transit subsidies.
5. Implement parking cash-out policies.

Mixed-Use Residential Parking Exceptions

1. Allow up to one Residential exception and one Commercial exception to be permitted in conjunction, provided that the total reduction requested does not exceed a 20 percent reduction in the total number of parking spaces.
2. Additional TDM measures beyond those required as a condition of development.



6.0 Public Services & Infrastructure

This chapter of the EVSP is intended to identify and address the most relevant public services and infrastructure systems within the Plan Area. In addition, this chapter offers thresholds and targets to maintain adequate level of service and safety as growth occurs.

Local government agencies provide the Plan Area with fire and emergency services, police services, schools, and libraries, as shown in Figure 6-1, Public Services. Public infrastructure associated with the EVSP consists of water, wastewater, and stormwater systems. With consideration to the strain in which the EVSP may put on these public services and infrastructure, it is important to proactively prepare for future demands on these services. Each of the public services and infrastructure systems are discussed in this chapter, as they relate to the Plan Area.

6.1 Public Services

Future development would be dependent on the availability of the necessary facilities, staff, and equipment to maintain adequate response times or services for fire and police. As such, the EVSP may trigger the need for new or expanded services and facilities to provide acceptable service levels for municipal services. In other words, additional staffing and/or facilities may be required to serve new development in the Plan Area.

In conjunction with development, there are opportunities to require new and/or expanded public service facilities or services. Development in the Plan Area shall comply with required development impact fees and General Plan policies, which would reduce impacts on fire, police, and emergency facilities, as well as schools, community centers, and libraries. Collection of development impact fees would incrementally fund expansion or construction of new facilities as growth is accommodated. There is also the opportunity to coordinate with agencies to make sure the EVSP complies with codes and requirements regarding fire protection, police protection, education, and community services.

Residential projects shall also fund the on-going operational cost of providing municipal services required for the project, through either an agreement to form or annex into a Community Facilities District or the establishment of another lawful funding mechanism reasonably accepted by the City.

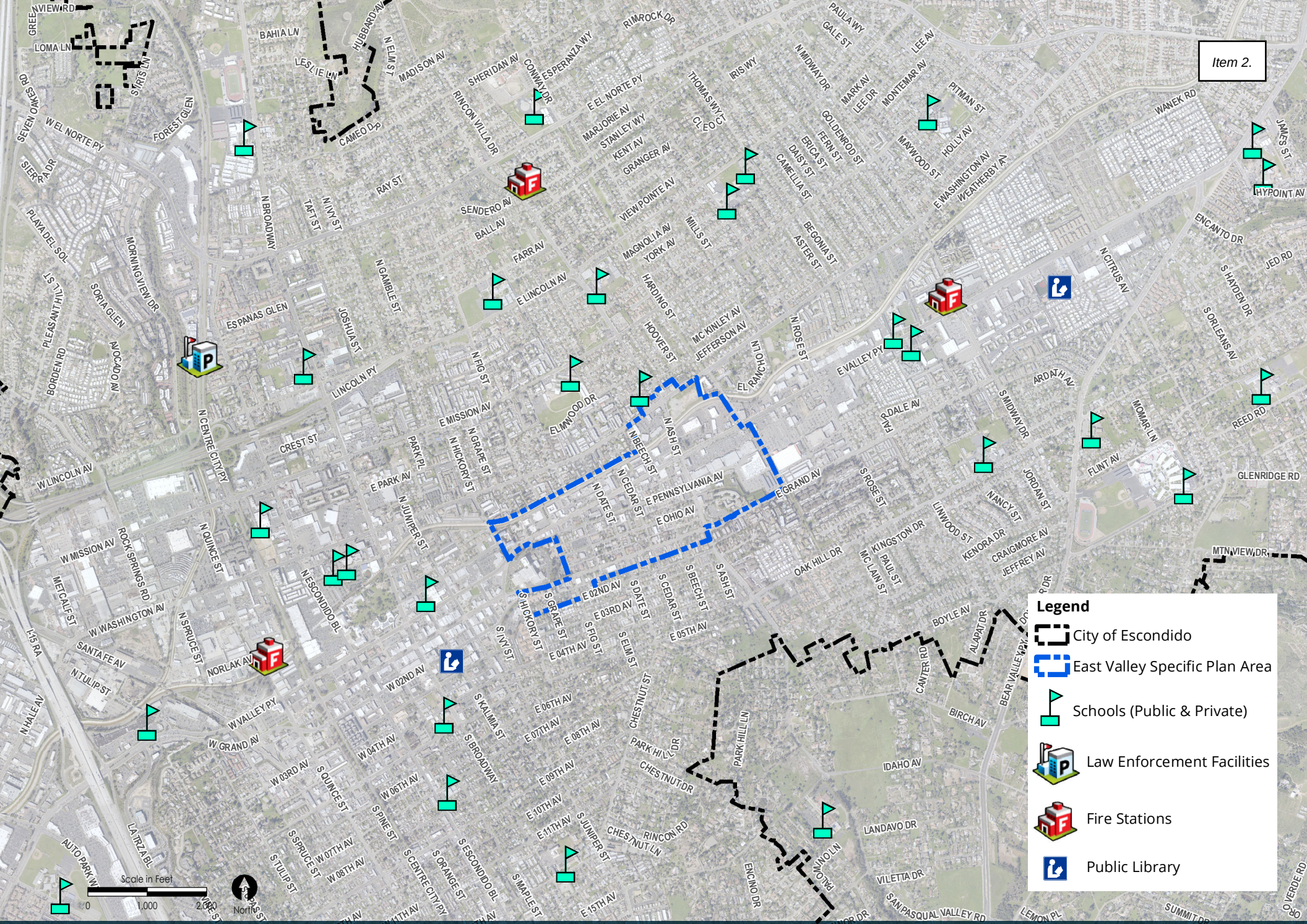


FIGURE 6-1 PUBLIC SERVICE

6.1.1 Fire and Emergency Medical Services

The potential for wildland fires presents a hazard where development is adjacent to open space or within close proximity to wildland fuels or designated fire severity zones. Steep hillsides and varied topography within portions of the City also contribute to the risk of wildland fires. According to the City's Wildland–Urban Interface Fire Severity Zones, the Plan Area is not mapped in a high or very high fire severity zone. In case of fire or other natural disaster, the General Plan includes an emergency evacuation route plan, which designates both East Valley Parkway and Ash Street as evacuation routes. As discussed in Chapter 5.0 Mobility, East Valley Parkway and Ash Street shall be designed and constructed to the requirements of the City Engineer and Fire Marshal.

The Escondido Fire Department ("EFD") provides fire protection and emergency medical services to the City of Escondido through a contractual arrangement established in 1984 with the Rincon Del Diablo Fire Protection District. EFD currently has seven fire stations that house emergency response personnel and equipment, the nearest station to the Plan Area is Fire Station #2 at 421 North Midway Drive, as noted in Figure 6-1, Public Services. The department also has fire stations with paramedic units located throughout the community. EFD addresses fire emergencies, medical aid emergencies, special rescue emergencies, hazardous materials incidents, and mass disaster incidents.

The EVSP would result in increased demand for emergency responses. However, new development shall be subject to development impact fees which contribute to the EFD's ability to provide adequate response times.

6.1.2 Police

The Escondido Police Department central operations are located at 1163 North Centre City Parkway. As discussed in the General Plan, intensification of land uses have tremendous influence on the demand for police services. Changes in population, additional recreational facilities, increased traffic volumes, expanded city limits, and new businesses all increase the pressure on maintaining and supporting law enforcement services. The General Plan states, "The city shall maintain personnel staffing levels based on community-generated workloads and officer availability. Resources will be adjusted to maintain an initial response time for Priority 1 calls (crimes in progress or life threatening) of no more than five (5) minutes and an initial response time for Priority 2 calls (serious calls requiring rapid response but not life threatening incidents) of no more than six and one-half (6.5) minutes."

New development within the Plan Area shall be subject to development impact fees which contribute to the Escondido Police Department's ability to maintain appropriate staffing levels.





Examples of ermergency services vehicles

6.1.3 Schools

The Plan Area is serviced by the Escondido Unified School District ("EUSD") and the Escondido Union High School District ("EUHSD"). The Plan Area is served by Central Elementary School to the west, Farr Elementary School to the north, Oak Hill Elementary School to the east, Del Dios Middle School to the west, Mission Middle School to the north, Orange Glen High School to the east, and Escondido High School to the north. In addition, several charter and private schools serve the community. The 2018–2019 school capacities are shown in Table 6-1 School Capacities. In addition, Palomar Community College maintains a local campus on East Valley Parkway, and California State University, San Marcos is located five miles east of Escondido.

Table 6-1 School Capacities

SCHOOL	2018-2019 CAPACITY (STUDENTS)[1]
Central Elementary	855
Farr Elementary	720
Oak Hill Elementary	795
Del Dios Middle School	810
Mission Middle School	1170
Orange Glen High School	2,400[2]
Escondido High School	2,800

6.1.4 Libraries

The City of Escondido currently operates one public library: the Escondido Library located at 239 South Kalmia Street, approximately 0.3 miles southwest of the Plan Area. The library offers a wide variety of print, media and online resources as well as public computers, community programs, and meeting space. As the City's General Plan Quality of Life Standard for library services states, "The public library system shall maintain a stock and staffing of two (2) collection items per capita and three (3) public library staff per 8,000 residents of the city of Escondido. The city shall provide appropriate library facilities with a minimum of 1.6 square feet of library facility floor area per dwelling unit of the city prior to build out of the General Plan where feasible. The city shall continue to expand the role of technology in providing library services and resources to Escondido residents."

Under this standard, at 2035 Specific Plan Buildout (as discussed in Section 3.3 Development Potential), the EVSP would generate an additional need to maintain 5,246 collection items, 1.31 library staff, and 9,862 square feet of library facility floor area. To accommodate anticipated growth, the General Plan recommends the expansion of the City's existing library facilities to meet the needs of Escondido's expanding population.

New development and redevelopment within the Plan Area would be subject to development impact fees which incrementally contribute to expansion or construction of new library facilities and help the City maintain the quality of life standards.

[1] *Appendix P of Palomar Heights EIR*
[2] *Data provided via email correspondence with EUHSD (October 26, 2020)*

6.2 Public Infrastructure

As the Plan Area redevelops, public infrastructure needs must respond to changing conditions. Public infrastructure such as water, stormwater, and sewer systems are vital considerations for comprehensive planning, as they provide the basic services for development. This section sets targets to meet future demands while providing a more sustainable system to serve residents and businesses.

6.2.1 Water

Water is provided to the EVSP area by the City of Escondido. The City of Escondido is a municipal water retailer that treats and delivers the water supplied by Metropolitan Water District of Southern California ("MET") and the County of San Diego Water Authority ("SDCWA") to and from local sources to its customers.

The City's 2015 Urban Water Management Plan ("UWMP") establishes the planned upgrades to the water system within the Plan Area. The UWMP estimates the residential water consumption rate to be approximately 182 gallons per capita per day (gpcd) for the year of 2020.

In order to meet the increase in demand, the City is continuously pursuing a variety of projects that would enhance the City's local water supply, expanding recycled water facilities and implementing potable reuse. These additional supplies will provide a reliable local water source for the City and will assist in reducing dependence on supplies that are purchased from San Diego County Water Authority, which are largely imported[1].

Section 8.2, Recommended Programs and Public Improvements, provides guidance in accommodating the water demands from new development and redevelopment with implementation of the EVSP.

6.2.2 Stormwater

The Plan Area storm drain system consists of a network of curbs/gutters, pipes, culverts, and concrete channels, maintained by the Public Works Department. The City has identified a need to: (1) retrofit areas of existing development that do not have water quality treatment measures incorporated into their designs and (2) rehabilitate streams, channels, and habitats within City boundaries.

As shown in Figure 6-2, FEMA Flood Zones, portions of the Plan Area along Escondido Creek are within the FEMA Flood Zone X; meaning the area has a 0.2% annual chance of flood. Escondido Creek, east of Ash Street is FEMA Flood Zone A, meaning there is no base flood elevations determined. East of Ash Street and south of Escondido Creek is Flood Zone AH up to the Private Road; Zone AH has a flood depth of 1 to 3 feet (usually areas of ponding).

The City's Capital Improvement Plan FY 2022-2023 includes a new storm drain system and upsizing project along East Valley Parkway, east of Ash Street within the FEMA floodplain. This project is estimated to be complete in 2031. This will help ensure East Valley Parkway can properly act as an emergency flood evacuation route.

In addition, the City is in the process of making upgrades to stormwater drain pipes and installing trash screens in City storm drains in accordance with the Statewide Trash Amendments. In addition to these Citywide drainage improvements, the Specific Plan has established standards that require water quality treatment measures for future development.

The Plan Area is already built-out with office, commerial, and residential uses. Since the Plan Area is composed primarily of impervious surfaces (structures, paving, and concrete), it is expected that new development will not significantly increase the overall quantity of impervious surfaces. New development and redevelopment in the Plan Area is subject to City and State drainage and stormwater quality requirements. In addition, any new development or redevelopment within the Plan Area shall comply with the stormwater management policies listed in Section 2.2.7, Public Services and Infrastructure Goals and Policies. Therefore, stormwater runoff quantities are not expected to increase and the storm drainage system will not require upgrades to increase capacity.

[1] *City of Escondido. May 2016. 2015 Urban Water Management Plan. https://www.escondido.org/Data/Sites/1/media/PDFs/Utilities/water/Escondido2015UWMP_Final.pdf*

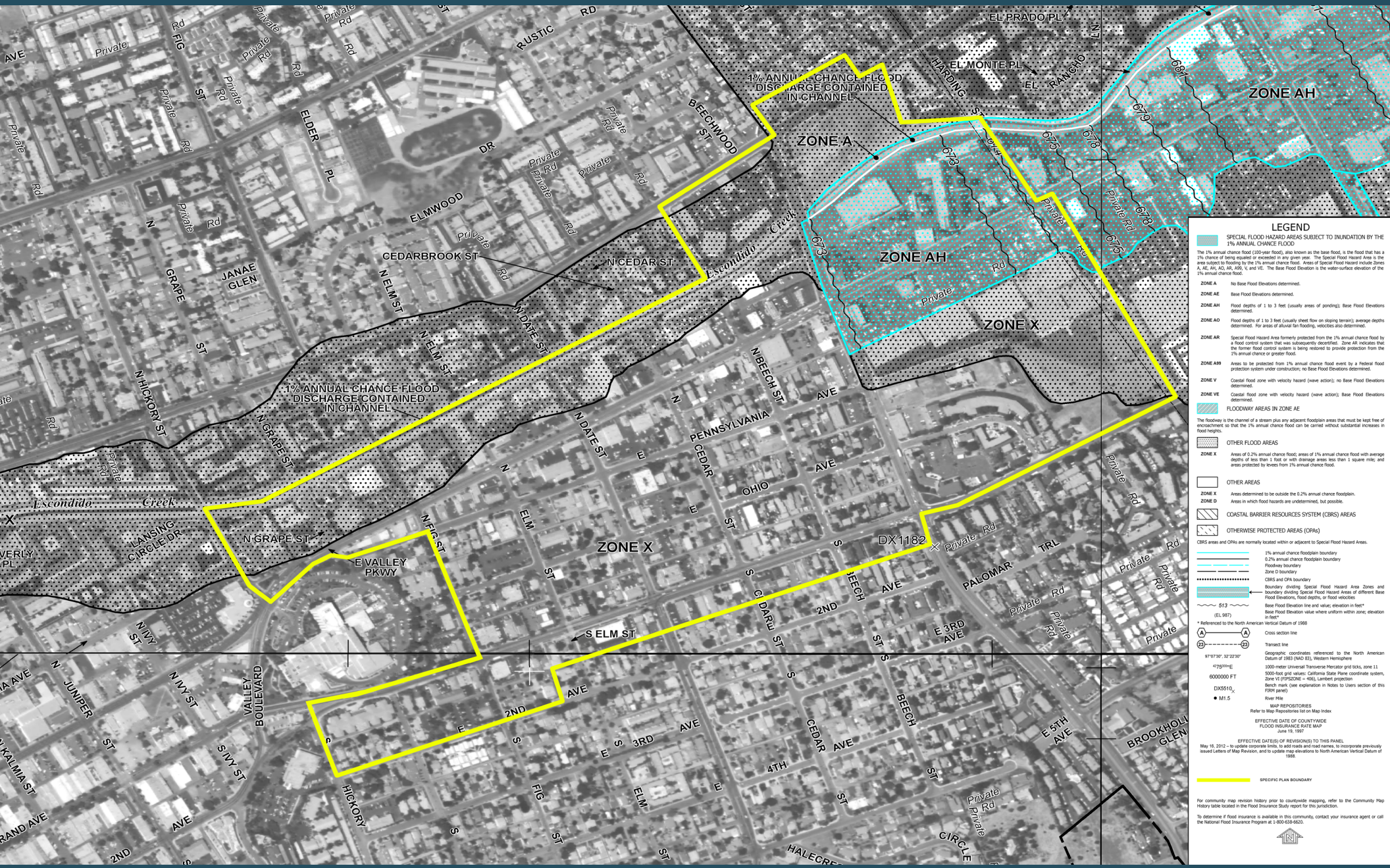


FIGURE 6-2 FEMA FLOOD ZONE

6.2.3 Wastewater System

The Wastewater Division of the City of Escondido Utilities Department provides wastewater treatment facilities and services to the Plan Area. The 2012 Wastewater Master Plan identified relevant improvements within the Plan Area including, the replacement of undersized pipeline in sections on East Valley Parkway. Such projects are financed through the sewer fees charged for connection and services, as well as other capital funds available through the City's Capital Improvement Program.

The Escondido 2012 Wastewater Master Plan estimates the average daily wastewater flow for the City of Escondido in 2030 is approximately 14.4 million gallons per day (mgd). The 2012 Wastewater Master Plan also forecasts for 2035 buildout of the General Plan, including buildout of the East Valley Plan Area. The 2012 Wastewater Master Plan estimates wastewater generation rates using the metrics: 55 gpcd for residential population, and 38 gpcd for employment population.

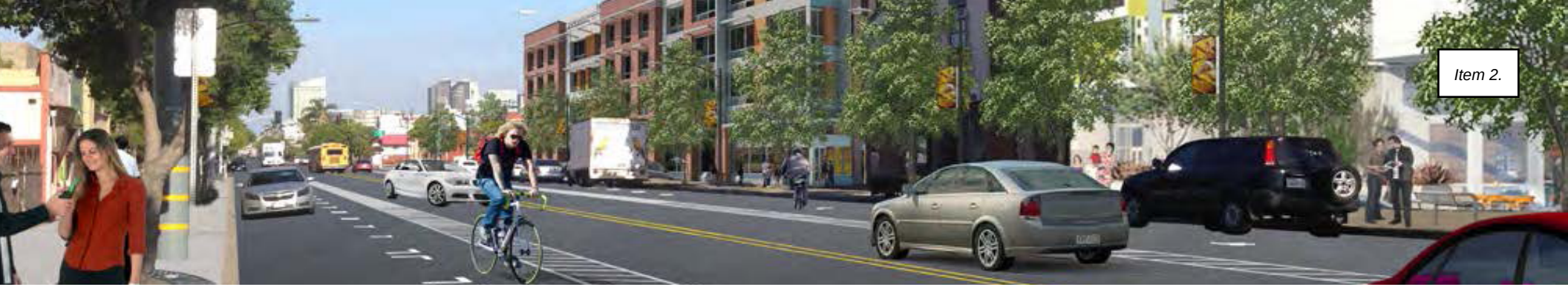
As shown in Table 6-2, Estimated Wastewater Generation, the 2035 EVSP Buildout would generate a wastewater discharge of approximately 674,888 gpcd, a net increase of 478,779 gpcd from the existing wastewater generation. This increase will require the upsizing of some wastewater mains serving new development and redevelopment. To help accommodate the increase in wastewater generation, the City of Escondido is currently in the process of constructing a recycled water system running adjacent to the existing sewer trunk main to serve the farming areas east of the Plan Area. Future expansion of the current Recycled Water system is anticipated via Capital Improvement Projects and new development projects.

In addition, any new development or redevelopment within the Plan Area shall comply with the wastewater management policies listed in Section 2.2.7, Public Services and Infrastructure Goals and Policies. Lastly, Section 8.2, Recommended Programs and Public Improvements, provides City guidance to accommodating the wastewater demands from new development and redevelopment with implementation of the EVSP.

Table 6-2 Estimated Wastewater Generation

GENERATION TYPE	EXISTING CONDITIONS (GPCD)	2035 GENERAL PLAN BUILDOUT (GPCD)	2035 EVSP BUILDOUT (GPCD)
Residential Population	110,495	145,750	547,360
Employment Population	85,614	74,214	127,528
Total	196,109	219,964	674,888

Sources: City of Escondido2012 Wastewater Master Plan, UrbanFootprint, 2010 US Census Bureau



7.0 Development Standards & Design Guidelines

The Development Standards & Design Guidelines chapter of the EVSP is intended to help achieve the vision for the EVSP by setting standards and guidelines for future development. This chapter complements other citywide guidance such as the Escondido Municipal Code, which provides regulations for a variety of design topics such as setbacks, landscaping, and parking. The EVSP provides development standards and guidelines that are intended to supplement the City's provisions with more specific guidance for how to achieve the unique vision for the Plan Area. The following design guidelines and standards apply to future public improvements and private development in the Plan Area. These guidelines and standards also address the design of new buildings and renovations to existing structures.

7.1 Development Standards

Development standards are provided herein to regulate the size, location and physical dimensions of buildings or places. The purpose of establishing development standards is to ensure future design of development is aligned with the vision of the Specific Plan as a livable, pedestrian-oriented community. See Table 7-1 Development Standards for standards for each land use designation and area.

7.1.1 Building Conversion

Any project looking to convert an existing building to a new use will be subject to design review to assess appropriateness of the proposed use and any proposed changes in relation to the area, the building, and the site.

Any project seeking to convert a building will also need to meet the California Building Code.

7.1.2 Public & Private Open Space

Public and private open space is required for each new development. These open spaces shall include elements such as shade, seating, water features, and public art. New development or redevelopment of residential dwelling units shall comply with the following standards:

- 250 square feet of private open space area shall be provided per dwelling unit.
- A minimum of 150 square feet per unit of the required open space is provided in a courtyard or publicly accessible space (i.e. semi-public space); while still providing a minimum of 50 square feet of private space for 50 percent of the housing units. Dedications to linear parks and Creekside areas can be included into the 150 square feet.
- Design courtyards or publicly accessible spaces to be visible and accessible from buildings, as well as streets and pedestrian and bicycle networks. They may be designed as forecourts or along linear parks or the Escondido Creek Trail to support pedestrian activity and connect to the public realm; designed as cortiles or atriums with good connectivity within a site, with clear and safe point of access; or in other areas that maximize circulation opportunities between adjacent uses.
- Courtyards or publicly accessible spaces should provide high quality landscaping and high quality paving materials, such as stone, concrete with tile, etc.; and pedestrian-scaled lighting to encourage pedestrian use of the space.
- Courtyards or publicly accessible spaces should account for climatic factors such as sun orientation.
- Courtyards or publicly accessible spaces should utilize outdoor furniture and coordinate with site building design to define the courtyard or

publicly accessible space and provide variegated types of seating, low walls, trash receptacles, landscape screening and tree canopy, bike racks and other elements.

» Courtyards or publicly accessible spaces should incorporate methods to reduce stormwater runoff. However, green stormwater solutions should contribute towards the utility of the courtyard and publicly accessible space. Design interventions to capture, clean and recycle stormwater runoff should minimize impacts on semi-public spaces (i.e. stormwater channels and basins are not allowed to encroach into semi-public or private open space).

The City will consider exceptions to the maximum FAR for new or redevelopment that allocate public open space greater than the required minimum established in this section. See Section 4.4, Public Open Space Incentive Program for details.

Examples of stormwater infrastructure

7.1.3 Retail Corners & Frontages

Retail Corners, Active Frontages, and Creek Frontages are identified throughout the Plan Area, see Figure 7-1 Frontages.

» Retail Corners - road intersections focused on activating the economic activity in the Plan Area. Intersections may include:
  - East Valley Parkway and Ash Street
  - East Valley Parkway and Date Street
  - East Valley Parkway and Fig Street

» Active Frontage - corridors focused on providing a safe and alluring atmosphere. Corridors include:
  - Ash Street
  - East Valley Parkway
  - Grand Avenue

» Creek Frontage - multi-use trail focused on stimulating the use of Escondido Creek. The Escondido Creek Trail generally runs east-west in the Plan Area, north of East Valley Parkway. See Figure 5-7, Escondido Creek Trail Configuration, for the setback along the Escondido Creek.

For areas designated as residential and mixed-use, ground-floor residential is permitted. The following criteria shall apply to new development that proposes ground-floor residential uses in the residential and mixed-use land use designations:

» The development provides places of interaction with small plazas and courtyards or cafe seating to help animate the street.

» The exterior and interior design of the first floor is designed to be retail-ready with an interior ground-floor height of 16 feet, a minimum unit depth of the greater of 25 feet or 25% of the building depth, and oversized storefront windows accommodated on the ground-floor facing the public right-of-way.

» Place shared amenities such as workout rooms, game rooms, and other social facilities where they will be visible from street view on the ground-floor.

» The building standards applied to the ground-floor space must adhere to the most restrictive use and occupancy classification anticipated based on the purpose or purposes for which they are may be used; and shall comply with the rating that reflects multiple occupancy groups so that an area, room, or space may be occupied at different times with different uses.

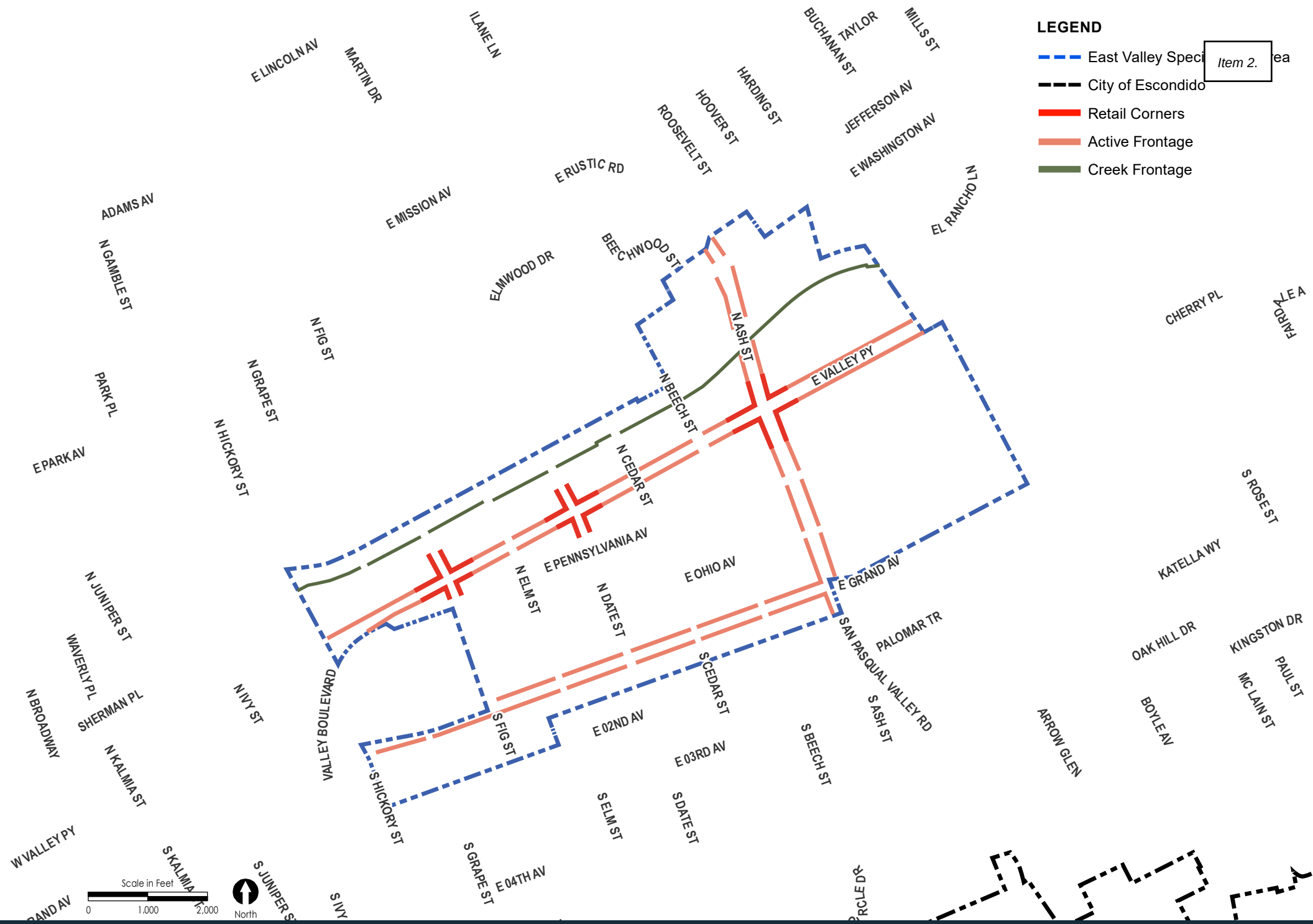


FIGURE 7-1 Frontage

7.1.4 Landscaping

The percentage of required landscaped area of proposed development is included in Table 7-1, Development Standards. In addition to that standard, landscaping within public right-of-way shall comply with the following:

- Street tree spacing should be 20 feet.
- Tree canopy coverage shall be determined for proposed projects by calculating the area of the proposed tree canopy at 75% of tree maturity. Tree canopy maturity can be determined by referencing the Sunset Western Garden book or a comparable botanical reference. When tree canopy maturity is given as a range then the designer shall use the average.
- Tree canopy coverage shall be 25% of the Landscaped Area in Urban IV/V; 15% in Mixed Use; and 25% in General Commercial. See Table 7-1, Development Standards for Landscaped Area requirements.
- Stormwater channels and basins shall not be permitted in the landscaped area of public right-of-way.
- Vertical gardening elements or screened landscaping shall be provided for any ground level exterior wall face or façade of the building (that measures 15 feet or more on residential structures and 25 feet on non-residential structures) that does not include windows, doors, columns, pilasters, or other articulation greater than 12 inches in depth or a substantial material change (paint color is not considered a substantial change).

7.1.5 Building Design Standards

The following building design standards shall apply to new development to enhance the visual character of the Specific Plan Area:

- Building heights shall be varied by a minimum of 10 feet. See Section 7.4.4 Architectural Design for guidelines on building articulation.

7.1.6 Additional Requirements & Performance Standards

In addition to the standards included in Table 7-1, Development Standards, the following shall apply, where applicable:

- Individual residential dwelling units shall include a washer and dryer and 80 cubic square feet of storage space per unit. Storage space shall be provided on-site and not be located within a bedroom closet.
- Development shall comply with the signage requirements of the Escondido Zoning Code except that no freestanding sign shall exceed eight (8) feet in height.
- Unless otherwise specified, development projects are to refer to the Escondido Zoning Code and development regulations for all additional requirements and performance measurements.





Table 7-1 Development Standards

DEVELOPMENT STANDARD	LAND USE / AREA			
	URBAN IV/V	MIXED USE	GENERAL COMMERCIAL	ESCONDIDO CREEK TRAIL
Setback[1]: the minimum horizontal distance between a lot line and the nearest part of any building or structure on the lot.	Front: 10' Rear: 10' Alley [3]: 5' Side Internal[1]: 0' Side Street: 10'	Front: 15' Rear: 10' Alley [3]: 5' Side Internal: 0' Side Street: 15'	Front: 15' Rear: 10' Side Internal: 0' Side Street: 15'	Creekside building or structure: 20' Creekside wall or fence[4]: 10'
Landscaped Area[2]: the landscape area is calculated as a minimum area of pervious surface designed to contain plant material (ground covers, shrubs, trees). These areas are required to be irrigated with an automatic irrigation system.	35% minimum	20% minimum	30% minimum	-
Building Placement: the massing and location of structures on individual parcels	-	-	-	Buildings shall be designed with dual orientation in order to provide access and a public face to both the Escondido Creek frontage and side frontages
Building Height: the vertical distance measured from the average level of the highest and lowest point of that portion of the lot covered by the building or structure to the top of the building or structure (see Figure 7-2 Building Height and Section 7.4.4 Architectural Design for building height design guidelines)	55' maximum	75' maximum	75' maximum	75' maximum

[1] *Side internal setbacks shall comply with access requirements per the Fire Code for ladder access based on the occupancy and egress points.*
[2] *See Section 7.1.4, Landscaping, for additional standards for landscaping within public right-of-way.*
[3] *Alley setbacks shall apply to buildings, walls, or fences.*
[4] *The creekside wall or fence setback may be reduced at the discretion of City application review if the site design warrants the placement of the fence at the property line because of the need to enclose a tot lot or dog play area.*

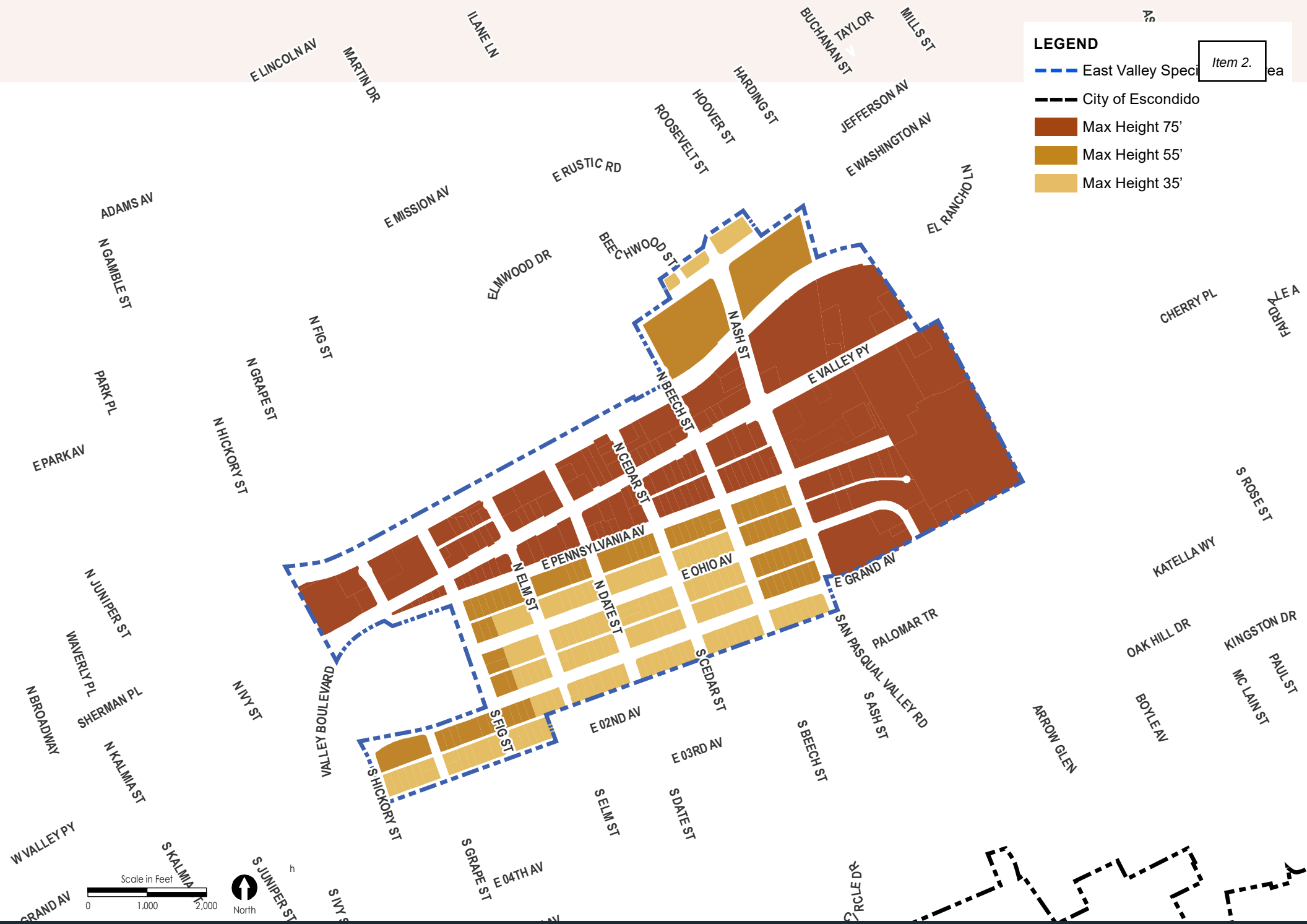


FIGURE 7-2 Building Heigh

7.2 Permitted & Conditional Uses

Table 7-2 presents the permitted uses allowed in each land use designation. Permitted uses are intended to support the vision for the Plan Area. Land uses shall be considered prohibited unless they are determined to be similar to listed uses. The Director of Community Development shall make a determination regarding whether a requested use that is not listed is similar in function and intensity to one that is listed. The Director of Community Development shall have the responsibility and authority to interpret the meaning and applicability of all provisions and requirements of this Chapter, which may include determining the applicability of use categories or determining that a land use classification is similar to the listed uses permitted, or conditionally permitted, within various zones. Such interpretations are subject to the terms and limitations of sections 33-6 and 33-13 of the Escondido Zoning Code. Conditional Use Permits (CUPs) and Minor CUPs, listed in Table 7-2, Permitted & Conditional Uses, are subject to the consideration and approval of the Zoning Administrator in accordance with the provisions of the Zoning Code.

An administrative adjustment or variance may be requested as authorized per Article 61 of the Escondido Zoning Code for the following property development standards:

- Up to a twenty-five (25) percent reduction of required yards/setbacks for parking, outdoor dining, free standing signage, architectural elements with no habitable space, and common open space.
- Reductions up to twenty-five (25) percent of the required number of parking spaces for uses in non-residential zones, pursuant to section 33-764 of the Zoning Code.
- Modifications of the identified front, street side, side and rear lot lines of a lot in order to facilitate orderly development on a parcel subject to unusual circumstances, including but not limited to, topography, grading, drainage and stormwater treatment, utility facilities, easements, access and other site constraints or development requirements.
- Other adjustments as specified by Article 61 of the Escondido Zoning Code.

Table 7-2 Permitted & Conditional Uses

P=Permitted; C=Subject to CUP; MC=Subject to Minor CUP; *=Subject to special regulations of Zoning Code; --- = Prohibited Use

USE	GENERAL COMMERCIAL (EV-CG)	URBAN IV/V (EV-U5)[1]	MIXED USE (EV-MU)[1]	PARK OVERLAY ZONE (EV-POZ)[2]
Residential and Lodging				
Bed and Breakfast (Article 32*)	---	C*	C*	---
Hotels and Motels (Article 32 and 63*)	C	---	C	---
Single-Family Dwelling Units[2]	---	P[2]	---	---
Mobile home or travel trailer parks (Articles 45 & 46*)	---	---	---	---
Two-Family, Three-Family, and Multi-Family Dwelling Units	---	P	P	---
Two-Family, Three-Family, and Multi-Family Dwelling Units as part of a Mixed-Use Project	---	P	P	---
Artisan Loft or Live-Work Dwelling Units	---	---	MC	---
Small Residential Care Facility / Transitional Housing	---	P	P	---

[1] Accessory dwelling units (ADUs) and junior accessory dwelling units (JADU's) are allowed per the City's ADU Development Standards and JADU Development Standards.

[2] For areas within the EV-POZ, the underlying land use shall apply; the uses shown as permitted in the EV-POZ are in addition to the permitted uses indicated in the underlying land use.

[3] Existing single-family dwelling units will be considered conforming, provisionally, with the goal to promote their conversion to a higher density. Existing single-family dwelling units shall maintain limited conforming status to allow full use of the property (i.e. occupancy and/or make improvements to the structure) unless/until the dwelling unit is considered abandoned pursuant to section 33-1242(a) of the Escondido Zoning Code. At which time, an abandoned use shall be discontinued and no further occupancy of improvements to the building shall be allowed.

Table 7-2 Permitted & Conditional Uses *(Continued)*

P=Permitted; C=Subject to CUP; MC=Subject to Minor CUP; *=Subject to special regulations of Zoning Code; --- = Prohibited Use

USE	GENERAL COMMERCIAL (EV-CG)	URBAN IV/V (EV-U5)[1]	MIXED USE (EV-MU)[1]	PARK OVERLAY ZONE (EV-POZ)[2]
Large Residential Care Facility / Transitional Housing	---	C	C	---
Supportive Housing	---	P	P	---
Retail Trade and Sales				
Artisan crafts (might include light production and assembly)	P	---	P	---
Bargain basement store	---	---	---	---
Cabaret (with or without alcohol), including music, comedy, and magic clubs	C	---	C	---
Commercial and medical cannabis sales	---	---	---	---
Drinking establishments (on-sale beer and wine, etc.) including bars; tasting rooms; and taverns with or without craft-processing brewery, distillery, or winery (light production)	C*	---	C*	---
Drive-through establishment (Section 33-341*)	C	---	---	---
Electric vehicle charging station (for fee)	C	---	C	---
Farmers' market / community garden with for-sale plots or produce (roadside sales)	C	C	C	C
Firearms dealer	---	---	---	---
Food stores	P	---	P	---
ATM kiosk	P	---	P	---
General retail	P	---	P	---
Liquor store	---	---	---	---
Outdoor retail as a principal use (including nurseries)	C*	---	---	---
Pawn shops (Article 57*)	---	---	---	---
Pharmacy and drug stores	P	---	P	
Restaurant with or without alcoholic beverages	P	---	P	---
Second hand thrift shops and consignment stores (Article 57*)	P	---	---	---
Smoker's Lounge	---	---	---	---
Sporting goods store (includes ammunition and firearms, fishing, hunting, golf, playground equipment, etc.)	P	---	P	---
Tobacco product store	---	---	---	---
Services				
Adult entertainment (Article 42*)	---	---	---	---
Animal care, excluding kennels	P	---	P	---

Table 7-2 Permitted & Conditional Uses *(Continued)*

P=Permitted; C=Subject to CUP; MC=Subject to Minor CUP; *=Subject to special regulations of Zoning Code; --- = Prohibited Use

USE	GENERAL COMMERCIAL (EV-CG)	URBAN IV/V (EV-U5)[1]	MIXED USE (EV-MU)[1]	PARK OVERLAY ZONE (EV-POZ)[2]
Animal care, kennels and shelters	C	---	---	---
Barber/beauty services, excluding tattoo parlor or body piercing	P	---	P	---
Business services (general)	P	---	P	---
Churches, synagogues, temples missions, etc.; professional and social service organizations; and youth organizations	C	C	C	---
Crematoriums, mortuary, mausoleums, etc.	---	---	---	---
Cultural services and entertainment (including museums)	P	P	P	---
Dry cleaning, drop-off and pick up only (Articles 13 and 57*)	P	---	P	---
Dry cleaning, commercial press or on-site pressing (Articles 13 and 57*)	---	---	---	---
Duplicating services (including blueprinting, printing, and photocopying)	P	---	---	---
Education and childcare, day nursery and child care center (Article 57*)	C*	C*	C*	---
Education and childcare, primary and secondary education (including kindergarten, elementary, junior, and high schools) (Article 57*)	C	---	C	---
Education and childcare, post K-12 education (including professional and trade schools)	C	---	C	---
Education and childcare, group counseling services and other special training (including art, music, dance, drama, etc.)	P	---	P	---
Education and childcare, employment training services	P	---	P	---
Entertainment and assembly, including arcades, dance halls, theaters, miniature golf etc.	C	---	C	---
Government services	C	C	C	---
Financial institutions, banks, savings and loans, securities brokers, etc.	P	---	P	
Financial institutions, non-chartered check-cash and pay day	---	---	---	---
Florists, gifts, cards, newspapers, and magazines	P	P	P	---
Hospitals, excluding medical clinics	C	---	C	---
Health and fitness facilities (gyms and venues)	P	---	P	---
Laundry self-service coin operated (Article 57*)	C	---	---	---
Personal services (other)	P	---	P	---
Office, general	P	---	P	---
Massage establishments (Article 38*)	---	---	---	---
Medical, small clinics (including dental, optical, etc.)	P	---	P	---

Table 7-2 Permitted & Conditional Uses *(Continued)*

P=Permitted; C=Subject to CUP; MC=Subject to Minor CUP; *=Subject to special regulations of Zoning Code; --- = Prohibited Use

USE	GENERAL COMMERCIAL (EV-CG)	URBAN IV/V (EV-U5)[1]	MIXED USE (EV-MU)[1]	PARK OVERLAY ZONE (EV-POZ)[2]
Medical, large clinics and service organizations (including blood banks and healthcare establishments)	P	---	C	---
Park – private or semi-private	P	P	P	P
Park – public	---	---	---	P
Repair services shop (including small appliance repair, watch/clock repair, etc.)	P	---	P	---
Recycling services	---	---	---	---
Studios and galleries (including photography, art, printing, etc.)	P	---	P	---
Transportation services as a primary use (including car or bike sharing station, helipad, park and ride facilities, municipal parking lots and parking structures, taxicab or shuttle station, transit stations etc.)	C	C	C	---
Automotive Services				
Auto oriented drive-in, drive-through (Section 33-341*)	C*	---	---	---
Automotive car and vehicle sales (car dealership) (Article 57*)	---	---	---	---
Automotive car wash, polishing, vacuuming, detailing as a primary use (Article 57*)	C	---	---	---
Automotive vehicle repair, limited (Article 57*)	P	---	C*	---
Automotive vehicle repair, general and commercial (including tire retreading/recapping, tow services) (Article 57*)	---	---	---	---
Boutique car sales (No more than two on the same location; two cars maximum) (Article 57*)	---	---	P	---
Gasoline service station with or without alcohol sales (Article 57*)	C	---	---	---
Industrial, Manufacturing, and Storage				
Electric generating facilities as a primary use (Article 57*)	C	---	C	---
Industrial and manufacturing	---	---	---	---
Mini-warehousing and storage facilities (Article 57*)	---	---	---	---
Outdoor storage as a primary use, including building materials and equipment	---	---	---	---
Outdoor storage, vehicles and fleet vehicle storage (overnight or after normal business hours, or for rent) less than or equal to 10 percent of all parking provided for that use	---	---	---	---
Utilities (including central processing, regulating, generating, distribution, etc.)	C	---	C	---
Tow yard and junk yard	---	---	---	---

7.3 Accessory Uses

Accessory uses are permitted as specified, provided they are incidental to, and do not substantially alter the operating character of the permitted principal use or structure as determined by the Director of Community Development. When provided by these regulations, it shall be the Director to determine if a proposed accessory use is necessary and customarily associated with, and is appropriate, incidental, and subordinate to the principal use, based on the Director's evaluation of the resemblance of the proposed accessory use to those uses specifically identified as accessory to the principal uses and the relationship between the proposed accessory use and principal use.

Temporary and accessory uses provided for within this section do not apply to the minor or major use of land or activities coordinated within the public right-of-way.

Table 7-3 Accessory Uses

P=Permitted; C=Subject to CUP; *=Subject to special regulations of Zoning Code; Blank = Prohibited Use

ACCESSORY USE	GENERAL COMMERCIAL (C-G)	URBAN IV/V (R-5-30)	MIXED USE (M-U)	PARK OVERLAY ZONE (POZ)
Accessory dwelling units (Article 70*)	---	P	P	---
Arts and crafts (Article 57*)	P	P	P	P
ATM kiosk with drive-through	C*	---	C*	---
Car or bike sharing station	C	C	C	---
Drive-through as an accessory use	C	---	---	---
Electric charging stations (Article 57*)	P	P	P	P
Florists, gifts, cards, newspapers, and magazines with drive through (Section 33-341)*	C	C	C	
Home occupation - minor (Article 44*)	---	P	P	---
Home occupation – major (Article 44*)	---	P[1]	---	---
Live entertainment	C*	---	C*	---
Public art displays, murals, sculptures, and other visual art	P	P	P	P
Outdoor display (Article 73*)	P	---	P	---
Outdoor sales (Article 73*)	P	---	P	---
Outdoor storage, miscellaneous storage fully screened	P	---	P	---
Outdoor storage, vehicles and fleet vehicle storage (overnight or after normal business hours, or for rent) less than or equal to 10 percent of all parking provided for that use	P	P	P	---

[1] *Shall only apply to properties with one single family residence and/or single-family residence with an accessory unit.*

Table 7-3 Accessory Uses *(Continued)*

P=Permitted; C=Subject to CUP; *=Subject to special regulations of Zoning Code; Blank = Prohibited Use

ACCESSORY USE	GENERAL COMMERCIAL (C-G)	URBAN IV/V (R-5-30)	MIXED USE (M-U)	PARK OVERLAY ZONE (POZ)
Outdoor storage, vehicles and fleet vehicle storage (overnight or after normal business hours, or for rent) more than 10 percent of all parking provided for that use	C*	---	C*	---
Outdoor storage, vehicles used for business operations and deliveries during normal business hours only.	P	P	P	---
Recycling facilities (including reverse vending and small collection) (Article 33*)	P	---	P	---
Temporary uses and special events	P	P	P	P
Urban agriculture / community gardens	P	P	P	P
Wireless communication facilities, micro and macro cell towers (Article 34*)	C	C	C	C
Wireless communication facilities, other communications (Article 34*)	P	P	P	P

7.4 Design Guidelines

The following section provides design guidelines to achieve the vision for East Valley. This section is intended to complement the development standards included in Section 7.3, as well as supplement existing City and State provisions with more specific guidance for how to achieve the unique vision for East Valley.

7.4.1 Streets & Rights-of-Way

Design for multi-mobility

- Develop complete streets that include suitable infrastructure for walking, biking, along with other travel modes.
- Reduce vehicular parking in lots and increase on street parallel parking.
- On Major Roads, restrict vehicular lane widths to eleven (11) feet to slow vehicular traffic.
- Provide sidewalks at a minimum width of five (5) feet, even on private drives.
- Prioritize intersection crossing for pedestrians along East Valley Parkway and Ash Street.
- Increase bulb outs along Major Roads to provide additional pedestrian space and visibility.
- Place street furniture at ¼-mile intervals along sidewalks for pedestrian comfort and use. Streetscape improvements should be prioritized in accordance with Figure 7-4, Streetscapes and Gateways.
- Provide continued landscape parkway along all the streets to create a more attractive, inviting pedestrian realm.
- Parkway planting should be used to buffer the street from the pedestrian zone and minimize paving where curb-to-building sidewalks are not needed, along Local Collectors.
- District gateways should be considered at the locations shown in Figure 7-3, Streetscapes and Gateways. These gateways may include subtle elements such as medallions in the paving, or more prominent elements such as signs or public art.
- Minimize the number of drive approaches along a block to reduce conflicts between pedestrians and automobiles; curb cuts should be consolidated and placed at mid-block, or provide alley access for service and parking, where feasible.
- Avoid placing public utilities and streetscape amenities in areas where sidewalk widths are five (5) feet or less in width to avoid conflicts with pedestrians.
- Provide safe and convenient transportation options for people of all ages and abilities.
- Increase access and wayfinding signs to the Escondido Creek Trail.

7.4.2 Parks & Plazas

Design publicly-accessible parks and plazas to enhance the livability of the district

- Where applicable, locate the main entrance to park near a bus stop or crosswalk.
- Place play areas a minimum of fifty (50) feet from the street or parking lot.
- Develop a distinct theme for each park when appropriate, to establish a unique character that is consistent with the park's activities and locations. The theme should be implemented through the use of characteristic architectural details, colors, materials, furnishings, play equipment and plant selection. Provide a unified park design by providing repeated details, colors and materials throughout the park.

See Section 4.3 Amenities, for the recommended park amenities for each public park type.

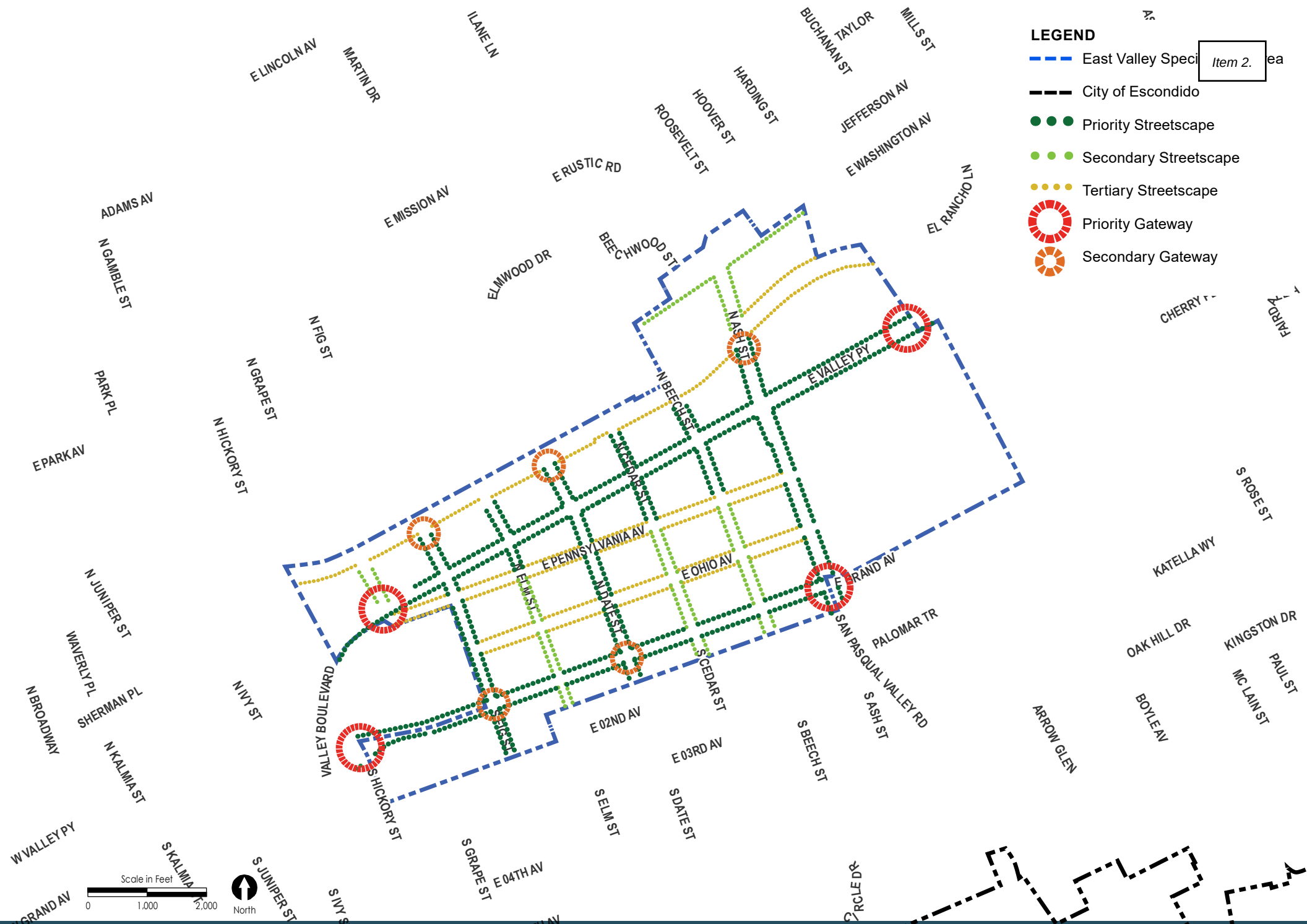


FIGURE 7-3 Streetscapes & Gateway

7.4.3 Site Design

Define public space with architecture and landscape

- Maintain a continuous building street wall and limit spatial gaps to those necessary to accommodate vehicular and pedestrian access.
- Link adjoining outdoor spaces with comfortable paths and walkways to create a network of spaces.
- Discourage developments that are internally focused at the expense of an active street environment, or developments that result in "left-over" space.
- Frame important views of natural and man-made landmarks, and look for opportunities to open new views of landmark buildings and features.
- Encourage the presence of well-defined outdoor space, such as on-site plazas, interior courtyards, patios, terraces and gardens.
- Create visual inlets to improve public safety.

Buffer adjacent sensitive land uses from undesirable impacts

- New buildings should appear similar in mass and scale to traditional buildings, including width and height. The perceived mass of a building should be reduced by dividing it into modules and expressing them in ways that cause them to appear to be a collection of smaller forms.
- Subdivide horizontal mass into portions or segments compatible with the scale of adjacent buildings.
- Provide horizontal expression at lower floor heights to establish a sense of scale.
- Use moldings, a change in material, or an offset in the wall plane to define the scale of lower floors in relation to the street. Employ vertical architectural elements such as columns, pilasters, or other articulation greater than 12 inches in depth to subdivide buildings into small increments at the ground floor and upper stories.
- When a building is to be only two, three, four or more stories entirely, variation in building height should be accomplished by changing cornice and roof lines/forms. Some breaks in the wall planes and "stepped back" design elements will help create open areas and changes to the roofline. Provide a minimum of four feet in setback in order to be effective in reducing scale as seen from the street. This area may be used for street balconies or upper story planter boxes or gardens.
- Recognize the adjacent, existing built environment with respect to scale, including adjacent unbuilt areas.

Limit the impact of parking

- Seek opportunities to reduce surface parking lots and convert them to higher and better uses.
- Locate parking behind buildings or interior to a block to support pedestrian-oriented streets.
- When surface parking lots are needed, break down their scale with an abundance of canopy trees and landscape buffering. Surface parking lots should seek to have 60% canopy coverage.
- Locate parking garages to the interior of a block, where feasible.
- Design parking garages with the same level of attention as a commercial or residential building when they are located adjacent to streets, the Escondido Creek Trail, or rights-of-ways.
  - Hide sloped vehicular ramps from view and design garage façade with horizontal and vertical articulation.
  - Articulate and emphasize pedestrian entrances to garages.
- Direct parking lot lighting away from adjacent properties and use pedestrian-scaled fixtures that emit a warm light.
- Direct parking lot stormwater drainage into planter areas designed as bio-swales before directing water into underground stormwater facilities.

Incorporate sustainable practices into site and building design

- Implement energy conservation programs such as the use of smart grid technology and the installation of solar panels.
- Utilize LED lighting in accordance with Article 35 of the Escondido Zoning Code, Outdoor Lighting.

7.4.4 Architectural Design

Break building massing with articulation

- Horizontal and vertical articulation is important to establish an interesting façade and align important elements with established buildings of character.
- Buildings should be treated architecturally in their entirety. Visually prominent rear elevations should contain design elements utilized in

both side and front elevations.

- Provide a minimum of 30% of building façades with windows that are transparent and prohibit mirrored glass.
- Provide recess windows to provide visual interest.
- Limit window displays and the amount of fixed glazing facing streets.
- Emphasize building presence at major corners, public entrances, or terminus for a view corridor.
  - Include design elements that differentiate them from their mid-block neighbors and integrate special features that accentuate the buildings' presence on the corner and help provide a visual landmark.
- Design buildings with a defined, base, middle and top to help reduce the visual scale and to promote a strong skyline and pedestrian-friendly building relationship to sidewalks and rights-of-way.
  - Design human-scale building bases that appear open and inviting to the public and contain appropriate pedestrian amenities.
  - Encourage recessed main building or shop entrances consistent with a traditional "main street" design that is inviting and does not interrupt street and/or retail continuity.
  - Allow large developments to pull back from the street edge for plazas or gracious entry fore-courts, provided street continuity is not unduly interrupted along the majority of the block .
- Buildings greater than three (3) stories should provide variation by using balconies, fenestration, and sunshades to create an interesting pattern of projections and recesses, light, and shadow. Use moldings, a change in material, and an offset in the wall plane on the third story to define the scale of lower floors in relation to the street.
- Encourage publicly-accessible rooftops for entertainment and dining as a community benefit, with incentives for public access.
- Buildings occupying more than 100 feet for street frontage should provide varied cornice and roof lines/forms on all elevations facing street frontages.
- Step-backs should be a minimum of four (4) feet.

Examine building placement as a way to improve development

- Orient buildings towards public (and private) streets to positively define street edges. Align with primary street frontages and public spaces to frame the pedestrian environment. Buildings located adjacent to both public open space amenities, such as parks, and public streets should be designed with a dual orientation so that they can provide access and a public face to both the primary street frontage and to the public open space.
- Openings in the street wall should be restricted to only those needed to provide for pedestrian paseos, plazas, entry forecourts, and permitted vehicular access driveways.
- Main building entrances should be on the primary street frontage. Buildings located on corner lots should consider siting primary building entrances at the corner to establish an orientation to both the primary and secondary street frontages and symbolically acknowledge the importance of the intersection.

Improve overall visual and structural performance through quality building materials and best practices

- Durable, high quality exterior building materials (i.e. durable and timeless (concrete, brick, stone, stucco, glass etc.) should be used to convey the sense of quality and permanence desired for the Plan Area, minimize maintenance concerns, and promote buildings that will last over time. The use of such materials is especially important at the street level, where they are more visible to the public.
- Building material and colors should be used to unify and provide visual interest to building exteriors, but the number of materials and colors generally should be limited to promote a visual simplicity and harmony.
- Restrict the use of prefabricated buildings to those made of metal or steel.
- Detached buildings and structures should complement the main structure, incorporating compatible details, materials and colors.

Establish a positive edge along rights-of-way

- Unify the street with visual continuity; use design elements that fit into the rhythm of the street rather than "scream for attention."
- Reinforce the architectural context of Escondido.
- Locate and orient buildings to face public streets and civic spaces, such as public plazas, to encourage adjacent ground floor uses
- Limit blank walks.
- Orient buildings towards streets, not toward parking lots.

7.4.5 Landscape Design

Reinforce the public realm with landscape

- Emphasize the consistent use of tree species, size and spacing along a street to create rhythm and reinforce the space of the street.
  - Street tree spacing should be 20 feet on center or less.
  - Prioritize tree plantings over the location of utilities.
- Maximize and protect the root zone area.
  - Plan for a minimum of 1,000 cubic feet of soil for trees.
  - Where possible provide 2,000 cubic feet of soil for trees.
  - Along streets providing for continuous impervious rooting space.
  - Utilize space behind sidewalks in addition to parkways for tree. plantings to promote maximum tree canopy.
  - Utilize suspended sidewalks to increase root zone area.

Promote healthy soils and tree health

- Limit soil compaction and mono-cultures.
- Protect the base of trees by avoiding tree grates unless absolutely necessary.

Utilize drought tolerate plantings

- Promote a landscape palette that reflects the history, culture, and climate of Escondido.
- Landscaping shall comply with the City of Escondido Approved Street Tree List, and Article 62 of the Escondido Municipal Code, which states that all plant materials shall conform to the requirements described in the latest edition of American Standards for Nursery Stock published by the American Association of Nurserymen and shall use water conserving plant materials that are a native to the San Diego region or are adapted to a hot dry summer/cool winter climate.
- Group plant material according to water needs/hydrozones.
- Restrict the use of turf for active recreational purposes only.
- Promote plant species that attract butterflies, birds, and other indigenous animals.

Provide landscape the promotes human comfort and safety

- Restrict ground-level landscaping that conflicts with building entrances and window displays.
- Encourage the use of on-site planting, furniture, lighting and site details that respect the landscape character of the immediate area and support the design intentions of the building architecture.
- Design public realms so they provide clear sightlines for safety and eliminate spaces that cannot be seen from right-of-ways.
- Consider different design solutions based on wind, solar exposure, noise, and adjacent land uses.

Provide and plan for maintenance while limiting costs

- Require automatic watering systems.
- Establish a landscape maintenance budget at the beginning of the design process rather than at the end.

7.4.6 Signage

Signage should be clear and effective

- Information on signs shall be brief, clear, and simple with appropriately sized lettering, and a clear information hierarchy. When appropriate, symbols can be used in place of text. Supplementary signage, such as wayfinding signage should communicate their message in a clear, legible fashion with letters at least 3 inches in height.
- Landmarks and views help residents and visitors alike orient themselves and find their destinations. However, the presence of signs, maps, and other wayfinding tools in the public realm is also important. Environmental graphics orient vehicles and pedestrians, point out places of interest; add visual interest to the street, contribute to a sense of place, and encourage further exploration of the area.
- Signs shall enhance the public realm and aid in the creation of a street's character. Signs shall not impede pedestrian traffic, block sight lines along roadways, or disturb adjacent residences.
- **Signage should reinforce the brand and character of the district**
- The color, material, scale, lettering, and lighting shall complement the surrounding street environment and building(s) that the sign addresses.
- Signs shall never overpower the building, and shall fit comfortably into the architecture of the storefront. Signs shall be mounted in a manner that does not detract from building. Signs shall comply with Article 66 of the Escondido Municipal Code.

- Signs shall be designed with durable materials and be well maintained.
- Alley walkways and intra-block passages should also receive signage that interests and attracts pedestrians.
- Reference and simulate the City's existing signage for commercial and residential signage.

7.4.7 Outdoor Lighting

Limit overly bright outdoor lighting

- Limit hot spots where things are over lit.
- Utilize warm rather than cool light.
- Place the brightest lights near entrances to buildings in order to guide pedestrians.

Emphasize lighting that is pedestrian-scaled and oriented

- Large, cobra head fixtures communicate that the street is the car's domain, whereas smaller, human-scaled fixtures suggest that the street is safe to walk.
- Street lighting should assure that sidewalks are the pedestrian's realm.
- Include lighting along all streets, sidewalks, pedestrian connections, and on private property to ensure comfort and safety.

7.4.8 Creekside Development

Improve the user experience along the Creek Trail

- Integrate new fences and low-profile walls (48 inches or less) only where necessary; reduce height and select a more decorative fence or soften with landscape. Fences should use similar materials, span dimensions, heights, and construction techniques as the fencing used at the top of the Creek Channel: black tubular steel or black metal wire fencing with top rail. If pilasters and screen walls are necessary, they should be low-profile and be architecturally compatible with the main building and the design context of the Escondido Creek Trail.
- Install trail gateways, monuments, and signage at each roadway intersection.
- Provide trash and recycling receptacles, dog waste bag stations, water filling stations, and shaded benches at approximately ¼-mile intervals.
- Include activity stations, such as parcourse and kid's play structures, along the Creek Trail at approximately ½-mile intervals.
- Provide bicycle racks at roadway intersections and bicycle repair stations at approximately ½-mile intervals.
- Install consistent trail lighting.
- Accentuate all entries facing the Escondido Creek Trail with strong architectural definition such as recessed entry and/or direct access with building design features such as moldings, lighting, overhangs, and/or awnings.

Encourage development adjacent to the Creek Trail to interact with and amplify the Creek Trail.

- Use a hierarchy of planting sizes and materials to mark the transition between the horizontal ground plane at the trail and the vertical frontages of the buildings.
- Accent gateway or entry points with distinctive trees and plants.
- Adjacent development to the Creek Trail should:
  - Avoid the use of solid fencing along the Creekside boundary of the property; instead, utilize landscaping as privacy mechanisms.
  - Utilize the 20' Creekside setback for semi-public amenities such as picnic tables, enclosed turf dog parks, bicycle racks and kid's play structures.
  - Provide an abundance of tree canopy of approximately 50 percent shade coverage within the 20' Creekside setback.

See Escondido Creek Trail Concept on the following page.



Escondido Creek Trail Concept

The illustrated building forms are not intended to limit the shape, forms, roof styles or architectural styles. This rendering is intended solely to illustrate typical building forms that may occur in order t
maintain a consistent context for the neighborhood.



8.0 Implementation

The EVSP sets forth implementation measures in the form of the process provisions, funding mechanisms, and actions that provide a framework for implementation of future development and adoption of the Specific Plan. To achieve the vision of the EVSP, the goals and policies must be reviewed, adhered to, and implemented in a systematic and consistent manner to successfully serve the purpose of the EVSP. Implementation of the EVSP will occur through subsequent reviews and approvals of development permits by the City to ensure that development is consistent with the EVSP and other applicable requirements.

The vision for the EVSP can be achieved through a concerted and cooperative public-private partnership. Implementation by the City of Escondido can help streamline the development process, plan for a mix of uses that will result in a vibrant community and improve circulation and mobility options. This will encourage the private sector to capitalize on the many opportunities of the East Valley neighborhood, and in turn help create an improved quality of place, vibrant mixed-use districts, high quality parks and open spaces, and unique employment opportunities. The EVSP directly affects private property primarily through the regulation of land uses and physical property improvements.

Implementation of these regulations shall be achieved largely through the planning approval and design review process utilizing the decision-making authority of the Director of Community Development, Planning Commission, Zoning Administrator, and City Council. The City will also need to collaborate with local agencies such as school districts as well as other public and private agencies regarding implementation programs that affect their areas of jurisdiction.

All construction and development within the EVSP area shall comply with the provisions of the EVSP. If any issues arise which are not covered by this document, the most applicable provision of the Escondido Municipal Code shall prevail, as determined by the Director of Community Development. All regulations, conditions, standards, and policies in the EVSP shall be deemed distinct and independent provisions. If any section, clause, phrase, or portion of this document is determined to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the EVSP.

8.1 Design Review & Permit Process

This section describes the procedures required for the timely implementation of development within the Plan Area. To ensure compliance with all applicable requirements of this Plan, all development projects (unless specifically exempt) shall be subject to design review by staff, Planning Commission, and/or Zoning Administration process to potentially determine conformance with the design guidelines and policies provided in this document.

Development projects proposed in the Historic Downtown District (see Figure 8-1 Historic District Map) shall also be subject to design review by the Historic Preservation Commission. Determinations by the Director of Community Development may be appealed to the Planning Commission or Zoning Administrator. Decisions made by the Historic Preservation Commission or the Planning Commission may be appealed to the City Council.

8.1.1 Design Review & Permit Process

The design review and permit process shall include the following steps:

A. Initial Meetings

Meet with the Planning Division staff to discuss plans and any documentation that illustrates the proposed work.

B. Application Submittal

Submit the plans to the Planning Division. Staff shall review the project for compliance with the EVSP, CEQA document, and CAP Checklist and to determine completeness.

C. Minor Projects

Projects that include restoration, exterior changes to structures, exterior painting, minor demolitions, minor changes to the site (grading, paving, landscaping, etc.), or placement or removal of exterior objects, shall be reviewed by the Planning Division staff for compliance with this document. Staff may refer projects to the Historic Preservation Commission and/or Planning Commission. Staff will issue a Certificate of Appropriateness and/or letter of approval if the project complies with the guidelines.

D. Major Projects

Projects including all new construction (of a primary structure, an outbuilding, or an addition), demolition, relocation, significant changes to the site (grading, paving, landscaping, etc.); public right-of-way improvements, or any project requiring a Planned Development Permit or Plot Plan Approval, including minor plot plan review for the conversion of existing or vacant automobile dealerships to a new, substantially different use will be reviewed by staff and the Planning Commission who will review the project based on the design guidelines outlined in this document and either:

- Issue a Recommendation of Approval or Conditional Approval; or
- Disapprove the proposed work and provide the applicant with a written statement either giving the reasons for disapproval; or identifying recommended modifications.

E. Project Requiring Conditional Use Permit or Minor Conditional Use Permit

Projects that require a Conditional Use Permit (CUP) or Minor CUP, as indicated in Table 7-2, Permitted & Conditional Uses, will be reviewed by the Zoning Administrator who will review the project based on the design guidelines outlined in this document and either approve, disapprove, or condition the permit.

F. Project Requiring Building Permits

New construction, additions, exterior changes to a structure, demolition, relocation, or placement or removal of exterior objects, shall be submitted to the Building Division for permit issuance. The Building Division shall route the plans to the Engineering Division to determine necessary public improvements if the value of the work exceeds preset standards. The Building Division shall issue a Building Permit or return the plans to the applicant for necessary modifications.

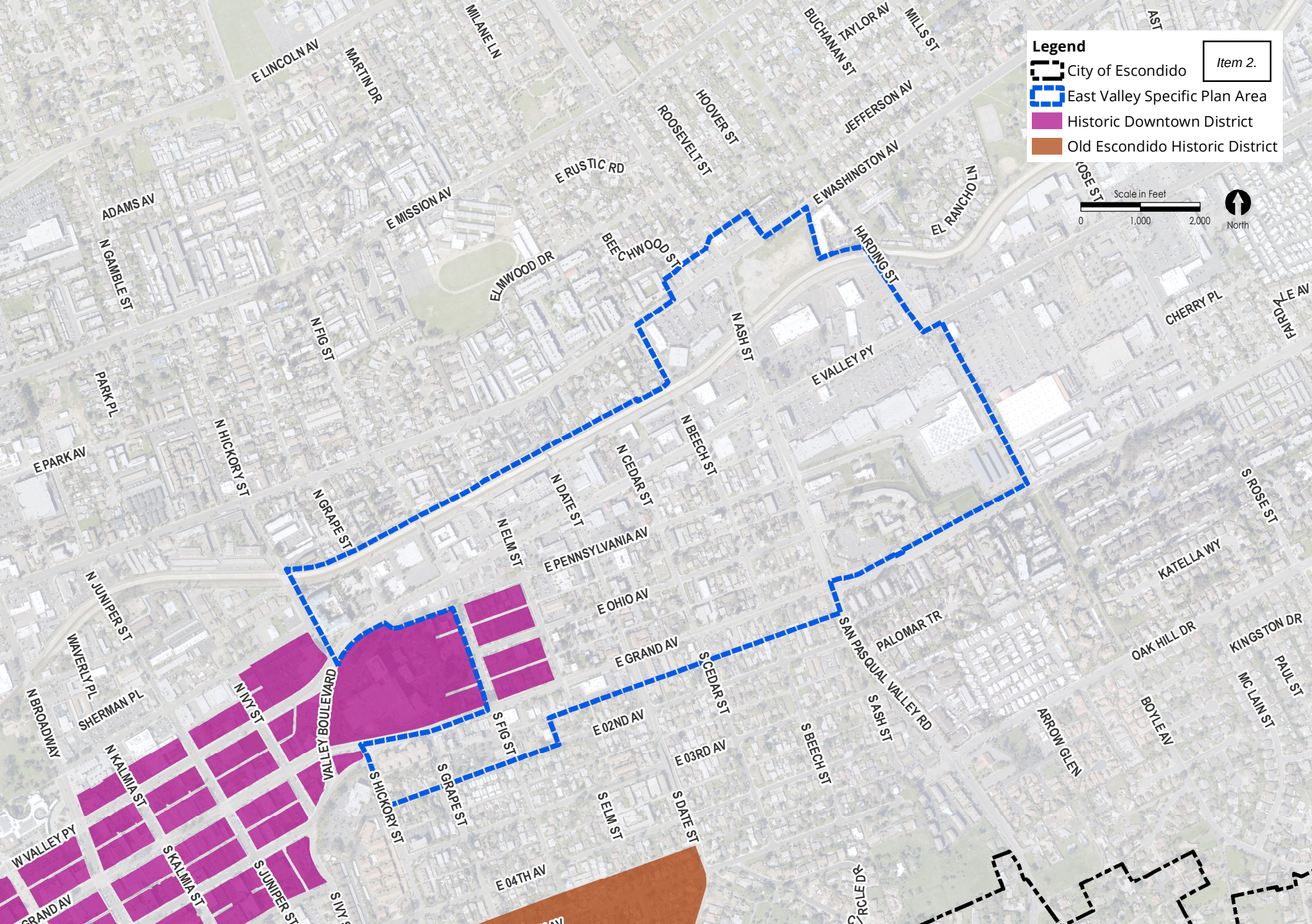


FIGURE 8-1 Historic District Ma

G. Projects Requiring Grading Permits

Projects that require a Grading and/or an Encroachment Permit shall be submitted for review by the Engineering Division. An Encroachment Permit shall be required for any work within the public right-of-way, including work on driveways, curb cuts, sidewalks, curb and gutter, or street pavement.

H. Project Completion

The Building Inspector shall check the work for compliance to the approved plans upon completion of the project.

8.1.2 Environmental Review Process

Projects adhering to the land use regulations and design standards of this Plan may not require an extensive California Environmental Quality Act ("CEQA") review process.

Projects that implement the applicable mitigation measures as conditions or project design features may be able to obtain streamlined, ministerial approvals. Projects that do not include the applicable mitigation measures as conditions or project design features may be required to prepare separate site specific analysis. Please refer to the mitigation measures included in the East Valley Specific Plan Programmatic Environmental Impact Report ("PEIR") for additional detail.

The Project has incorporated a Transportation Fair Share Contribution Program that the City has committed to in order to address the potential roadway deficiencies that may result from implementation of the East Valley Specific Plan. When specific developments are proposed in the EVSP Area, the average daily trips (ADT) would be determined and the development's "fair-share" contribution to the overall improvements would be calculated. The Transportation Fair Share Contribution Program includes the transportation improvements such as signalizing intersections, dedicated turn-lanes, and signal timing modifications. Please refer to the Transportation Analysis (Appendix G) of the PEIR.

8.1.3 Public Hearing Process

Projects that require a Public Hearing, such as projects submitting a Planned Development application, shall be scheduled for Planning Commission consideration (and City Council, as appropriate). The Planning Commission (and City Council, as appropriate) shall:

A. Approve or Conditionally Approve the Project

If conditionally approved, the applicant shall be provided with a list of applicable conditions.

B. Deny the Project

The applicant shall be provided with a written statement providing the reasons for denial.

The Zoning Administrator is authorized to consider and approve, disapprove or modify application and/or issue use permits, for projects seeking a Conditional Use Permit, Minor Conditional Use Permit, variance, sign program, grading exemptions, and other actions pursuant to Section 33-1319 of the Escondido Municipal Code. If the Zoning Administrator is appealed, the project shall be scheduled for Planning Commission consideration.

8.1.4 Minor Modifications

The following minor modifications to the EVSP do not require a Specific Plan Amendment and are subject to review and approval by the Director of Community Development. Although a formal amendment to the Specific Plan is not required in the following cases, any such minor modifications shall be identified as part of the required development application.

- Consolidation of parcels provided that:
  - Parcels are contiguous.
  - Parcels have the same land use designation.
  - If the total site after consolidation is greater than or equal to five (5) acres, the required supporting infrastructure and recreational amenities must be provided on-site.
- Development of park and open space in lieu of underlying EVSP land use designation.
- Density/intensity transfers provided that:
  - The proposed number of dwelling units in the planning area receiving the density transfer does not exceed the maximum residential density specified by the planning area's land use designation.
  - Following the density transfer, the residential density within the planning area where units would be transferred from does not fall below the minimum density range as specified for that planning area's land use designation.

8.1.5 Specific Plan Amendments

All substantive Plan modifications that do not meet the criteria of a Minor Modification as defined in Section 8.1.4 shall require a formal Specific Plan Amendment.

Projects that require a Specific Plan Amendment shall be scheduled for a City Council hearing for initiation prior to formal application submittal. The City Council shall consider whether the requested amendment satisfies the criteria identified in Section 2.2, Goals and Policies, as well as the Development Standards and Design Guidelines identified in Chapter 7.0. The City Council shall either:

A. Initiate the amendment

Staff shall receive the project for processing. Projects initiated for processing shall be evaluated by the Planning Commission prior to formal City Council consideration.

B. Deny the initiation request

Staff shall perform no additional processing of the application.

8.2 Potential Funding Mechanisms

The EVSP implementation will take place over several years. Early actions are needed from the City to help remove constraints, establish the appropriate policy and regulatory framework, and make improvements that attract and encourage private investment. The implementation approach will rely on both public and private sector funding. Public investment is likely required in the initial phases of implementation to entice private investment. Implementation will rely on several public funding sources with the recognition that flexibility is needed as changes occur over time. State and Federal funding sources are likely to fluctuate making local market conditions and private investment more important for long term implementation.

This section identifies a series of funding mechanisms that can assist with the implementation of various components of the EVSP.

8.2.1 Financing Tools

- Business Improvement District ("BID"): A BID is a public/private partnership created to perform marketing, provide a variety of enhanced services, and complete minor capital improvements in order to improve commercial neighborhoods. The BID allows the governing body (City Council) to levy an additional tax on property owners or businesses within a designated area and to utilize the revenues for improvements and programs, subject to a majority vote of the property owners or business owners, within the proposed district. Establishing a BID is voluntary. A BID can perform a variety of activities including, but not limited to:
  - Improvements, such as the acquisition, construction, installation, or maintenance of any tangible property with an estimated useful life of five years or more, including, but not limited to: parking facilities, benches, trash receptacles, street lighting, decorations, parks, and fountains.
  - Activities, including, but not limited to, the following:
  - Promotion of public events which benefit businesses in the area and which take place on or in public places within the area.
  - Activities which benefit businesses located and operating in the area.
- Community Facilities District ("CFD"), also known as Mello-Roos, is an ad hoc California tax district created to finance an infrastructure project. A district may be created only with the approval of two-thirds of voters and permits a special tax to be assessed on its residents. The state law allowing such districts was implemented in 1982 as a way for local governments to bypass the state's 1978 cap on property tax increases. A CFD may be created by a city, county, or school district. A CFD allows a local county or city government or school district to sell bonds in order to finance a specific project or service. Projects permitted under California law range from infrastructure improvements to police and fire services, schools, parks, and childcare facilities.
- Landscape and Lighting District ("LLD"): LLDs may be used for installation, maintenance and servicing of landscaping and lighting, through annual assessments on benefiting properties. LLD's also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards as maintained through general fund revenues.

8.2.2 Funding Sources

FEDERAL SOURCES

- Community Development Block Grants ("CDBGs")
- U.S. Department of Transportation Pedestrian and Bicycle Funding Opportunities
  - **BUILD:** Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
  - **INFRA:** Infrastructure for Rebuilding America Discretionary Grant Program
  - **TIFIA:** Transportation Infrastructure Finance and Innovation Act (loans)
  - **FTA:** Federal Transit Administration Capital Funds
  - **ATI:** Associated Transit Improvement (1% set-aside of FTA)
  - **CMAQ:** Congestion Mitigation and Air Quality Improvement Program
  - **HSIP:** Highway Safety Improvement Program
  - **NHPP:** National Highway Performance Program
  - **STBG:** Surface Transportation Block Grant Program
  - **Transportation Alternatives Set-Aside** (formerly Transportation Alternatives Program)
  - RTP: Recreational Trails Program
  - **SRTS:** Safe Routes to School Program / Activities
  - **PLAN:** Statewide Planning and Research (SPR) or Metropolitan Planning funds
  - **NHTSA 402:** State and Community Highway Safety Grant Program
  - **NHTSA 405:** National Priority Safety Programs (Nonmotorized safety)
  - **FLTTP:** Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)
  - **National Park Service:** Tax Incentives for Preserving Historic Properties
  - Preservation Tax Incentives encourage private investment in rehabilitating historic properties to generate jobs and low- and moderate-income housing.
  - **Our Town:** The National Endowment for the Arts' creative placemaking grants program.

STATE SOURCES

- California Infrastructure and Economic Development Bank ("IBANK")
- California Office of Traffic Safety
- Caltrans Transportation Planning Grant Program
- State Transportation Improvement Program
- Highway Safety Improvement Program ("HSIP")
- Regional Surface Transportation Program
- Active Transportation Program
- Transformative Climate Communities
- Urban Greening Program
- Affordable Housing and Sustainable Communities Program

LOCAL SOURCES

Escondido has adopted many citywide plans and programs that focus attention on various types of city programs, services, and facilities. These citywide plans and programs provide another implementation tool to ensure growth and changes occur in a consistent manner with the direction of the General Plan.

- City Council Action Plan
- Municipal Budget
- Capital Improvement Program
- Economic Development Plan

8.3 Implementation Strategy

The list of actions identified in Table 8-1, Implementation Strategy help to ensure that the vision of the EVSP continually drives change and investment. The Implementation Strategy summarizes each action by topic area and provides a priority timeframe, primary responsibilities and partners, approximate costs, and potential funding sources. Phasing and cost estimates may change over time based on development activity, funding availability, and staffing resources.

Table 8-1 Implementation Strategy

#	ACTIONS	TIMEFRAME	RESPONSIBILITY	COST	POTENTIAL FUNDING										
					INFRASTRUCTURE FOR REBUILDING AMERICA DISCRETIONARY GRANT PROGRAM	TIFIA LOANS	STIP	RECREATIONAL TRAIL PROGRAM	LOCAL TRANSPORTATION FUND	DEVELOPER CONTRIBUTIONS AND IMPACT FEES	FUNDING FROM PRIVATE LAND OWNER	HOA FEES	LOCAL TRANSPORTATION FUND	CITY OF ESCONDIDO	COMMUNITY DEVELOPMENT BLOCK GRANTS
1	Four Lane Collector Streets Complete Streets Improvements (Various Segments). Include Complete Streets improvements that provide enhanced mobility for bicycles, transit, and pedestrians and support the continual improvement and potential redevelopment of surrounding land uses. Complete Streets address the safe accommodation of all users, including motorists, public transit users, bicyclists, and pedestrians of all ages and abilities. The sections and descriptions included in Chapter 5.0 Mobility outline the specific Complete Streets concepts for Four Lane Collector Streets.	5 – 30 Years	Fronting Property Owner	Greater than $1 million	X	X	X		X	X					
2	Improve drainage capacities and elevate properties above the floodplain in accordance with design standards.	0-30 Years	Projects that trigger LOS impacts	Greater than $1 million						X					
3	Implement Transportation Fair Share Contribution Program.	5 – 30 Years	Projects that increase ADT	Varies						X					
4	Implement Level of Service Improvements consistent with the General Plan.	5 – 15 Years	Developers; Private Landowners / HOAs	Varies						X					
5	Complete identified trail connections from local streets and neighborhoods to the Escondido Creek Trail.	5 – 15 Years	Developers; HOAs; Public Works Department	$50,000 - $250,000				X		X		X	X		
6	Prepare site-specific peak-hour traffic-management plans (as part of development review process).	1 – 5 Years	Developers	$50,000 - $250,000						X					
7	Promote ride-sharing and carpooling for residents and non-residents through preferential parking designations.	1 – 5 Years	Public Works Department	$250,000 - $500,000										X	

#	ACTIONS	TIMEFRAME	RESPONSIBILITY	COST	POTENTIAL FUNDING										
					INFRASTRUCTURE FOR REBUILDING AMERICA DISCRETIONARY GRANT PROGRAM	TIFIA LOANS	STIP	RECREATIONAL TRAIL PROGRAM	LOCAL TRANSPORTATION FUND	DEVELOPER CONTRIBUTIONS AND IMPACT FEES	FUNDING FROM PRIVATE LAND OWNER	HOA FEES	LOCAL TRANSPORTATION FUND	CITY OF ESCONDIDO	COMMUNITY DEVELOPMENT BLOCK GRANTS
8	Encourage employers to offer programs, facilities, and incentives to their employees that would promote carpooling, transit use, and use of other alternative modes. Provide businesses and business organizations, such as Chambers of Commerce, with information on iCommute.	1 – 5 Years	Community Development Department	Less than $50,000										X	
9	Provide information on commuting resources. Install kiosks in East Valley with information on commute alternatives and provide information on websites and newsletters.	1 – 5 Years	Community Development Department	$50,000 - $250,000										X	
10	Participate in and promote annual regional events and campaigns that encourage commute alternatives to driving alone such as Bike to Work Month, Dump the Pump, Rideshare Week, and Walk and Bike to School Day.	1 – 5 Years	Community Development Department	Less than $50,000										X	
11	Develop marketing and promotional materials geared to attracting businesses to locate in the East Valley area.	1 – 5 Years	Community Development Department	Less than $50,000										X	
12	Develop incentive programs, including density bonuses or expedited review for development proposals, to promote investment in the East Valley area.	1 – 5 Years	Community Development Department	Less than $50,000										X	
13	Complete various park and open space improvements within Park Overlay Zones identified within the Plan Area.	5 – 15 Years	Developers; Recreation Division	Greater than $1 Million						X				X	X
14	Complete an audit of existing city infrastructure in the East Valley area (including water, sewer, and dry utilities) to identify opportunities to install sustainable environmental technologies.	1 – 5 Years	Public Works Department	$50,000 - $250,000										X	
15	Install water management technologies in the existing water infrastructure in the East Valley area.	1 – 5 Years	Community Development Department	$250,000 - $500,000										X	

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STAFF REPORT

DATE: June 20, 2023
PHG20-0028 – East Valley Specific Plan

PROJECT NUMBER / NAME: **PHG20-0028 / EAST VALLEY SPECIFIC PLAN**

REQUEST: A request to create a new Specific Plan that would provide a forward-looking vision for the future of the East Valley area in central Escondido ("Project"). The East Valley Specific Plan ("EVSP") is intended to provide guidance for private development and public investment in the EVSP Area, consistent with the adopted Escondido General Plan. The EVSP Area would be rezoned from existing commercial and office uses to mixed-use and high-density residential uses to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in use and implementation as the EVSP Area changes over time.

PROPERTY SIZE AND LOCATION: The East Valley Specific Plan area is comprised of approximately 191 acres generally bound by Escondido Creek to the north; Harding Street to the east, Grand Avenue and East 2nd Street to the south; and North Hickory, South Hickory, and North Fig Streets to the west

APPLICANT: City of Escondido

GENERAL PLAN / ZONING: General Commercial, Office / General Commercial, Commercial Professional, Hospital Professional

PRIMARY REPRESENTATIVE: Adam Finestone, AICP City Planner

DISCRETIONARY ACTIONS REQUESTED: Specific Plan

PREVIOUS ACTIONS: In 2012, the City Council adopted the Escondido General Plan update which identified the East Valley Specific Plan area as a Target Area anticipated for mixed-use development.

CEQA RECOMMENDATION: Certify a Final Programmatic Environmental Impact Report prepared for the Project.

STAFF RECOMMENDATION: Continuance to date-certain

REQUESTED ACTION: Provide input to staff; Continue Public Hearing to June 27, 2023.

CITY COUNCIL HEARING REQUIRED: _X_ YES ___ NO

REPORT APPROVALS: ___ Andrew Firestine, Director of Development Services

_X_ Adam Finestone, City Planner

CITY of ESCONDIDO

STAFF REPORT

SUMMARY OF REQUEST

At its June 13, 2023, meeting, the Planning Commission held a public hearing and received a presentation on the draft East Valley Specific Plan ("EVSP"). A copy of the staff report from that meeting is included as Attachment 1 to this staff report for reference. Input was provided by the commission on issues related to open space, landscaping, setbacks, parking, and requirements for ground-floor residential construction. The Commission wished to discuss additional aspects of the draft EVSP and continued the hearing on the item to a special meeting called for 6 p.m. on June 20, 2023.

CONCLUSION

Prior to bringing the EVSP forward for Planning Commission consideration and formal recommendation to the City Council, staff would like to obtain additional feedback from the Planning Commission on the EVSP. Staff will utilize the information provided by the Commission to make final edits to the EVSP. The revised document will be brought back to the Planning Commission on June 27, 2023, for formal recommendation to the City Council. The City Council is scheduled to consider the EVSP at its July 19, 2023, meeting.

ATTACHMENTS

~~1. June 13, 2023, Planning Commission staff report~~

ESCONDIDO
City of Choice

PLANNING COMMISSION

Agenda Item No.: 2
Date: June 20, 2023

TO: Planning Commissioners

FROM: Adam Finestone, City Planner

SUBJECT: East Valley Specific Plan – Discussion Items

Planning Division staff received the list of topics below from individual planning commissioners for further discussion related to the East Valley Specific Plan. While the information provided to staff may have been fairly detailed, the list of topics remains high-level and is intended to facilitate the discussion. The name of the commissioner(s) who provided the topic(s) is provided in order to allow them to provide further information regarding the topic. Page numbers related to the topic(s) are also provided where applicable. Note that corrections to typographical errors, references, grammar, exhibits, etc., have not been included in the list but will be addressed as part of the final version of the document. Additionally, items that were discussed at last week's meeting are not included on the list.

- Inclusion of parcels on north side of Washington (Paul)
- Land Use Goals and Policies (Paul; page 8)
- Mobility Goals and Policies (Paul; page 12)
- Permitted land uses (Paul, Weiler; page 68)
- Bike lanes (Paul, Weiler; page 43)
- Incentives for dedication of parkland (Paul; page 30)
- Development review process (Paul)
- Inclusionary housing requirements (Barba, Barber)
- Affordable housing trust fund (Barba)
- Park fees (Weiler; page 31)
- Roadway classifications and widening requirements (Weiler)
- Sidewalk standards (Weiler; page 44)
- East Valley Shuttle (Weiler; page 47)
- EV charging stations (Weiler, Paul; page 50)
- Loading spaces (Weiler, Paul; page 50)
- Infrastructure capacity (Weiler)
- Density Transfer Bank (Barber; page 18)

NORTH COUNTY TRANSIT DISTRICT

810 Mission Avenue
Oceanside, CA 92054
(760) 966-6500
(760) 967-2001 (fax)
GoNCTD.com

June 23, 2023

Mr. Adam Finestone
City Planner
City of Escondido
201 North Broadway
Escondido, CA 92025
Sent Via Electronic Mail: afinestone@escondido.org

Re: East Valley Specific Plan (PHG20-0028)

Dear Mr. Finestone:

Thank you for the opportunity to review the details on the PHG20-0028: East Valley Specific Plan, based on the notice of the Planning Commission meeting received on June 12, 2023.

Upon review of the notice received by the North County Transit District (NCTD), NCTD has determined that there are multiple BREEZE Routes and bus stops throughout the specific plan area, including BREEZE Routes 351/352, 651/652, 355/357, 371, and 388.

NCTD recommends the coordination of improvements and developments with our Service Planning, Real Estate, and Bus Operations Departments. For mailed notices, please direct them to NCTD Administrative Offices, located at 810 Mission Ave, Oceanside, CA 92054.

Please route any planning notices that could impact bus stops or bus services to planning@nctd.org. Please route any notices that may impact NCTD property or rail Right-of-Way to Ruth Hinman, Real Estate Administrator, via e-mail at rhinman@nctd.org and ROW@nctd.org.

Upon implementation of the plan and construction, NCTD requests that you or your contractor provide a notice, two (2)-weeks prior to starting work, so that way we may send a supervisor to meet with your construction crew to determine how your traffic control methods affect NCTD's stops. A notice should be provided via e-mail to detours@nctd.org.

Transit Oriented Development/Pedestrian:

NCTD highly recommends that the specific plan area of design allows for sufficient Americans with Disabilities Act paths for connecting pedestrians from within your future development to access nearby bus stops, sidewalks, and crosswalks. To make your development pedestrian and bike-friendly, NCTD highly encourages you to provide shading from trees or structures, lighting, bike racks, and seating. Potential improvements in transit access at this site would include pedestrian egress to access the adjacent bus stops and

better pedestrian lighting along crosswalks at the traffic signal and the sidewalk. This will support the connectivity of the pedestrian network to the transit system.

As described in NCTD's Bus Stop Development Handbook (2018), new developments should be designed to provide clear and direct access to bus stops (existing or new), and should emphasize pedestrian access, activity, and safety. Gated or walled developments should provide openings through walls to minimize the walking distance and provide a more direct route to bus stops. Developments with parking lots should be designed with clear pedestrian walkways. Distinct walkway networks should be provided where bus stops and/or transit centers can be linked with building entrances. Entrances to buildings should face the street with pedestrian access located close to the nearest bus stop.

Below is a sample of Guidelines for design supported by NCTD, as found in our Bus Stop Development Handbook (2018).

Key Transit Supportive Design and Development Guidelines Supported by NCTD
Orient developments towards the street, with parking located to the rear of buildings rather than along the street frontage.
Building design and circulation plans should minimize the need for parking and increase the opportunity for transit and active transportation.
Bus stop and station elements should be incorporated into the design, in addition to other public spaces like walkways, bicycle paths, and street furniture.
Emphasize compatible and compact land uses that enable convenient access to and from bus routes, and that are designed to provide connections to a variety of uses (i.e. residential, employment, educational, and commercial).
Minimize walk distances through developments to bus stops, especially those with walls or gates, so that transit is accessible to most patrons or residents.

Thank you again for allowing NCTD to review and comment on this specific plan. Should you have any questions related to this review, feel free to contact me at (760) 966-6683 or via e-mail at kpersons@nctd.org.

Sincerely,

Katie Persons
Director of Service Planning

cc: Chris Orlando, Chief Planning and Communications Officer, NCTD
Derrick Wojcik-Damers, Interim Chief Operations Officer - Bus, NCTD
Ruth Hinman, Real Estate Administrator, NCTD
Mary Balderrama, Transit Planner, NCTD

From: Joe Awad
To: Adam Finestone; Catherine A. Ferguson; Joe Awad
Subject: Comments to Planning Commission Plan for East Valley area
Date: Thursday, June 22, 2023 12:43:31 PM

Hi Adam,
I would like to convey my concerns and comments re the planned rezoning of the East Valley area. I am concerned that i would not be able to rebuild and improve my property at 805 East Valley Parkway once this new zoning plans occurs. There should be some exceptions to allow this for existing properties. As you know I spent significant resources, time and money to improve my property (including extensive planning and building permitting processes).
I don't believe that car usage will go away for the foreseeable future and drive thru properties are as busy as ever.
I would ask that reasonable exceptions and accommodations be considered.

Thanks, Joe

From: MunicodeEmails
To: Adam Finestone; Annie Ward; Dare DeLano; Andrew Firestine
Subject: FW: [EXT] Form submission from: Public Comment
Date: Thursday, June 22, 2023 3:53:55 PM

From: Escondido Meetings Portal via Municode Portal
Sent: Thursday, June 22, 2023 3:53:44 PM (UTC-08:00) Pacific Time (US & Canada)
To: MunicodeEmails
Subject: [EXT] Form submission from: Public Comment

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.

Submitted on Thursday, June 22, 2023 - 3:53pm

Submitted by user: Visitor

Submitted values are:

Board or Commission for Public Comment Planning Commission
Email shradar@gmail.com
Council Meeting Date July 27, 2023
Item # PHG20-0028
Subject EVSP does harm to single-family home owners
Position In Opposition
First and Last Name Jonathan Shradar
Are you an Escondido Resident? Yes
Comments
The EVSP does harm to existing single-family dwelling owners by changing zoning to Urban Housing IV/V. While the plan imagines zoning and improvements perhaps better suited for planned new communities, it does not honor or protect the residents of the city who have invested in this neighborhood. By attempting to increase availability of affordable housing this plan effectively eliminates the city's only affordable single-family homes. Height maximums should be lowered, and density reduced on streets with existing single-family dwellings to ensure responsible improvement to the city's core.

From: MunicodeEmails
To: Adam Finestone; Annie Ward; Dare DeLano; Andrew Firestine
Subject: FW: [EXT] Form submission from: Public Comment
Date: Sunday, June 18, 2023 6:05:31 PM

From: Escondido Meetings Portal via Municode Portal
Sent: Sunday, June 18, 2023 6:05:20 PM (UTC-08:00) Pacific Time (US & Canada)
To: MunicodeEmails
Subject: [EXT] Form submission from: Public Comment

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.

Submitted on Sunday, June 18, 2023 - 6:05pm

Submitted by user: Visitor

Submitted values are:

Board or Commission for Public Comment Planning Commission
Email monchis.balderas@gmail.com
Council Meeting Date 6/27/23
Item # PHG20-0028
Subject East Valley Specific Plan
Position In Opposition
First and Last Name Ramon Balderas
Are you an Escondido Resident? Yes
Comments
Here is a list of some common downsides that can arise from housing and community investment in a city:

1. Gentrification: Housing and community investment can lead to gentrification, where wealthier residents move into a neighborhood, causing property values and rents to rise. This can displace lower-income residents and change the character of the community, leading to a loss of cultural diversity and community cohesion.

2. Displacement: As property values increase, some long-time residents may be forced to leave their homes due to rising rents or property taxes. Displacement can disrupt established social networks, strain community ties, and contribute to increased inequality.

3. Inequality: While housing and community investment can improve living conditions for some residents, they may exacerbate socioeconomic disparities. Affluent neighborhoods may receive more attention and funding, leading to a widening gap between wealthy and disadvantaged areas within a city.

4. Increased cost of living: As housing and community investments improve neighborhoods, the cost of living can rise. Higher property values, rents, and taxes can put financial strain on existing residents, especially those with fixed incomes or limited resources.

5. Loss of affordable housing: Development and revitalization efforts may lead to a reduction in affordable housing stock. As properties are renovated or redeveloped, affordable units can be lost, making it harder for low-income individuals and families to find suitable housing options.

6. Traffic congestion: Housing and community investment can lead to increased population density, which can strain transportation infrastructure. The influx of new residents and businesses can contribute to traffic congestion, longer commute times, and a greater demand for public transportation.

7. Environmental impact: Urban development and increased population density can have negative environmental consequences. Construction activities, increased energy consumption, and additional waste generation can place a burden on local ecosystems and contribute to pollution.

8. Loss of green spaces: As cities grow and develop, green spaces such as parks and gardens may be diminished or replaced by buildings and infrastructure. This can reduce access to nature, limit recreational opportunities, and impact the overall quality of life for residents.

9. Social tensions: Changes in housing and community dynamics can sometimes lead to social tensions within a city. Conflicts may arise between new and long-time residents, resulting in divisions based on class, race, or cultural differences.

10. Lack of community input: In some cases, housing and community investment projects may be planned and implemented without sufficient community consultation or input. This can lead to a sense of disempowerment among residents and a perception that decisions are being made without considering their needs and preferences.

11. Crime: The addition of the requested 6,164 residential dwelling units will also indirectly lead to further cultivation of crime hot spots within Escondido. Many factors, such as social and economic conditions, systemic issues, and individual circumstances, contribute to crime rates in a city. Tens of thousands of additional variables would be flowing into Escondido and it would be reckless to cast them aside without assuming the possibility of some of those variables being a danger to the city council and to the community within proximity of the planned project.

STAFF REPORT

DATE: June 20, 2023
PHG20-0028 – East Valley Specific Plan

PROJECT NUMBER / NAME: **PHG20-0028 / EAST VALLEY SPECIFIC PLAN**

REQUEST: A request to create a new Specific Plan that would provide a forward-looking vision for the future of the East Valley area in central Escondido ("Project"). The East Valley Specific Plan ("EVSP") is intended to provide guidance for private development and public investment in the EVSP Area, consistent with the adopted Escondido General Plan. The EVSP Area would be rezoned from existing commercial and office uses to mixed-use and high-density residential uses to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in use and implementation as the EVSP Area changes over time.

PROPERTY SIZE AND LOCATION: The East Valley Specific Plan area is comprised of approximately 191 acres generally bound by Escondido Creek to the north; Harding Street to the east, Grand Avenue and East 2nd Street to the south; and North Hickory, South Hickory, and North Fig Streets to the west

APPLICANT: City of Escondido

GENERAL PLAN / ZONING: General Commercial, Office / General Commercial, Commercial Professional, Hospital Professional

PRIMARY REPRESENTATIVE: Adam Finestone, AICP
City Planner

DISCRETIONARY ACTIONS REQUESTED: Specific Plan

PREVIOUS ACTIONS: In 2012, the City Council adopted the Escondido General Plan update which identified the East Valley Specific Plan area as a Target Area anticipated for mixed-use development.

CEQA RECOMMENDATION: Certify a Final Programmatic Environmental Impact Report prepared for the Project.

STAFF RECOMMENDATION: Continuance to date-certain

REQUESTED ACTION: Provide input to staff; Continue Public Hearing to June 27, 2023.

CITY COUNCIL HEARING REQUIRED: _X_YES ___NO

REPORT APPROVALS: ___ Andrew Firestine, Director of Development Services

_X_ Adam Finestone, City Planner

CITY of ESCONDIDO

STAFF REPORT

SUMMARY OF REQUEST

At its June 13, 2023, meeting, the Planning Commission held a public hearing and received a presentation on the draft East Valley Specific Plan ("EVSP"). A copy of the staff report from that meeting is included as Attachment 1 to this staff report for reference. Input was provided by the commission on issues related to open space, landscaping, setbacks, parking, and requirements for ground-floor residential construction. The Commission wished to discuss additional aspects of the draft EVSP and continued the hearing on the item to a special meeting called for 6 p.m. on June 20, 2023.

CONCLUSION

Prior to bringing the EVSP forward for Planning Commission consideration and formal recommendation to the City Council, staff would like to obtain additional feedback from the Planning Commission on the EVSP. Staff will utilize the information provided by the Commission to make final edits to the EVSP. The revised document will be brought back to the Planning Commission on June 27, 2023, for formal recommendation to the City Council. The City Council is scheduled to consider the EVSP at its July 19, 2023, meeting.

ATTACHMENTS

1. ~~June 13, 2023, Planning Commission staff report~~

ESCONDIDO
City of Choice

PLANNING COMMISSION

Agenda Item No.: 2
Date: June 20, 2023

TO: Planning Commissioners

FROM: Adam Finestone, City Planner

SUBJECT: East Valley Specific Plan – Discussion Items

Planning Division staff received the list of topics below from individual planning commissioners for further discussion related to the East Valley Specific Plan. While the information provided to staff may have been fairly detailed, the list of topics remains high-level and is intended to facilitate the discussion. The name of the commissioner(s) who provided the topic(s) is provided in order to allow them to provide further information regarding the topic. Page numbers related to the topic(s) are also provided where applicable. Note that corrections to typographical errors, references, grammar, exhibits, etc., have not been included in the list but will be addressed as part of the final version of the document. Additionally, items that were discussed at last week's meeting are not included on the list.

- Inclusion of parcels on north side of Washington (Paul)
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STAFF REPORT

DATE: June 27, 2023
PHG20-0028 – East Valley Specific Plan

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PREVIOUS ACTIONS: In 2012, the City Council adopted the Escondido General Plan update which identified the East Valley Specific Plan area as a Target Area anticipated for mixed-use development.

CEQA RECOMMENDATION: Certify a Final Programmatic Environmental Impact Report prepared for the Project.

STAFF RECOMMENDATION: Continuance to date-certain

REQUESTED ACTION: Continue Public Hearing to July 6, 2023.

CITY COUNCIL HEARING REQUIRED: _X_ YES ___ NO

REPORT APPROVALS: ___ Andrew Firestine, Director of Development Services

_X_ Adam Finestone, City Planner

CITY of ESCONDIDO

STAFF REPORT

SUMMARY OF REQUEST

At its June 13, 2023, meeting, the Planning Commission held a public hearing and received a presentation on the draft East Valley Specific Plan ("EVSP"). The staff report from that meeting, included as Attachment 1 to this report, provides a thorough summary of the draft EVSP. At that meeting, input was provided by the commission on issues related to open space, landscaping, setbacks, parking, and requirements for ground-floor residential construction. At the conclusion of the June 13, 2023, meeting, the Planning Commission called a special meeting for 6 p.m. on June 20, 2023, to discuss additional aspects of the draft EVSP. A copy of the staff report from the June 20, 2023, meeting, and a memorandum distributed at that meeting, are included as Attachments 2 and 3, respectively, to this report. Issues discussed at that meeting are identified in the memorandum (Attachment 3).

Staff is currently working with its consultants to make revisions to the EVSP to address the issues discussed at the June 13 and June 20, 2023 Planning Commission meeting. At the June 27, 2023, Planning Commission hearing, Planning Division staff will provide a summary of the EVSP, including a list of topics areas that are being revised. The final draft EVSP will be published online as soon as it is available.

PUBLIC INPUT

Staff mailed public hearing notices to all property owners, residents, and business owners within the EVSP area on June 12, 2023. As of the publication of this report, staff has received seven phone calls and four written comments in response to said notice. The written comments have been included as Attachment 4 to this report. Most of the phone calls were seeking general clarification on what is being proposed, with specific interest in changes to land use allowances. Five of the seven callers expressed support for the changes. The other two callers, as well as the three of the four written comments, expressed opposition to the changes. (Note that one of the callers is also the author of one of the three emails.) The final written comment came from a public agency and addresses coordination of efforts between the City and the agency.

Public outreach and engagement efforts during the preparation of the EVSP are discussed in the June 13, 2023, Planning Commission staff report (Attachment 1).

CONCLUSION AND REQUESTED ACTION

The June 27, 2023, Planning Commission public hearing provides an opportunity for the public to hear a presentation on the EVSP. It also gives staff the opportunity to provide an update on the status of changes being made to the EVSP in response to comments and input received from the Planning Commission over the last few weeks. At the conclusion of the public hearing, staff requests that the Planning Commission continue the item to a special Planning Commission meeting on July 6, 2023, at 7 p.m.

ATTACHMENTS

1. ~~June 13, 2023, Planning Commission staff report~~
2. ~~June 20, 2023, Planning Commission staff report~~
3. ~~June 20, 2023, Planning Commission memorandum~~
4. ~~Public Comments~~

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To: Adam Finestone; Annie Ward; Dare DeLano; Andrew Firestine
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Submitted on Thursday, June 22, 2023 - 3:53pm

Submitted by user: Visitor

Submitted values are:

Board or Commission for Public Comment Planning Commission
Email shradar@gmail.com
Council Meeting Date July 27, 2023
Item # PHG20-0028
Subject EVSP does harm to single-family home owners
Position In Opposition
First and Last Name Jonathan Shradar
Are you an Escondido Resident? Yes
Comments
The EVSP does harm to existing single-family dwelling owners by changing zoning to Urban Housing IV/V. While the plan imagines zoning and improvements perhaps better suited for planned new communities, it does not honor or protect the residents of the city who have invested in this neighborhood. By attempting to increase availability of affordable housing this plan effectively eliminates the city's only affordable single-family homes. Height maximums should be lowered, and density reduced on streets with existing single-family dwellings to ensure responsible improvement to the city's core.

NORTH COUNTY TRANSIT DISTRICT

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June 23, 2023

Mr. Adam Finestone
City Planner
City of Escondido
201 North Broadway
Escondido, CA 92025
Sent Via Electronic Mail: afinestone@escondido.org

Re: East Valley Specific Plan (PHG20-0028)

Dear Mr. Finestone:

Thank you for the opportunity to review the details on the PHG20-0028: East Valley Specific Plan, based on the notice of the Planning Commission meeting received on June 12, 2023.

Upon review of the notice received by the North County Transit District (NCTD), NCTD has determined that there are multiple BREEZE Routes and bus stops throughout the specific plan area, including BREEZE Routes 351/352, 651/652, 355/357, 371, and 388.

NCTD recommends the coordination of improvements and developments with our Service Planning, Real Estate, and Bus Operations Departments. For mailed notices, please direct them to NCTD Administrative Offices, located at 810 Mission Ave, Oceanside, CA 92054.

Please route any planning notices that could impact bus stops or bus services to planning@nctd.org. Please route any notices that may impact NCTD property or rail Right-of-Way to Ruth Hinman, Real Estate Administrator, via e-mail at rhinman@nctd.org and ROW@nctd.org.

Upon implementation of the plan and construction, NCTD requests that you or your contractor provide a notice, two (2)-weeks prior to starting work, so that way we may send a supervisor to meet with your construction crew to determine how your traffic control methods affect NCTD's stops. A notice should be provided via e-mail to detours@nctd.org.

Transit Oriented Development/Pedestrian:

NCTD highly recommends that the specific plan area of design allows for sufficient Americans with Disabilities Act paths for connecting pedestrians from within your future development to access nearby bus stops, sidewalks, and crosswalks. To make your development pedestrian and bike-friendly, NCTD highly encourages you to provide shading from trees or structures, lighting, bike racks, and seating. Potential improvements in transit access at this site would include pedestrian egress to access the adjacent bus stops and

better pedestrian lighting along crosswalks at the traffic signal and the sidewalk. This will support the connectivity of the pedestrian network to the transit system.

As described in NCTD's Bus Stop Development Handbook (2018), new developments should be designed to provide clear and direct access to bus stops (existing or new), and should emphasize pedestrian access, activity, and safety. Gated or walled developments should provide openings through walls to minimize the walking distance and provide a more direct route to bus stops. Developments with parking lots should be designed with clear pedestrian walkways. Distinct walkway networks should be provided where bus stops and/or transit centers can be linked with building entrances. Entrances to buildings should face the street with pedestrian access located close to the nearest bus stop.

Below is a sample of Guidelines for design supported by NCTD, as found in our Bus Stop Development Handbook (2018).

Key Transit Supportive Design and Development Guidelines Supported by NCTD
Orient developments towards the street, with parking located to the rear of buildings rather than along the street frontage.
Building design and circulation plans should minimize the need for parking and increase the opportunity for transit and active transportation.
Bus stop and station elements should be incorporated into the design, in addition to other public spaces like walkways, bicycle paths, and street furniture.
Emphasize compatible and compact land uses that enable convenient access to and from bus routes, and that are designed to provide connections to a variety of uses (i.e. residential, employment, educational, and commercial).
Minimize walk distances through developments to bus stops, especially those with walls or gates, so that transit is accessible to most patrons or residents.

Thank you again for allowing NCTD to review and comment on this specific plan. Should you have any questions related to this review, feel free to contact me at (760) 966-6683 or via e-mail at kpersons@nctd.org.

Sincerely,

Katie Persons
Director of Service Planning

cc: Chris Orlando, Chief Planning and Communications Officer, NCTD
Derrick Wojcik-Damers, Interim Chief Operations Officer - Bus, NCTD
Ruth Hinman, Real Estate Administrator, NCTD
Mary Balderrama, Transit Planner, NCTD

From: MunicodeEmails
To: Adam Finestone; Annie Ward; Dare DeLano; Andrew Firestine
Subject: FW: [EXT] Form submission from: Public Comment
Date: Sunday, June 18, 2023 6:05:31 PM

From: Escondido Meetings Portal via Municode Portal
Sent: Sunday, June 18, 2023 6:05:20 PM (UTC-08:00) Pacific Time (US & Canada)
To: MunicodeEmails
Subject: [EXT] Form submission from: Public Comment

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.

Submitted on Sunday, June 18, 2023 - 6:05pm

Submitted by user: Visitor

Submitted values are:

Board or Commission for Public Comment Planning Commission
Email monchis.balderas@gmail.com
Council Meeting Date 6/27/23
Item # PHG20-0028
Subject East Valley Specific Plan
Position In Opposition
First and Last Name Ramon Balderas
Are you an Escondido Resident? Yes
Comments
Here is a list of some common downsides that can arise from housing and community investment in a city:

1. Gentrification: Housing and community investment can lead to gentrification, where wealthier residents move into a neighborhood, causing property values and rents to rise. This can displace lower-income residents and change the character of the community, leading to a loss of cultural diversity and community cohesion.

2. Displacement: As property values increase, some long-time residents may be forced to leave their homes due to rising rents or property taxes. Displacement can disrupt established social networks, strain community ties, and contribute to increased inequality.

3. Inequality: While housing and community investment can improve living conditions for some residents, they may exacerbate socioeconomic disparities. Affluent neighborhoods may receive more attention and funding, leading to a widening gap between wealthy and disadvantaged areas within a city.

4. Increased cost of living: As housing and community investments improve neighborhoods, the cost of living can rise. Higher property values, rents, and taxes can put financial strain on existing residents, especially those with fixed incomes or limited resources.

5. Loss of affordable housing: Development and revitalization efforts may lead to a reduction in affordable housing stock. As properties are renovated or redeveloped, affordable units can be lost, making it harder for low-income individuals and families to find suitable housing options.

6. Traffic congestion: Housing and community investment can lead to increased population density, which can strain transportation infrastructure. The influx of new residents and businesses can contribute to traffic congestion, longer commute times, and a greater demand for public transportation.

7. Environmental impact: Urban development and increased population density can have negative environmental consequences. Construction activities, increased energy consumption, and additional waste generation can place a burden on local ecosystems and contribute to pollution.

8. Loss of green spaces: As cities grow and develop, green spaces such as parks and gardens may be diminished or replaced by buildings and infrastructure. This can reduce access to nature, limit recreational opportunities, and impact the overall quality of life for residents.

9. Social tensions: Changes in housing and community dynamics can sometimes lead to social tensions within a city. Conflicts may arise between new and long-time residents, resulting in divisions based on class, race, or cultural differences.

10. Lack of community input: In some cases, housing and community investment projects may be planned and implemented without sufficient community consultation or input. This can lead to a sense of disempowerment among residents and a perception that decisions are being made without considering their needs and preferences.

11. Crime: The addition of the requested 6,164 residential dwelling units will also indirectly lead to further cultivation of crime hot spots within Escondido. Many factors, such as social and economic conditions, systemic issues, and individual circumstances, contribute to crime rates in a city. Tens of thousands of additional variables would be flowing into Escondido and it would be reckless to cast them aside without assuming the possibility of some of those variables being a danger to the city council and to the community within proximity of the planned project.

From: Joe Awad
To: Adam Finestone; Catherine A. Ferguson; Joe Awad
Subject: Comments to Planning Commission Plan for East Valley area
Date: Thursday, June 22, 2023 12:43:31 PM

Hi Adam,
I would like to convey my concerns and comments re the planned rezoning of the East Valley area. I am concerned that i would not be able to rebuild and improve my property at 805 East Valley Parkway once this new zoning plans occurs. There should be some exceptions to allow this for existing properties. As you know I spent significant resources, time and money to improve my property (including extensive planning and building permitting processes).
I don't believe that car usage will go away for the foreseeable future and drive thru properties are as busy as ever.
I would ask that reasonable exceptions and accommodations be considered.

Thanks, Joe

Adam Finestone

From: Mark Skovorodko <mark@westpine.co>
Sent: Monday, June 26, 2023 9:53 PM
To: Adam Finestone
Cc: Veronica Morones
Subject: EVSP Parking Reqs & Small Lot Development
Attachments: Parking Mandate Removals, 01-03-2023.pdf

You don't often get email from mark@westpine.co. Learn why this is important

Hi Adam,

I hope this email finds you well! Thank you for all the work you, Veronica, and the rest of our planning staff do for our city.

You and I haven't had a chance to meet yet, but my wife and I own a home off of 6th Ave in Old Escondido and are really passionate about seeing revitalization happen within our Downtown Specific Plan area and within the specific plan areas adjacent to downtown, including the areas encompassed by the East Valley and South Centre City Specific Plans.

We're very encouraged to see the work your team has done within the scope of the EVSP to address so many issues from housing affordability and built form, to mobility/transportation choice issues and under-utilized properties, especially following the move of Palomar Hospital and many of the medical providers occupying office space within the neighborhoods east of the old hospital site.

That said, I've been reading the draft plan over the course of the past two weeks and am disappointed by the off-street parking requirements in the plan. The requirements set out in Table 5-2 of the EVSP as well as Article 39 make it incredibly hard to make small lot infill development under 1/3 of an acre pencil financially for small-scale local developers.

As a specific example, requiring 2-3 parking spots per every artisan loft or live-work unit means that this typology will never be feasible for the small local developer hoping to build these types of units on the aforementioned small lots. My wife and I and a few local partners of ours would love to build this typology within the Downtown Specific Plan area, but the current requirements mean that each unit will carve out 500-750 sq ft of your parcel once you account for drive aisles/lanes. This is a consequential percentage (each unit carves out 7-10% of a 50x140 lot common to significant portions of the DSP and EVSP) when you multiply that across the number of units you need to build to reach the 6.5% yield-on-cost necessary to secure equity financing from sub-institutional investors. Effectively, this parking mandate requires either undergrounding your parking or doing podium-type construction with parking underneath, which kills project pro formas for the local small developer, and means the only way these lots will be redeveloped is through assemblage from large national developers like Integral who don't have the needs of the community at heart when they develop their projects.

In a time where cities across the US are removing their minimum parking mandates as a way to revitalize their communities and boost tax revenue (I've attached a list of these cities below, and a current map can be found here: https://parkingreform.org/resources/mandates-map/), and especially given our fiscal situation/structural debt here in Escondido, we can't afford to not reform our parking standards in our most urbanized specific plan areas in a way that leads to more productive land use and a more vibrant, walkable built environment.

I would ask our planning department to consider recommending to our council to remove parking mandates within the EVSP either entirely, or at the very least removing the parking requirements in the EVSP for any developments

under half an acre in size. If there's any way this message can be passed along to the planning commission, that would be wonderful.

Parting thought: A framework that would be helpful for our staff to consider is evaluating our land use policy using the metric of tax revenue generated per acre – this framework puts concrete numbers to our varying land uses throughout the city and shows numerically how dense infill development drives tax revenue in a massive way compared to parking uses, single family neighborhoods, and low slung office uses common to the EVSP area. The consulting firm Urban3 used this approach in their work – here's an example from Rancho Cucamonga in the LA area: https://www.urbanthree.com/case-study/rancho-cucamonga/

Thank you again for all the work both of you do. If there's ever a chance to meet and discuss our urbanized specific plan areas in person, I'd love to continue the conversation about ways we can build a more vibrant, economically resilient city here in Escondido, and how small-scale, fine grained development can be part of the solution.

Warmly,
Mark



Mark Skovorodko
Creative Director
www.westpine.co
(805) 453-6556

Parking Mandate Removals as of January 3, 2023

	city	state	country	report_summary	report_status	report_magnitude	land_uses	date_of_reform	last_updated	population
1	Calumet	MI	US	There are no parking minimums and the Village has parking maximums.	Implemented	Citywide	All Uses		September 23, 2022 at 11:17:16 AM PDT	621
2	Bandera	TX	US	Bandara adopted a place type zoning code which calls for market driven parking supply in residential zones and maximums in the downtown zone. There are no set parking ratios.	Implemented	Citywide	All Uses		June 28, 2022 at 11:06:59 AM PDT	671
3	Stonington	CT	US	The Downtown Pawcatuck Parking Overlay District eliminates the need for off-street parking for existing commercial buildings/uses. This enables change of use. There are also some parking maximums for certain uses townwide and bicycle parking required for certain uses. The Commission may allow shared / reduced parking when appropriate.	Implemented	City Center/Business District	Commercial		May 24, 2022 at 3:03:38 PM PDT	884
4	Mancelona	MI	US	There are no parking requirements in the Village of Mancelona. The Village also has parking maximums in place.	Implemented	Citywide	All Uses		August 17, 2022 at 12:12:17 PM PDT	1708
5	Berrien Springs	MI	US	Berrien Springs has no off street parking requirements in the central business district. There are no set minimums along the M-139 Corridor for non-residential uses, but developers must demonstrate adequate parking supply.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:36:16 PM PDT	1727
6	Lunenburg	NS	CA	In September, 2021, the Town of Lunenburg's new Municipal Planning Strategy, Land Use Bylaw and Subdivision Bylaw went into effect. The new documents remove all minimum parking requirements.	Implemented	Citywide	All Uses	Sep 22, 2021	June 27, 2022 at 1:35:16 PM PDT	2263
7	Bath Charter Township	MI	US	The Planning Commission may reduce the amount of off-street parking as they deem necessary. They may also require bicycle parking.	Implemented	Main Street/Special	All Uses		May 5, 2022 at 12:28:50 PM PDT	2319
8	Ketchum	ID	US	In the community core and tourist zone, residential units under 750 square feet are exempt from providing any parking. Community housing, restaurants and food service, the first 5,500 sf of retail use, the first 5,500 square feet of assembly use (theaters, conference centers etc.), are exempt from providing any parking in the community core and tourist zone.	Implemented	City Center/Business District	Low Density (SF) Residential, Commercial		June 28, 2022 at 11:23:46 AM PDT	2855
9	Provincetown	MA	US	In the Town Center Commercial (TCC) non-residential uses are exempt from parking requirements.	Implemented	City Center/Business District	Commercial		May 24, 2022 at 3:11:33 PM PDT	2994
10	Galena	IL	US	There are no parking requirements in the Downtown Core zone.	Implemented	City Center/Business District	All Uses		August 17, 2022 at 12:12:26 PM PDT	3168
11	Flemington	NJ	US	Parking minimums are eliminated in the Downtown Business (DB) zoning districts, primarily on Main Street and some adjacent side streets.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:43:34 PM PDT	4601
12	Colville	WA	US	Colville, Washington is a small town of less than 5,000 people. Parking minimums are not required in the downtown area as street parking is provided via a fund developers pay into.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:28:24 PM PDT	4832
13	Travelers Rest	SC	US	Parking maximums shall not exceed 125% of the minimum parking requirement stated in the zoning code for all land uses.	Implemented	Citywide	All Uses		October 26, 2022 at 7:23:09 AM PDT	5346
14	Saranac Lake	NY	US	There are no minimum parking requirements anywhere in the Village, including business districts. There are design standards for parking areas that are proposed for all new non-single family dwelling developments.	Implemented	Citywide	All Uses		June 27, 2022 at 11:30:42 AM PDT	5700
15	Hudson	NY	US	No required off-street parking spaces, voted on by City's Common Council in 2019.	Implemented	Citywide	All Uses	Feb 1, 2019	April 26, 2022 at 2:25:23 PM PDT	6072
16	Belfast	ME	US	There are no off-street parking requirements for existing or proposed uses in the areas identified on the map entitled "Areas Exempt from On-site Parking". Reductions are eligible if using on-street parking, public parking, or shared parking strategies.	Implemented	Main Street/Special	All Uses		June 21, 2022 at 11:50:43 AM PDT	6679
17	Keyport	NJ	US	There are no parking minimums for the general commercial (GC) district (Downtown Keyport). The GC district is approximately 76 acres and accounts for approximately 8% of the Borough.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:45:26 PM PDT	6977
18	Madras	OR	US	Madras no longer has parking minimums in the Downtown Core Zoning District. They also have parking maximums of no more than 20% above minimum parking requirements.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:08:56 PM PDT	7051
19	River Rouge	MI	US	River Rouge has no minimum parking requirements and has parking maximums in place.	Implemented	Citywide	All Uses		August 17, 2022 at 12:12:21 PM PDT	7465
20	Decorah	IA	US	Off-street parking is not required in the C-3 Central Commercial Business District.	Implemented	City Center/Business District	All Uses		April 18, 2022 at 2:03:11 PM PDT	7576

21	Brevard	NC	US	Brevard's Downtown Mixed-Use zoning district and Neighborhood Mixed-Use in the Railroad Avenue/Lumberyard area are exempt from non-residential minimum parking requirements. Parking maximums apply to any parking that exceeds 10% of the minimum.	Implemented	City Center/Business District	Commercial, Industrial		June 24, 2022 at 12:18:14 PM PDT	7824
22	Wickenburg	AZ	US	The Town of Wickenburg eliminated parking requirements in the downtown zoning district and decreased all other commercial parking regulations by 25% in January 2021.	Implemented	City Center/Business District	All Uses		April 26, 2022 at 1:06:11 PM PDT	8092
23	Vinton	VA	US	No parking minimums in CBD except for hotels, motels, tourist homes, and bed and breakfast establishments.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:25:12 AM PDT	8104
24	Bath	ME	US	There are no minimum parking requirements in the C1 Downtown District.	Implemented	City Center/Business District	Commercial		June 21, 2022 at 11:44:47 AM PDT	8338
25	Seabrook	NH	US	Seabrook, NH has no minimum parking requirements and has parking maximums in commercial and industrial districts. Planning Board has have discretion of uses not specifically specified in the code.	Implemented	Citywide	All Uses		May 11, 2022 at 2:51:49 PM PDT	8869
26	Sandpoint	ID	US	Parking requirements are eliminated in the downtown core. Parking minimums are reduced by 20% for developments with affordable housing.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:15:22 PM PDT	8931
27	Penetanguishene	ON	CA	In the Urban Core Zone, no parking is required for retail/office/or light manufacturing.	Implemented	City Center/Business District	Commercial, Other, Industrial		May 17, 2022 at 11:06:27 AM PDT	8962
28	Medina	OH	US	Uses within the Downtown Parking District Number 1 are exempt from minimum parking requirements. Minimum off-street parking space requirement shall not be exceeded by more than twenty percent (20%) unless good cause can be shown by the applicant and approved by the Planning Commission. Single Family Dwellings and Two Family Dwellings are exempt from this provision. Shared or joint use of up to fifty percent (50%) of required parking spaces may be permitted for two (2) or more uses if justified to the Planning Director	Implemented	City Center/Business District	Commercial, High Density Residential		June 27, 2022 at 12:34:33 PM PDT	9002
29	Ridgefield	WA	US	No off-street parking requirements in central mixed use district or the downtown transition area for non-residential establishments on lots less than 15,000 square feet.	Implemented	City Center/Business District, Main Street/Special	Commercial		May 11, 2022 at 2:29:27 PM PDT	9153
30	Bastrop	TX	US	Bastrop Building Block (B3) Code eliminated minimum parking requirements citywide.	Implemented	Citywide	All Uses	Nov 12, 2019	May 11, 2022 at 2:51:53 PM PDT	9242
31	Ecorse	MI	US	Eliminated parking minimums and established maximums in November 2021. (Auto repair shops require two spaces per repair bay, which is also the maximum for this use).	Implemented	Citywide	All Uses	Nov 4, 2021	June 27, 2022 at 1:43:24 PM PDT	9512
32	Howell	MI	US	Howell has no required parking for uses in the Central Business District. New residential construction is exempt.	Implemented	City Center/Business District	Commercial		August 17, 2022 at 12:12:14 PM PDT	9610
33	Canandaigua	NY	US	There are no provisions that establish a minimum number of off-street parking spaces for development. However, certain development proposals are required to complete a parking demand analysis, which will assist in determining off-street parking spaces required.	Implemented	Citywide	All Uses	Nov 16, 2020	April 18, 2022 at 2:08:13 PM PDT	10156
34	Fountain Inn	SC	US	There are parking maximums for certain land uses (apartment, industrial manufacturing, medical/dental, retail/commercial/office, auditorium, automobile repair facility, automobile service station)	Implemented	Citywide	Residential, Other, Industrial, Medical, Commercial, Multi-Family Residential		June 21, 2022 at 11:12:33 AM PDT	10441
35	Atchison	KS	US	City allows for on-street spaces to count towards minimums in residential zones and allows for shared off-site parking reductions in other zones.	Implemented	Main Street/Special	Residential		May 24, 2022 at 3:07:29 PM PDT	10476
36	Van Wert	OH	US	The city of Van Wert has eliminated parking minimums for all uses in the downtown historic district, an approximately 20-block area.	Passed	City Center/Business District	All Uses		June 27, 2022 at 12:24:02 PM PDT	11045
37	Branson	MO	US	Branson parking minimums were flipped to parking maximums.	Implemented	Citywide	All Uses	Apr 10, 2018	June 24, 2022 at 12:30:46 PM PDT	11630
38	Healdsburg	CA	US	Downtown Healdsburg has no parking requirements for non-residential uses for developments less than 15,000 square feet.	Implemented	City Center/Business District	Commercial		May 17, 2022 at 11:03:06 AM PDT	11845
39	Emeryville	CA	US	There are no minimum number of parking spaces required for any use, with the exception of accessible space provisions. The maximum number of parking spaces allowed shall be ten percent (10%) more than the estimated parking demand, specified in Table 9-4.404. All off-street parking spaces shall be leased or sold separately from the rental or purchase fees giving potential renters or buyers the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space(s).	Implemented	Citywide	All Uses	Jul 19, 2019	June 27, 2022 at 12:22:09 PM PDT	12000

40	Brattleboro	VT	US	Brattleboro has no off-street parking requirements in the city center district.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:32:35 PM PDT	12184
41	Fernandina Beach	FL	US	The Central Business District (C-3), lots containing industrial waterfront (I-W) or waterfront mixed use (W-1) are exempt from parking minimums.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 17, 2022 at 11:51:36 AM PDT	13169
42	Shorewood	WI	US	Shorewood, WI reduced parking minimums on new construction to 1:1 - Smart Code standard.	Implemented	Citywide	All Uses		June 24, 2022 at 12:37:40 PM PDT	13290
43	Brainerd	MN	US	Brainerd has no off street parking requirements for the following zones: B-4 (General Business) District, B-5 (Commercial Amusement) District, B-6 (Washington Street Commercial) District, I-1 (Light Industry) District, I-2 (General Industry) District. Also, there are exemptions for further reduced parking 515-22-9: Parking Deferment.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 24, 2022 at 1:32:06 PM PDT	13434
44	Fruita	CO	US	The city has taken steps to eliminate parking minimums for reconstruction of existing buildings and reduce requirements for new construction in the DMU zone (downtown mixed-use zone). ADUs in that zone require no parking. Elsewhere, parking requirements remain fairly high.	Implemented	City Center/Business District	Commercial, Low Density (SF) Residential		June 28, 2022 at 11:23:01 AM PDT	13478
45	High River	AB	CA	There are no set parking minimums in High River, each development shall consider the appropriate number of stalls to support the use.	Implemented	Citywide	All Uses	Jan 1, 2015	June 14, 2022 at 10:30:51 AM PDT	13584
46	Alexandria	MN	US	Parking mandates may be waived for existing buildings in the Central Business District.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 9:55:36 AM PDT	13822
47	North Mankato	MN	US	Commercial properties having frontage on the 200 block of Belgrade Avenue are exempt from off-street parking and loading requirements.	Implemented	Main Street/Special	Commercial		June 14, 2022 at 10:21:21 AM PDT	13948
48	Cayce	SC	US	The Cayce Arts Design Overlay District has "No minimums; but Planning Director must approve parking plan to ensure it meets the demands of the proposed business"	Implemented	Main Street/Special	Commercial, Industrial		April 18, 2022 at 1:22:33 PM PDT	14009
49	Ferndale	WA	US	The City of Ferndale has minimum parking requirements citywide, with the exception of Accessory Dwelling Units (ADUs). There are also maximum parking requirements for certain uses as stated in section 18.76.070. Off-street parking credits are offered to reduce requirements by 25% for certain land uses with specific circumstances	Implemented	Citywide	Commercial, Residential		June 28, 2022 at 11:17:17 AM PDT	14043
50	Metuchen	NJ	US	In the Central Business District (B-1), Office Business District (B-3), and Downtown Development District (D-1) minimum parking requirements are reduced by 50% for all land uses. Minimum parking requirements shall be considered maximum parking standards. A payment in lieu of parking (PILOP) may be applied to applicant who have insufficient on-site parking.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:21:24 AM PDT	14543
51	Mountain Home	ID	US	No off-street parking is required for any uses in the Downtown Overlay zone of Mountain Home, ID.	Implemented	City Center/Business District	Commercial		May 5, 2022 at 12:43:23 PM PDT	14562
52	Graham	NC	US	In downtown B-1 (CBD) zoned areas, there are no minimum parking requirements for all land uses. For nonresidential land uses, there are parking maximum requirements citywide.	Implemented	City Center/Business District, Citywide	Commercial		June 14, 2022 at 11:16:32 AM PDT	15646
53	Traverse City	MI	US	Traverse City does not require parking for residential uses citywide. No car parking for any uses is required in the C-4 (Regional Center) District and the Grand Traverse Commons District. Properties located within 500 feet from the public transit center or parking decks have no parking minimums. This City also requires bicycle parking.	Implemented	City Center/Business District	All Uses		May 5, 2022 at 12:42:28 PM PDT	15738
54	Uvalde	TX	US	No parking requirements in the Central Business District. Parking reduction of 30% is possible for tree preservation.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:00:57 AM PDT	16001
55	Stuart	FL	US	There are no parking requirements in the Old Downtown District. Certain properties adjacent to the Old Downtown District are exempt from parking requirements if a specified number of spaces is maintained. On-street parking may be used to offset the required number of parking spaces. Historic buildings may receive a 50% reduction to the minimum parking requirement. There is a payment in lieu of parking options for up to three parking spaces required for any use in the Stuart Community Redevelopment Area.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:40:17 AM PDT	16160
56	Albemarle	NC	US	Albemarle has no fixed parking ratios for nearly all uses other than: ADUs (one space required), selected home-based occupations (lawyers, physicians, dentists, and chiropractors), church tent uses, auction houses, and some light industrial uses.	Implemented	Citywide	All Uses		April 26, 2022 at 1:48:06 PM PDT	16246

57	Yorkton	SK	CA	Yorkton exempts parking requirements for small developments in the city center. There is also an in-lieu option to further reduce requirements.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 2:39:31 PM PDT	16343
58	Phoenixville	PA	US	Phoenixville PA had the zoning ordinance rewritten to remove parking requirements for specific blocks of the downtown, and all other parking is required to be based on a parking demand analysis, not specific standards.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:26:18 PM PDT	16968
59	Anacortes	WA	US	Anacortes reduced parking minimums for most uses and implemented discretionary review for other uses. New projects in downtown have an additional reduction of 50%	Implemented	Citywide	All Uses		June 27, 2022 at 1:01:46 PM PDT	18089
60	Camrose	AB	CA	In 2018, Camrose eliminated any minimum parking requirements on 3 blocks of Main Street (50th Street). Camrose reduced parking requirements for many uses in 2016 by up to 35%.	Implemented	Main Street/Special	All Uses		May 11, 2022 at 3:13:51 PM PDT	18742
61	Mamaroneck	NY	US		Unverified				November 14, 2021 at 10:29:00 AM PST	19131
62	South Burlington	VT	US	South Burlington has no minimum vehicle parking requirements city-wide, except in the case of requirements for multi-family residential use (0.75-1.5 spaces per dwelling unit depending on number of bedrooms).	Implemented	Citywide	Commercial, Low Density (SF) Residential		June 28, 2022 at 11:22:03 AM PDT	19509
63	Yellowknife	NT	CA	Yellowknife, NT has eliminated parking minimums in the Downtown and Old Town areas. Parking reductions have been made in other zones.	Implemented	City Center/Business District	Commercial, Residential		June 30, 2022 at 11:57:53 AM PDT	19569
64	Norwood	OH	US	There are no parking requirements, citywide for retail and office uses or single family homes. Parking requirements for other uses are relatively low.	Implemented	Citywide	Commercial, Low Density (SF) Residential		June 24, 2022 at 12:02:59 PM PDT	19883
65	South St. Paul	MN	US	Permitted uses in all commercial and mixed-use zoning districts are exempt from minimum parking requirements if they are going into a new construction commercial space that is up to 7,500 in size or an existing commercial space that is up to 15,000 square feet in size. For larger permitted uses, industrial uses, uses that require a conditional use permit, and institutional uses that are located in residential zoning districts, the property owner can submit a parking and circulation plan to the Planning Commission and City Council for review. The City Council can waive some or all of the use's "default" parking requirement if the property owner can demonstrate that they can partially or fully serve their building's transportation needs with nearby on-street parking, shared parking, bicycle parking, transit, pedestrian connectivity, etc.	Implemented	Citywide	Commercial		June 27, 2022 at 1:23:02 PM PDT	20194
66	Punta Gorda	FL	US	Within the City Center Zoning District, the city has established a Parking Exemption area. In this area, buildings with a footprint below 10,000 square feet are not required to provide parking for uses on site.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:53:52 AM PDT	20369
67	West Saint Paul	MN	US	Commercial mandates in the SMITH/DODD OVERLAY DISTRICT are waived.	Implemented	City Center/Business District	Commercial	Jan 13, 2020	October 28, 2022 at 11:47:58 AM PDT	20822
68	Milwaukie	OR	US	There is a proposal to eliminate parking requirements for Middle Housing (i.e. duplexes, triplexes, quadplexes) and not require on-site parking for Accessory Dwelling Units citywide.	Proposed	Citywide	Residential, Multi-Family Residential		June 27, 2022 at 12:50:55 PM PDT	20990
69	Marquette	MI	US	Parking space requirements for principal uses in the CBD apply only to residential uses, and all other principal uses in the CBD are exempt from parking space requirements.	Implemented	City Center/Business District	Commercial		June 14, 2022 at 10:16:52 AM PDT	20995
70	Ashland	OR	US	Ashland, Oregon does not require parking in the Commercial Downtown Zone. The North Mountain Plan District is also except, other than residential uses (1 spot minimum).	Implemented	City Center/Business District	Commercial		May 4, 2022 at 5:56:02 PM PDT	21281
71	Klamath Falls	OR	US	Developers are permitted to not provide parking for all land uses in the Downtown Business Zone if they pay into the parking district fund. The cost is $500 for each 1,000 square feet of gross floor area or $100 per space that would otherwise be required if expanding a use. The Downtown Business Zone is approximately 110 acres of land and are primarily commercial and public facilities.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 12:32:46 PM PDT	21335
72	Hamtramck	MI	US	There are no parking requirements in the CBD for any use in Hamtramck, MI.	Implemented	City Center/Business District	All Uses		August 17, 2022 at 12:12:23 PM PDT	21704
73	Auburn	ME	US	Parking requirements have been removed for all uses except for residential uses under Formed Based Code.	Passed	Citywide	Commercial		June 14, 2022 at 11:09:34 AM PDT	23414
74	Watertown	WI	US	The City of Watertown has no parking requirements for the Central Business (CB) Zoning District.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:50:52 PM PDT	23479
75	Freeport	IL	US	The downtown district is exempt from parking requirements for all uses.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 2:43:02 PM PDT	23930
76	Athens	OH	US	There are no parking requirements for principal permitted business uses in the B-1 downtown business zone. This does not include residential uses.	Planned	City Center/Business District	Commercial		June 21, 2022 at 11:44:11 AM PDT	24536

77	Sandusky	OH	US	There are no off-street parking requirements for all land uses in the Central Business District (CDB).	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:59:19 AM PDT	24564
78	Marysville	OH	US	In the Historic Uptown Commercial core district, minimum parking requirements have been eliminated for nonresidential land uses.	Implemented	City Center/Business District	Commercial, Other		May 11, 2022 at 3:02:05 PM PDT	24667
79	Zanesville	OH	US	Zanesville eliminated parking requirements in the central business district.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:13:04 PM PDT	25158
80	Decatur	GA	US	No additional parking shall be required for a change in use, as allowed within the zoning district, for an existing building or the use of previously unused space within an existing building within the DDPD.	Unverified	City Center/Business District	All Uses		October 30, 2021 at 12:28:37 PM PDT	25696
81	Stevens Point	WI	US	No parking minimums in the Central Business District. Parking reductions based on transit availability, provision of structured parking, car-sharing, and tree preservation. Parking cannot exceed 150% of required parking (unless its on a pervious surface or underground).	Implemented	City Center/Business District	All Uses		May 17, 2022 at 9:58:27 AM PDT	25880
82	Mount Pleasant	MI	US	As of 2018, there have been no minimum vehicle parking requirements citywide for all uses		Citywide			January 17, 2022 at 5:56:17 AM PST	26000
83	Wooster	OH	US	Properties in the C-4 District are exempt from off-street parking requirments.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:45:18 PM PDT	26557
84	Winona	MN	US	Parking minimums in Winona's Mixed Use-Downtown Core and Mixed Use-Downtown Fringe are 0 for commercial, retail, and office uses and residential developments up to six units. Bicycle parking may substitute for up to four automobile spaces for all residential uses.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:11:35 PM PDT	26594
85	Thomasville	GA	US	Minimum parking requirements "shall not be exceeded" for specified TND conditional commercial land uses. "If demonstrated to the satisfaction of the planning department" on-street parking within 600 ft of any building and shared spaces may be counted toward the minimum requirement.	Implemented	City Center/Business District	Commercial		June 14, 2022 at 11:20:03 AM PDT	26649
86	Mason City	IA	US	Retail and office developments have maximum parking entitlements and no minimum parking requirements.	Implemented	Citywide	Commercial		May 17, 2022 at 10:50:17 AM PDT	26931
87	Frankfort	KY	US	There are slight reductions available for parking requirements for bike parking and permeable surfaces.	Implemented	Citywide	All Uses		May 24, 2022 at 2:42:05 PM PDT	27755
88	Yukon	OK	US	Yukon implemented a form based code eliminating parking requirements in the Urban Gateway Overlay Supplemental District and then repealed it two years later.	Repealed	Main Street/Special	All Uses		June 14, 2022 at 10:24:57 AM PDT	29000
89	Port Chester	NY	US	There are no off-street parking requirements in the Central Business District (C2 Main Street Business District), with the exception of certain land uses (cabarets, catering/events, and theaters).	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:48:12 AM PDT	29163
90	Norwood	MA	US	In the Central Business District parking mandates are 50% of elsewhere and if a project would require less than 20 parking spaces, the requirement is waived. In General Business, and Limited Business districts, projects which would require less than 5 spaces are considered waived. On street frontage counts toward requirements.	Implemented	City Center/Business District	Commercial		May 24, 2022 at 2:54:01 PM PDT	29195
91	Fitchburg	WI	US	Fitchburg has created a number of SmartCode districts in which there are no set parking mandates.	Implemented	City Center/Business District	All Uses		June 30, 2022 at 12:07:59 PM PDT	30792
92	Ithaca	NY	US	Ithaca New York does not require any parking for the Central Business District downtown, the West End, Cherry Street District, Newman District, Market District or Mixed Use Districts.	Implemented	City Center/Business District, Transit Oriented, Main Street/ Special	Commercial, Residential		May 17, 2022 at 12:06:09 PM PDT	30837
93	Bowling Green	OH	US	Bowling Green, Ohio does not require parking in the Central Business District.	Implemented	City Center/Business District	All Uses		May 4, 2022 at 5:43:46 PM PDT	31504
94	Dover	NH	US	There are no statutory parking requirements in Dover, NH. There are parking maximums for all uses and required off-site parking is determined on a per-case basis as part of the application process.	Implemented	Citywide	All Uses		May 17, 2022 at 10:49:24 AM PDT	32191
95	Lower Macungie Township	PA	US		Unverified				May 17, 2022 at 12:17:31 PM PDT	32626
96	Salisbury	MD	US	Required off-street parking spaces were reduced and required bike parking were passed in 2018.	Implemented	Citywide	All Uses		April 18, 2022 at 2:14:02 PM PDT	32935
97	Weatherford	TX	US	Weatherford eliminated minimum parking requirements in the Central Business District in 2010. In 2020, Weatherford reduced minimum parking requirements for the majority of non-residential uses and eliminated minimum parking requirements for non-residential uses in a new downtown-adjacent, mixed-use CN Central Neighborhood district.	Implemented	City Center/Business District	All Uses		April 26, 2022 at 12:52:25 PM PDT	33547

98	Penticton	BC	CA	No minimum parking or loading is required in commercial zones C5 and C6. City wide parking minimums can be reduced by 1 space, per 5 bicycle parking, and 1 space for a fee of $13,000.	Implemented	City Center/Business District	Commercial		May 11, 2022 at 3:19:06 PM PDT	33761
99	Leduc	AB	CA	There are no parking requirements within the industrial land uses. The City of Leduc reduced minimum parking requirements for nonresidential uses in the downtown as part of the Land Use Bylaw. Two-thirds of the normal parking minimum is required. In two overlays of the downtown, parking minimums may be waived altogether for non-residential uses	Implemented	Main Street/Special	Industrial		September 15, 2022 at 2:44:26 PM PDT	34094
100	Panama City	FL	US	Panama City removed all parking minimum requirements on lots less than 10,000 sq. ft., buildings built before 1945, and all new construction less than 5 stories.	Implemented	City Center/Business District	Commercial, Other		May 17, 2022 at 11:10:48 AM PDT	34667
101	Natick	MA	US	In the Downtown Mixed-Use District in Fall 2020, parking minimums were eliminated for ground floor commercial uses and allow for reduced residential parking subject to special permit approval. A partial fee-in-lieu option exists via special permit.	Implemented	City Center/Business District	All Uses		April 18, 2022 at 2:09:49 PM PDT	36229
102	Norwich	CT	US	Chelsea Central District does not have parking minimums and all retail/shopping centers have parking maximums.	Implemented	City Center/Business District	Commercial		May 17, 2022 at 11:30:38 AM PDT	38768
103	Hot Springs	AR	US	No minimum off street parking required in the business district/Downtown.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:57:52 AM PDT	38797
104	Annapolis	MD	US	There is a proposal from two city councilors to eliminate on-site parking requirements for all food establishments in all zones (restaurants, bars, deli's, clubs with food service, etc.) in the City of Annapolis. Annapolis previously reduced requirements for restaurants in West Annapolis.	Proposed	Citywide	Other		May 24, 2022 at 3:12:50 PM PDT	39223
105	Culver City	CA	US	Culver City officially adopted a zoning code amendment that abolishes all parking requirements city-wide, becoming the first in LA County to do so. Parking maximums are also being explored.	Passed	Citywide	All Uses	Oct 24, 2022	October 28, 2022 at 10:56:38 AM PDT	39970
106	Danville	VA	US	No minimum off-street parking requirements for developments in the C-E Casino Entertainment District.	Implemented	City Center/Business District	All Uses		May 12, 2022 at 9:35:27 AM PDT	40668
107	Florence	AL	US	No parking is required in the Central Business District or the East Florence Historic District.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 24, 2022 at 2:57:24 PM PDT	40797
108	Hickory	NC	US	No minimum parking requirements in Central Business District zoning district.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:14:48 PM PDT	41171
109	Woonsocket	RI	US	Woonsocket, RI does not require parking for non-residential uses in the Urban Commercial and Mixed Use districts.	Implemented	City Center/Business District	Commercial		May 17, 2022 at 11:59:53 AM PDT	41751
110	Burlington	VT	US	Burlington Vermont has reduced parking minimums for all parts of the downtown district and shared used districts. Parking maximums can also not be over 125% of parking minimums in these districts.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 11:57:34 AM PDT	42819
111	Trelleborg	Scania	SE	Trelleborg eliminated parking requirements fro new residential development in the city center.	Implemented	City Center/Business District	Residential		June 30, 2022 at 11:58:29 AM PDT	43359
112	York	PA	US	There are no parking requirements in the Central Business District.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:39:33 PM PDT	43932
113	Winter Haven	FL	US	In 2000, Winter Haven adopted a new Downtown Commercial zoning district that exempted all land uses within it from parking requirements.	Implemented	City Center/Business District	Commercial	Jan 1, 2000	April 18, 2022 at 1:11:03 PM PDT	44955
114	Huntington	WV	US	Off-street parking in the C-1 district has been reduced by 50% for nonresidential uses. Nonresidential uses within 660ft. of a public parking lot will are exempt from off-street parking requirements.	Implemented	City Center/Business District	Commercial		June 15, 2022 at 1:15:55 PM PDT	45110
115	Charlottesville	VA	US	Charlottesville has eliminated parking minimums in the city center and a special university district. There is a zoning overlay that also eliminates mandates for smaller developments and reduces mandates for larger developments.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:41:00 PM PDT	47096
116	Roswell	NM	US	There are no minimum parking requirements in Roswell's C-3 (downtown) district.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:39:11 AM PDT	47551
117	Harrisburg	PA	US	Off-street parking requirements do not apply to all land uses within the Downtown Center and Commercial Neighborhood Zoning Districts.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:00:19 AM PDT	49271
118	Dunwoody	GA	US	Dunwoody has no minimum parking requirements. The city converted parking minimums into parking maximums in 2019.	Implemented	Citywide	All Uses	Jan 1, 2019	June 24, 2022 at 12:13:46 PM PDT	49356

119	Wilson	NC	US	There are no minimum parking requirements for land uses in the R/A, OS, IMX and CCMX Districts. There are no minimum parking requirements for industrial, religious institutions, and some commercial land uses ('amusements [indoor & outdoor]'). Parking maximums are set as twice the minimum requirement. Exemptions to parking maximums can be applied to single/two family dwellings and if the parking areas exceeding the maximum requirements are installed using Low Impact Development (LID) treatment OR the minimum number of trees is 1 tree per 10 spaces.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:27:03 AM PDT	49459
120	Bozeman	MT	US	Bozeman eliminated minimum parking requirements in the Midtown Urban Renewal District.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 3:01:10 PM PDT	49831
121	Twin Falls	ID	US	In the Downtown P1 District, no parking is mandated. In the P2 district, parking mandates are Reduced by 30% for non-residential uses.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 3:05:49 PM PDT	50197
122	Joplin	MO	US	No minimum parking requirements in Central Business District.	Proposed	City Center/Business District	All Uses		May 24, 2022 at 2:55:55 PM PDT	50925
123	Grand Island	NE	US	No car parking is required in the Downtown Business District and the Four Street Business District.	Implemented	City Center/Business District	Commercial		June 28, 2022 at 11:23:22 AM PDT	51267
124	La Crosse	WI	US	On March 10, 2022 LaCross eliminated parking mandates for non-residential uses in Local Business, Commercial, and Community Business zones. Previously LaCross had no parking requirements only in Industrial zones.	Implemented	City Center/Business District	Commercial, Industrial	Mar 10, 2022	June 27, 2022 at 1:38:02 PM PDT	51666
125	Olympia	WA	US	Olympia enacted specific zone district requirements, eliminating residential parking minimums as well as minimums for all existing commercial buildings, and new commercial construction or expansion totaling under 3,000 square feet within the Downtown Exempt Parking Area.	Implemented	City Center/Business District	Residential, Commercial		May 11, 2022 at 2:54:31 PM PDT	52882
126	Mount Prospect	IL	US	Mount Prospect lowered the parking requirement in the B-5 central commercial district and the B-5c central commercial core district.	Implemented	City Center/Business District	All Uses		June 30, 2022 at 11:59:29 AM PDT	54165
127	Colton	CA	US	Colton California has reduced parking minimums for commercial and residential in the downtown and mixed used neighborhoods but has not completely eliminated minimum parking in any area.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:24:13 PM PDT	54824
128	Manhattan	KS	US	There are no minimum parking requirements in the Downtown District (C-4 District), limited requirements for business and apartment uses in the Aggieville District (C-3 District), and reduced parking requirements in the M-FRO District.	Implemented	City Center/Business District, Main Street/Special	All Uses		April 26, 2022 at 2:11:23 PM PDT	55290
129	Tigard	OR	US	No parking minimums in the Tigard Triangle, a 550-acre mixed-use zone slated for light rail service. Reduced or eliminated parking minimums for residential uses in all but the highest-density zone through transit-proximate reductions and on-street parking credits. No parking minimums in the Downtown Plan District Main Street Subarea. No parking minimums for regulated affordable housing in the Downtown Plan District.	Implemented	City Center/Business District	All Uses		May 5, 2022 at 2:08:16 PM PDT	55514
130	Pocatello	ID	US	Parking requirements for all permitted uses are waived in the Central Commercial Zoning District and Warehouse Historic District.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:29:10 PM PDT	55525
131	Corvallis	OR	US	The City of Corvallis, Oregon has recently adopted a Legislative Zone Change that, in combination with an earlier modification to the Land Development Code ("LDC"), eliminates off-street parking mandates throughout downtown and reduces mandates for most of the City's other commercial areas. The City has also eliminated off-street mandates for all mixed-use buildings meeting certain criteria, regardless of zone.	Implemented	City Center/Business District	All Uses		October 28, 2022 at 11:35:46 AM PDT	58028
132	Des Plaines	IL	US	Residential uses within 2,500 ft of an operational or proposed passenger rial station, or an operational bus rapid transit station in the C-3 Mixed-Use PUD zone may reduce parking requirements	Implemented	City Center/Business District, Transit Oriented	Residential		June 30, 2022 at 11:59:49 AM PDT	58316
133	Lancaster	PA	US	Lancaster PA has no minimum requirements for parking in the Central Business District and the surrounding Central Business 1 District, about a 0.25 square miles (~6%) of the historic 4 square miles of the city.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:20:46 PM PDT	59265
134	West Allis	WI	US	West Allis, WI has no minimum requirements and citywide parking maximums.	Implemented	Citywide	All Uses		June 30, 2022 at 2:05:17 PM PDT	59861
135	Petaluma	CA	US	Buildings in a municipal parking assessment district are exempt from parking requirements. City also has SmartCode which recommends elimination of requirements on a case by case basis if the developer waives the right to protest the formation of a parking district.	Implemented	Main Street/Special	All Uses		May 24, 2022 at 2:46:10 PM PDT	60520

136	Council Bluffs	IA	US	No off-street parking is required for any use in the city's C-4 commercial district, except for residential portions of a mixed commercial-residential structure. The C-4 district covers the northern part of the city's central business district/downtown and the One Hundred Block of West Broadway historic district, as well as a small area near the Missouri River.	Implemented	City Center/Business District	Commercial		June 27, 2022 at 1:29:19 PM PDT	62265
137	Chapel Hill	NC	US	Chapel Hill has no parking mandates in the Town Center if the developer pays into the parking fund and/or presents an approved TDM Plan.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:07:45 AM PDT	64051
138	Cheyenne	WY	US	Cheyenne implemented the UDC in 2012 which eliminated parking minimums for all uses in the CBD zone district (downtown). Cheyenne established the Urban Use Overlay (UU) as an overlay zone district which eliminated parking minimums for all uses in that zone district in March 2022. This set up a rezoning action where an entire district was rezoned from mostly LI (Light Industrial) to MUB (Mixed-use Business Emphasis) with UU overlay. The zone change was implemented in June 2022. The area covered is roughly 250 Acres.	Implemented	City Center/Business District	All Uses	Jan 1, 2012	October 28, 2022 at 11:21:59 AM PDT	65051
139	Schenectady	NY	US	Schenectady's zoning code does not have a minimum parking requirement for commercial properties in the downtown area. Parking maximums in this area should not exceed 110%-120% of the minimum requirements outside the downtown area. Shared parking is accepted if an applicant demonstrates that adjacent land uses have different hours of operation.	Implemented	City Center/Business District	Commercial		June 27, 2022 at 12:29:51 PM PDT	65334
140	West Des Moines	IA	US	Valley Junction Historic Business District (VJHB) is exempted from providing off street parking. All uses are exempt from providing off street parking.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:00:47 PM PDT	65606
141	Conway	AR	US	There are no parking mandates in the Central Business District. The City has simplified its parking requirements and has maximums in place for all land uses.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:56:25 AM PDT	66127
142	Gaithersburg	MD	US	Gaithersburg has a moratorium on parking mandates in the Olde Towne District (downtown) until 2025. The moratorium applies to redevelopment of existing buildings or changes in land use.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:28:06 PM PDT	67742
143	Jackson	TN	US	In October 2021 Jackson eliminated all set parking mandates in the city, projects propose on-site parking individually as part of the application process.	Implemented	Citywide	All Uses	Oct 1, 2021	June 24, 2022 at 12:14:30 PM PDT	68205
144	Portland	ME	US	Portland, Maine allows up to 3 homes without parking in low-density residential zones. The city also exempts projects within 1/4 mile of fixed route transit from parking mandates. ADUs are allowed without parking.	Implemented	Transit Oriented	All Uses, Low Density (SF) Residential		June 14, 2022 at 11:00:28 AM PDT	68408
145	Greenville	SC	US	There are no set requirements in the downtown area, but developers must justify less parking, and historic structures are exempt from parking requirements.	Implemented	Main Street/Special	All Uses		May 24, 2022 at 2:44:40 PM PDT	70635
146	Walnut Creek	CA	US	Walnut Creek has reduced minimum parking requirements in two special downtown districts.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 12:59:04 PM PDT	70812
147	Kissimmee	FL	US	Kissimmee, FL has made the Downtown district exempt from off-street parking requirements.	Implemented	City Center/Business District	Commercial, Residential		June 30, 2022 at 11:57:41 AM PDT	72410
148	Bismarck	ND	US	Off-street parking is not required for properties within the Downtown Parking District in Bismark.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:25:48 PM PDT	73529
149	Evanston	IL	US	New buildings located in D1, D2, D3, and D4 districts can reduce parking requirements by 20% for non-residential uses.	Implemented	City Center/Business District	Commercial, Other		June 30, 2022 at 11:59:53 AM PDT	73979
150	Framingham	MA	US	Parking requirements in Framingham were reduced in the Central Business District and ground floor commercial uses in the district are exempt from parking requirements.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:45:12 PM PDT	74416
151	Missoula	MT	US	No off-street is required in the CBD zoning district. Additionally, there is no off-street parking required for retail uses in the B1 Zoning District, Pedestrian-Oriented Overlay District, And Landmarks and Historic Districts. Off-street parking can be reduced by 25% of the maximum for every 8 long-term bicycle parking spaces.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:33:17 PM PDT	74994
152	Pasco	WA	US	The City of Pasco does not require off-street parking in the Central Business District.	Implemented	City Center/Business District	All Uses		April 26, 2022 at 12:04:14 PM PDT	75432
153	Scranton	PA	US	The C-D District (Downtown) of Scranton, PA is exempt from off-street parking requirements.	Implemented	City Center/Business District	All Uses		June 30, 2022 at 11:59:25 AM PDT	76997
154	Alameda	CA	US	Effective 12/16/2021, Alameda has repealed parking requirements for all uses, citywide, and implemented maximums.	Implemented	Citywide	All Uses	Dec 16, 2021	June 24, 2022 at 12:04:07 PM PDT	78280
155	Lynchburg	VA	US	No minimum parking requirements in the B-4 District which includes the entire Central Business District, the historic 5th Street Corridor and select high density nodes	Implemented	City Center/Business District	All Uses		June 28, 2022 at 11:16:35 AM PDT	80569

156	Somerville	MA	US	There are no minimum requirements for residential uses within 0.5 miles of an MBTA T station. Every commercial use within 0.25 miles of an MBTA T station has a parking maximum. The radius and parking maximum ratios change based on the location/land use.	Implemented	Transit Oriented	Residential, Commercial		June 27, 2022 at 12:49:57 PM PDT	80906
157	Mountain View	CA	US	The North Bayshore Precise Plan has eliminated minimum parking requirements for an office park district where Google, LinkedIn, and Intuit have their headquarters. A parking maximum of 2.7 spaces per 1,000 square feet of office/R&D was established. All new development must meet at 45% drive-alone rate cap, and there is an overall trip cap for the entire plan area.	Implemented	Main Street/Special	All Uses		May 17, 2022 at 11:22:22 AM PDT	82739
158	Fayetteville	AR	US	Fayetteville, Arkansas has no minimum requirements for commercial uses. There are residential minimum reductions available if certain criteria are met. They also have several reductions for residential uses as well as parking maximums.	Implemented	Citywide	Commercial		May 17, 2022 at 11:28:42 AM PDT	87590
159	Champaign	IL	US	Champaign eliminated parking requirements for all multi-family dwellings in the "University District". No off-street parking is required for any use within the MFUniv, CB1, CB2, and CB3 Districts. Elderly housing is subject to reduced parking requirements in all zones.	Implemented	Main Street/Special, City Center/Business District	All Uses		May 24, 2022 at 2:33:24 PM PDT	88909
160	Santa Barbara	CA	US	Parking reductions provided for affordable/senior housing and mixed-use development, the CBD, carsharing and bicycle parking. Small Residential Unit Reduction (July 2013): only 1 space is required per unit 600 sq. feet or less, with no required guest parking. https://www.santabarbaraca.gov/services/planning/mpe/aud_program/default.asp.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 3:13:58 PM PDT	91364
161	Redding	CA	US	There are no minimum parking requirements in the Downtown Core District, but if parking is provided it must be provided in accordance with the requirements of Redding Zoning Code. There are also minimum parking reductions in the Mixed Use District, and opportunities to apply for reductions citywide if shared parking is pursued, if the property is in proximity to transit, or if bicycle parking is present.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 12:43:56 PM PDT	91580
162	Bellingham	WA	US	There are no minimum parking requirements for specific land tracts in the downtown area, with the exception of hotels/motels. The planning director may reduce minimum parking required if the development includes programs to reduce single occupancy vehicle trips through senior and affordable housing, implementation of a shared car service (i.e., Zipcar™), enhanced bike storage facilities, purchase of WTA transit passes, installation of covered transit shelters, off-site pedestrian infrastructure improvements, or other similar strategies.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:22:14 AM PDT	92314
163	Asheville	NC	US	There is no parking required for any uses in Asheville's Central Business District, except for hotels.	Implemented	City Center/Business District	All Uses		April 26, 2022 at 1:37:35 PM PDT	92870
164	Yakima	WA	US	Yakima Washington has no parking minimums for all uses in the Downtown Business District.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:28:55 PM PDT	93637
165	Dearborn	MI	US	Dearborn eliminated parking requirements for all uses in the Public Parking Sector of the West Downtown District.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:36:52 PM PDT	94328
166	Chico	CA	US	In downtown Chico, parking is no longer required for non-residential uses. Specifically, there are no minimum parking requirements for non-residential uses within the Downtown In-Lieu Parking Benefit Area, an area that covers the entire downtown.	Implemented	City Center/Business District	Commercial, Industrial	Jun 4, 2013	June 27, 2022 at 1:40:31 PM PDT	94529
167	Flint	MI	US	Parking cannot exceed 20% of the required amount. New parking is not required in the downtown core. For more dense areas of the city, the "Parking Multiplier" can reduce required parking by 50%.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 11:13:58 AM PDT	95999
168	Longmont	CO	US	Commercial land uses have no minimum parking requirements, with a set of maximum requirements. Residential land uses have maintained minimum parking requirements and do not have maximum requirements.	Proposed	Citywide	Commercial		June 21, 2022 at 11:42:29 AM PDT	97261
169	Roanoke	VA	US	There are no minimum parking requirements for the Downtown District (D), the Commercial-Neighborhood District (CN), or the Urban Flex District (UF). There are no parking minimums for single family residential, and there are reductions based on scale, proximity to transit, sharing. There are also parking maximums.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:22:37 PM PDT	99143
170	Bend	OR	US	Parking minimums were eliminated for the middle housing types (duplex, triplex, cottage housing) that replaced single-family housing in Bend's implementation of Oregon HB 2001, which banned single-family zoning. All zones that were previously under single-family zoning are now at least duplex and do not have any parking requirements. Other zones retain their parking requirements.	Implemented	Citywide	Residential, Multi-Family Residential		June 28, 2022 at 11:21:54 AM PDT	100421
171	San Angelo	TX	US	Parking minimums eliminated for Central Business District.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:31:13 PM PDT	101004

172	South Bend	IN	US	There are no off-street parking spaces mandated for any uses in South Bend, IN.	Implemented	Citywide	All Uses	Jan 13, 2021	September 23, 2022 at 2:57:36 PM PDT	102026
173	Davenport	IA	US	Minimum parking requirements are exempt in the C-T Commercial Transitional District, C-1 Neighborhood Commercial District, C-D Downtown District, and C-V Village of East Davenport District.	Implemented	City Center/Business District	All Uses		June 30, 2022 at 12:00:22 PM PDT	102169
174	Las Cruces	NM	US	Adjacent on-street parking can be used for up to 25% of the minimum parking requirement. Two trees planted may replace one parking stall for up to a 10% reduction of the minimum parking requirements. Four bicycle spaces may replace one parking stall for up to a 10% reduction of the minimum parking requirements. A ten percent reduction of the minimum parking requirements is granted if in a parking structure that is two stories or more.	Implemented	Citywide	All Uses		June 21, 2022 at 10:29:43 AM PDT	103432
175	Green Bay	WI	US	Parking is not required for non-residential uses in the downtown zoning district of Green Bay, WI.	Implemented	City Center/Business District	Commercial, Medical, Other, Industrial		April 26, 2022 at 1:37:32 PM PDT	104578
176	Billings	MT	US	There are no minimum parking requirements in the Central Business District or the East Billings Parking Overlay.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 24, 2022 at 1:28:48 PM PDT	109577
177	Peoria	IL	US	The city removed parking minimum requirements for commercial developments in 2015. Zoning lots less than 12,000 square feet in land area in the Warehouse District and 7,500 square feet in the other Form Districts have no minimum parking requirements.	Implemented	Citywide	Commercial		May 17, 2022 at 10:36:54 AM PDT	110417
178	West Palm Beach	FL	US	Reduced Parking minimums with Parking Maximums in CBD and special districts. No parking minimums in Okeechobee Business district with soft and hard parking maximums, if the developer wants to exceed the soft max they have to pay into the transit operations budget. No parking minimum for microunits in CBD.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:53:05 PM PDT	111955
179	Manchester	NH	US	Off-street parking is not required within the AMX, B-1 and CDBG Districts. However, a parking plan is required to be developed for each property and shall be submitted to the Planning Board.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:45:35 AM PDT	112673
180	Temecula	CA	US	Office uses in the Old Town Specific Plan Area are exempt from parking, so long as the building is less than 4 stories. Additionally, adaptive re-use of historic structure do not require parking.	Implemented	City Center/Business District	Commercial		May 24, 2022 at 2:49:42 PM PDT	114761
181	Provo	UT	US	The City provides parking reductions for providing transit passes, robust bike parking, shuttles, shared cars, building near fixed transit stop, and other support for transportation alternatives.	Implemented	Citywide	All Uses		May 11, 2022 at 2:23:40 PM PDT	116618
182	Clearwater	FL	US	Clearwater eliminated parking minimums for the vast majority of its non-residential uses. Residential requirements were reduced for attached dwellings.	Implemented	City Center/Business District	Commercial, Industrial, Medical, Other		May 17, 2022 at 10:22:30 AM PDT	116946
183	Cambridge	MA	US	Cambridge City Council voted 8-1 in favor of eliminating all minimum parking requirements for residential and commercial developments citywide. It is the first city in MA to do so. The Policy Order does require developers of buildings with 4+ housing units and buildings requiring special permits to submit a written rationale to the City explaining why they chose to include a certain number of parking spaces. It also requires the Community Development Department submit a report by 2025 detailing how many housing units and parking spaces have been added since this policy's passage, and any impacts on street parking availability.	Implemented	Citywide	All Uses	Oct 24, 2022	October 28, 2022 at 10:55:22 AM PDT	117090
184	Lansing	MI	US	The City of Lansing has a new zoning code passed and implemented that removes parking minimums from the downtown core and reduces the minimums in the downtown edge and commercial/transit corridors. There is also a city-wide provision that can be envoked to reduce the minimum of any development by up to 20%. The parking reductions follow the zoning districts rather than the land use.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:19:44 PM PDT	117159
185	College Station	TX	US	In August 2017 the city authorized the creation of "Alternative Parking Plans" but they are all by discretion of the city planner.	Unverified	Citywide	All Uses		May 17, 2022 at 12:27:42 PM PDT	117911
186	Ann Arbor	MI	US	Ann Arbor has no car parking mandates for any land uses citywide.	Implemented	Citywide	All Uses	Aug 15, 2022	August 17, 2022 at 12:11:29 PM PDT	120735
187	Berkeley	CA	US	Berkeley has no parking requirements for new residential developments of any size, except for new developments on certain narrow streets in the hills. The city has parking maximums for new residential uses.	Implemented	Citywide	Residential		May 24, 2022 at 1:39:29 PM PDT	121363

188	Hartford	CT	US	New form based zoning code with parking maximums city wide.	Implemented	Citywide	All Uses	Dec 1, 2017	May 24, 2022 at 3:01:45 PM PDT	122105
189	Norman	OK	US	In early November 2021, Norman replaced "Spaces Required" with "Spaces Recommended" in zoning code for all land uses except for single family homes, duplexes, fraternity houses, and mobile home parks.	Implemented	Citywide	Commercial, Residential, Other		June 24, 2022 at 12:30:08 PM PDT	122837
190	Wilmington	NC	US	Wilmington, North Carolina eliminated parking requirements for central business districts and historic districts.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 17, 2022 at 11:45:20 AM PDT	123744
191	Fargo	ND	US	Fargo eliminated parking minimums in their DMU (downtown district) for all residential and nonresidential land uses.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:29:53 AM PDT	124662
192	New Haven	CT	US	New Haven Parking Authority has signed on to support DesegregateCT's platform, which includes eliminating parking requirements.	Proposed	Citywide	All Uses		May 17, 2022 at 11:50:50 AM PDT	130250
193	Cedar Rapids	IA	US	Cedar Rapids has no parking required in the downtown district. There are many reductions available for parking requirements elsewhere.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 2:32:06 PM PDT	133562
194	Kingston	ON	CA	Citywide removal of minimums for all non-residential uses, citywide removal of minimums for affordable residential units, citywide removal of minimums for designated heritage properties. Citywide reduction in minimums for residential, with cash-in-lieu option to bring down to zero (funds used to support car-share). Citywide maximums for multi-unit residential. The status is passed (as of April 26th) but not yet into effect due to appeal period.	Passed	Citywide	Commercial, Other, Residential	Apr 7, 2022	June 27, 2022 at 1:44:28 PM PDT	136685
195	St. Catharines	ON	CA	The Downtown Parking Exemption (2013) exempts downtown developments from car parking mandates.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 10:51:00 AM PDT	140370
196	Dayton	OH	US	There are no minimum parking requirements for non-residential uses located in the central business (CBD) and urban business (UBD) zoning districts. Commercial land uses in certain districts (MGC, MNC, EGC, ENC, SGC, SNC, MX, and T) must meet minimum and maximum requirements.	Implemented	City Center/Business District	Commercial		June 21, 2022 at 10:56:15 AM PDT	140407
197	Rockford	IL	US	No parking is required in the C-4, Urban Mixed-Use District except for Sexually-Oriented Businesses.	Implemented	City Center/Business District	Commercial, Residential		August 17, 2022 at 12:12:08 PM PDT	147441
198	Bridgeport	CT	US	Bridgeport has no established car parking mandates except for when accessible parking is required by state law. There are maximums for retail and office uses. These reforms were adopted November 29, 2021 as part of a comprehensive zoning reform.	Implemented	Citywide	All Uses	Nov 29, 2021	June 27, 2022 at 12:55:02 PM PDT	148654
199	Pomona	CA	US	The Downtown Pomona Specific Plan, adopted August 5, 2019, removes minimum parking requirements for most existing buildings and many new ones. Specifically, the code states that "Parking requirements do not apply to the first two floors of any proposed development within the MU-CBD or MU-I districts. Moreover, the first two floors of any existing development within said boundaries are also not subject to parking requirements." Since most of downtown Pomona's existing buildings are only one or two stories high, this provision removes minimum parking requirements for them. New one and two-story buildings are also exempt from parking minimums. Taller new buildings still have minimum parking requirements applied to the upper floors. The plan also establishes maximum parking requirements, although this limit does not apply to parking spaces that are provided in parking structures.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:30:21 PM PDT	151691
200	Alexandria	VA	US	Alexandria has established maximum parking requirements In some commercial land uses and reduced minimum requirements in 'enhanced transit areas'. Additional reductions may be applied to multi-family/affordable housing land uses if in proximity to transit.	Implemented	Transit Oriented, Citywide	Commercial		June 21, 2022 at 11:33:37 AM PDT	159428
201	Hayward	CA	US	The Mission Boulevard Form-based Code, adopted in 2020, removes all minimum parking requirements within the code area. The code applies to approximately 480 acres along Mission Boulevard, a major commercial corridor that traverses the length of the city. The code also establishes maximum parking requirements for residential land uses, but not non-residential uses.	Implemented	Transit Oriented	All Uses		June 27, 2022 at 1:02:57 PM PDT	162954
202	Oshawa	ON	CA	Oshawa exempts non-residential uses from parking mandates in the city center. Also in this district, residential developments with fewer than 10 homes have no parking requirements.	Implemented	City Center/Business District	Commercial		June 27, 2022 at 12:58:31 PM PDT	166000
203	Eugene	OR	US	Eugene has eliminated parking minimums in the downtown and university districts. Parking requirements are reduced in various overlay districts.The maximum number of parking spaces for non-residential uses may not exceed 125 percent of the minimum spaces.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:16:37 PM PDT	172622

204	Salem	OR	US	January 2022: City of Salem officially passed its updated parking mandates as part of its Unified Development Code update. It waives parking mandates for all traditional missing middle housing types - duplexes, triplexes, quads, cottage clusters, and townhomes, as well as capping multifamily parking mandates at 1 per unit and reducing parking for shelters. This builds on waiving mandates downtown and within 1/4 mile of the core transit network	Implemented	Transit Oriented, City Center/ Business District	Residential, Multi-Family Residential	Jan 21, 2022	June 21, 2022 at 11:36:41 AM PDT	174365
205	Santa Rosa	CA	US	In Fall 2020, the Santa Rosa City Council adopted a new Downtown Station Area Specific Plan that revised Downtown parking policy to eliminate minimum parking requirements within the Downtown Station Area boundary. This policy was codified and went into effect on January 1, 2021.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 3:01:00 PM PDT	176753
206	Providence	RI	US	There are no minimum parking requirements for the D-1 District land use and the “neighborhood commercial establishment” use. TOD overlay districts have no minimum parking requirements, with maximums for residential land uses. For non-residential land uses, the first 5,000 GFA is exempt from minimum parking requirements, with maximums. Commercial and office projects exceeding 20,000 GFA must comply with a parking maximum (may not exceed 135% of the minimum parking requirements). Parking requirements may be reduced by 50% in the M-MU-90 Sub-District. Non-residential land uses that provide cyclists shower and locker facilities may reduce parking by four spaces. Non-residential use provides 120% or more additional bicycle parking spaces may reduce parking by up to 10%. When 10 or more bicycles are provided for a bike-share facility, there may be a 5% reduction of required parking spaces.	Implemented	City Center/Business District, Transit Oriented	Commercial, Residential		June 21, 2022 at 11:10:43 AM PDT	179883
207	Fort Lauderdale	FL	US	There are no parking minimums for the City Center and Arts and Sciences Districts.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:47:30 AM PDT	182437
208	Chattanooga	TN	US	Chattanooga, TN has no parking requirements in the Downtown Core.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 11:58:47 AM PDT	182799
209	Akron	OH	US	Akron Ohio has no minimum requirements for parking for residential or commercial parking downtown. Maximum allowed is one space per residence.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:08:06 PM PDT	197597
210	Grand Rapids	MI	US	Grand Rapids, MI eliminated minimum parking requirements in the TN-CC zoning district. Citywide, reductions in minimum requirements are available subject to Planning Commission approval based on special requirements.	Implemented	City Center/Business District	All Uses		May 4, 2022 at 5:38:54 PM PDT	201013
211	Rochester	NY	US	There are no parking requirements in the Center City District (CCD). All applicants proposing to construct surface parking submit a parking demand analysis defining the number of spaces, why the off-street parking is required, and methods to accommodate potential deficiencies.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:50:25 AM PDT	205695
212	Birmingham	AL	US	Off-street parking is not required in the B-4 Central Business District. Parking requirements were reduced in the B-3 Community Business District. Required spaces are reduced by 10% when within 1000 ft of transit	Implemented	City Center/Business District	All Uses		September 23, 2022 at 11:03:40 AM PDT	210928
213	Oakville	ON	CA	Oakville, Ontario has no minimum parkings in the downtown and reduced minimums in some reduction in parking in mixed-used zones.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:43:58 PM PDT	211382
214	San Bernardino	CA	US	Parking minimum requirements were reduced for the Transit-Oriented Development Overlay District, and bicycle parking minimums were introduced. The development code noted that as the transit system matures, they are looking to reduce or eliminate parking minimums. A 2017 Accessory Dwelling Unit Ammendment reduced minimum parking requirements for ADUs, and prohibits minimums in certain qualified locations.	Implemented	Transit Oriented	Other, Low Density (SF) Residential, Multi-Family Residential		May 17, 2022 at 10:38:46 AM PDT	215784
215	Tacoma	WA	US	The City of Tacoma has a "Reduced Parking area" that encompasses most of the downtown core area, and effectively requires zero parking. Also all of the mixed use centers (which makes up the majority of all the new development in town) has low/no required parking. There are still parking requirements, but they have been greatly reduced and there is support at the policy level to expand the reduced parking area.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 3:12:25 PM PDT	217827

216	Richmond	VA	US	In 2021, the City Council of Richmond, Virginia, voted 8-to-1 to eliminate minimum parking requirements. The resolution adopted by the Council declares that "the Council of the City of Richmond believes that the City's zoning ordinance, codified as Chapter 30 of the Code of the City of Richmond (2020), as amended, should be amended by eliminating parking space minimums". It also initiates "an amendment to the City's zoning ordinance to eliminate parking space minimums". Currently, in CM, DCC, B-4, B-5, and TOD-1 zoning districts, off-street parking spaces shall not be required for uses other than dwelling uses, hotels and motels.	Proposed	Citywide	All Uses		May 17, 2022 at 10:09:51 AM PDT	230436
217	Fremont	CA	US	The Warm Springs/South Fremont Community Plan, adopted in July 2015, eliminates minimum parking requirements within the community plan area. The plan area is centered on the new Warm Springs/South Fremont BART Station.	Implemented	Transit Oriented	All Uses		May 17, 2022 at 11:07:55 AM PDT	241110
218	Kitchener	ON	CA	There are no mandates for most uses in the Urban Growth Center zones (large offices being one exemption).	Implemented	City Center/Business District	Residential, Commercial		June 14, 2022 at 10:46:52 AM PDT	242368
219	Norfolk	VA	US	Norfolk eliminated minimum off-street parking requirements for all non-residential uses and residential development of 24 multi-family dwelling units or less for properties within the Norfolk and Western Historic Overlay district.	Implemented	Main Street/Special	Commercial, Residential	Apr 26, 2022	June 24, 2022 at 12:25:48 PM PDT	244601
220	Winston-Salem	NC	US	In the Central Business district, Winston-Salem has no minimum parking requirements for high-density residential and office that is above first-floor retail. In all other areas, there are requirements. In the MU-S District, an automotive thirty percent (30%) reduction of existing minimum parking requirements may be applied. There are no parking maximums for this land use.	Implemented	City Center/Business District	Commercial, Multi-Family Residential, High Density Residential		June 14, 2022 at 11:28:43 AM PDT	247945
221	Buffalo	NY	US	There are no provisions that require a minimum number of off-street parking spaces for all land uses. A TDM plan is required for new construction (5,000 square feet or more) that determines the number of on-street, off-street, and shared vehicle parking spaces.	Implemented	Citywide	All Uses	Jan 3, 2017	June 21, 2022 at 10:32:48 AM PDT	255284
222	Madison	WI	US	There is no parking required in the Central District of Madison and in several other mixed-use districts. Some other districts waive parking requirements for new developments smaller than 10,000 square feet.	Implemented	City Center/Business District, Main Street/Special	Commercial, Residential		May 24, 2022 at 1:42:22 PM PDT	259680
223	Jersey City	NJ	US	Jersey City has about a dozen planning districts (known as Redevelopment Plans) with no parking minimums, largely concentrated near PATH rapid transit and HBLR light rail stations. In fact, several of these districts have parking maximums. Examples include the Journal Square 2060, Colgate, Harsimus Cove Station, Grand Jersey, and Newark Ave Downtown plans.	Implemented	Transit Oriented, City Center/ Business District, Main Street/Special	All Uses		May 24, 2022 at 2:26:53 PM PDT	262075
224	Durham	NC	US	Durham has a set of parking ratios, but certain districts are exempted or only must build a percentage of the ratio. There are maximums for all uses and in all districts based on a percentage of the ratio, as well.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:12:23 AM PDT	278993
225	Newark	NJ	US	No parking is required for residential and non-residential land uses within a 1,200-foot radius of a light rail, PATH train or NJ Transit train station.	Implemented	Transit Oriented	All Uses		June 21, 2022 at 10:24:18 AM PDT	282011
226	Anchorage	AK	US	No parking is required in the Downtown Business Districts.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:29:16 PM PDT	288000
227	Pittsburgh	PA	US	In designated "Parking Exempt Areas", minimum parking requirements have been reduced by percentages ranging from 50% - 100% specified in the Pittsburgh zoning code. Land uses within these boundaries may not exceed the minimum parking requirements otherwise stated in the zoning code.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 12:01:07 PM PDT	300286
228	Cincinnati	OH	US	Cincinnati uses a tool known as an Urban Parking Overlay, which is a zoning overlay that removes parking minimums completely within its boundary. Cincinnati implemented and Urban Parking Overlay-- completely removing parking requirements-- in four neighborhoods: Central Business District, Over the Rhine, Pendleton (all of which are considered the "urban core") as well we parts of the Camp Washington neighborhood.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:52:13 AM PDT	303940
229	St. Paul	MN	US	There are no requirements for a minimum number of parking spaces. Parking maximums apply to surface lots exceeding 15 spaces. Facilities that exceed 15 spaces shall not be created unless a demonstration of need. Projects exceeding 40,000 square feet are required to submit a TDM Plan (TDMP) for City Review. There are minimum bike parking requirements for all land uses.	Implemented	Citywide	All Uses	Aug 18, 2021	June 28, 2022 at 11:21:21 AM PDT	304547

230	St. Louis	MO	US	Implemented in Downtown District: No Minimum Parking Requirement in Downtown St. Louis: In roughly 4 square miles in and around downtown St. Louis, St. Louis has never had a minimum parking requirement. This was most recently codified by the 1947 zoning code. The "I" Central Business District, "No parking regulations shall be required for this district". All land uses.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:16:53 PM PDT	308174
231	Lexington	KY	US	On August 25th, 2022 The Planning Commission for Lexington-Fayette County (merged Urban-County Government unanimously approved 8-0 a Zoning Ordinance Text Amendment to eliminate minimum parking requirements, establish bicycle parking standards, mitigate environmental impacts of parking lots with an increase in required tree canopy, lighting restrictions, and increased buffering/screening meant to discourage the over provision of parking without instituting parking maximums. Final action by the Urban-County Council was taken on October 27th, 2020. The regulations were adopted by a 14-0 vote.	Implemented	Citywide	All Uses	Oct 27, 2022	October 28, 2022 at 11:08:36 AM PDT	341000
232	Honolulu	HI	US	Honolulu County removed parking minimums for all uses in two of the most urbanized planning regions on Oahu, including Honolulu, and also removed parking minimums for all uses in TOD zones.	Implemented	City Center/Business District, Transit Oriented	Commercial		May 30, 2022 at 12:36:08 PM PDT	345064
233	Cleveland	OH	US	Off-street parking requirements are not required in the Central Business District for all land uses. A planned development group, or group of adjacent buildings may also propose to lower, share, or eliminate parking by presenting a detailed proposal to the City's Off Street Parking Committee.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 2:58:34 PM PDT	381009
234	Wichita	KS	US	There are no parking minimums for the Central Business District (downtown and some nearby neighborhoods). This is implemented in the City Center, and applies to all land uses.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:36:57 PM PDT	389877
235	New Orleans	LA	US	No parking minimum requirements in the Historic Core, part of the Historic Urban Neighborhood (HU-B1A) and Central Business District. Also exempt, in Historic Urban Neighborhood Districts: 1) all single-family and two-family dwellings on lots 30 feet or less. 2) a single-family or two-family dwelling on a blockface where 40% of those existing dwellings have no off-street parking. Also exempt: the first 3,000 square feet in gross floor area for commercial uses i the HMC-2 district, and the first 5,000 square feet in gross floor area for commercial uses in HU-B1, HU-MU and MU-1 Districts, except for shopping center configurations. Parking maximums are 150% of the minimums.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 24, 2022 at 2:52:32 PM PDT	390144
236	Tulsa	OK	US	Tulsa Oklahoma has no parking minimums downtown for all uses. In the CH District and MX District and surrounding areas downtown, parking minimums are reduced 50% compared to other districts. Retail uses requiring more than two hundred twenty-five (225) parking spaces may not provide more than four (4) outdoor parking spaces per one thousand (1,000) square feet of floor area.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:18:51 PM PDT	401190
237	Minneapolis	MN	US	Minneapolis has no minimum parking requirements.	Implemented	Citywide	All Uses	May 14, 2021	May 17, 2022 at 10:35:45 AM PDT	429606
238	Halifax	NS	CA	Halifax removed all parking minimums in the Downtown Plan Area in 2009.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 11:05:46 AM PDT	431479
239	Oakland	CA	US	Oakland has no required parking in CBD, S-2, and D-LM zones. There are parking maximums in those zones.	Implemented	City Center/Business District, Transit Oriented	All Uses		May 17, 2022 at 11:46:09 AM PDT	433031
240	Long Beach	CA	US	Long Beach, California has reduced parking minimums for transit-oriented off street parking for residential and hospital use reducing parking from 25% to 50%.	Implemented		Residential, Medical		May 17, 2022 at 11:48:40 AM PDT	462628
241	Raleigh	NC	US	On 3/15/2022 Raleigh City Council voted 7-1 to eliminate parking mandates citywide and impose parking maximums on many uses. In June 2021, Raleigh City Council directed staff to develop an ordinance to eliminate parking mandates and implement parking maximums. On February 8th, 2022 the Planning Commission unanimously approved the zoning change and it will now go on to city Council. Raleigh currently has no parking minimum requirements in the Downtown District and in the Transportation Overlay District.	Implemented	Citywide	All Uses	Mar 15, 2022	June 27, 2022 at 12:54:20 PM PDT	467665
242	Miami	FL	US	Miami repealed a significant portion of its parking reforms on April 28, 2022. Will take some time to determine the ongoing status.	Repealed	City Center/Business District, Transit Oriented	Commercial		May 17, 2022 at 10:48:22 AM PDT	467963

243	Omaha	NE	US	Minimum parking requirements have been eliminated for all land uses in the central business district (CBD) and neighborhood business districts (NBD). For TOD-1, there are no minimum parking requirements. For TOD-2, TOD-3, TOD-4 the minimum number of required parking spaces is 50 percent of the specified minimum requirements.	Implemented	City Center/Business District, Transit Oriented	All Uses		June 14, 2022 at 11:32:15 AM PDT	478192
244	Colorado Springs	CO	US	There are two established parking exempt districts in which there is no additional off-street parking required; Downtown/Central business district and Old Colorado City. There is a provisional district with reduced parking requirements that partially connects these two districts.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 17, 2022 at 10:31:36 AM PDT	478221
245	Kansas City	MO	US	There are no parking mandates in the downtown core and various levels of exemption for commercial and residential uses in several adjacent districts.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:09:59 AM PDT	495327
246	Atlanta	GA	US	No parking is required within 1/2 mile of MARTA Stations and near more than a dozen activity centers (Special Public Interest Districts) for any uses except establishments that serve alcohol. No parking is required for any buildings built before 1965, citywide. Many districts exempt affordable housing from parking mandates.	Implemented	Transit Oriented, City Center/ Business District	All Uses		May 17, 2022 at 11:56:21 AM PDT	506811
247	Sacramento	CA	US	The City has adopted Program H8. Revisions to Parking Requirements. The City shall consider further eliminating City-mandated parking minimums and explore instituting parking maximums along established transit corridors. Analysis, community outreach, and coordination with the City's Parking Services Division will be initiated in 2021. Recommended revisions to the Planning and Development Code's parking regulations to be presented to City Council for consideration in 2022. There are currently no minimum parking requirements in the Central Business & Arts/ Entertainment District for all land uses. In this district, commercial land uses have parking maximums.	Implemented	Transit Oriented	All Uses		August 17, 2022 at 12:41:23 PM PDT	513624
248	Fresno	CA	US	Downtown Districts: No parking minimums for non-residential uses. Parking minimums reduced to .5 spaces per unit. Mixed-Use District/Commercial Main Street: Require .75 spaces for every studio/one-bedroom apartment, 1 space per two-bedroom, and 1.5 per three-bedroom, plus one per guest per four dwelling units. Commercial uses require one space per 600 square feet.	Implemented	City Center/Business District	Commercial, Other		May 11, 2022 at 3:09:42 PM PDT	531576
249	Albuquerque	NM	US	Albuquerque New Mexico has eliminated off street parking requirements in the downtown and SU-1 Transit Oriented Development. They have also reduced parking minimums in many other areas and had on street parking account for off street parking by different reduction rates in areas like transit oriented developments.	Implemented	City Center/Business District, Transit Oriented	All Uses		June 28, 2022 at 11:22:35 AM PDT	560513
250	Surrey	BC	CA	Parking Minimums were reduced by 20% for all land uses in the City Centre, other than office and multi-family residential with underground parking, which received their own rates. Offices were reduced by 44% of the city-wide standard. Multi-family residential with underground parking was reduced to by 38% of the city-wide standard. Former parking minimums are now parking maximums in the City Centre.	Implemented	City Center/Business District	All Uses		June 28, 2022 at 11:15:37 AM PDT	568322
251	Milwaukee	WI	US	There are no off-street parking requirements for uses located in downtown zoning districts (C9A) and uses located in a red redevelopment district. Land uses within 1,000 feet of a bus stop or within downtown boundaries are eligible for a 25% reduction in the number of parking spaces required. Required spaces may be satisfied by assets in a public lot or structure on a one-to-one basis, and must be located within 700 feet of the use.	Implemented	City Center/Business District	All Uses		June 28, 2022 at 11:22:08 AM PDT	590157
252	Baltimore	MD	US	Developments in the C-1, C-1-E, C-1-VC, and C-5 districts are exempt from parking mandates. Parking maximums are generally 2X the minimum, citywide.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 3:14:13 PM PDT	593490
253	Louisville	KY	US	There are no minimum or maximum parking requirements for all uses in the Central Business District. There are maximum parking requirements for certain uses. There are opportunities to reduce the minimum parking required outside of the CBD if specific criteria are met.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 12:42:42 PM PDT	617790
254	Portland	OR	US	Portland legalized up to six-units with no mandatory parking on most formerly single family lots citywide. There are no parking requirements in the central city for any use. Multi-family residential, citywide, is effectively exempt from parking mandates (if the project participates in a mandatory inclusionary affordable housing program or is 30 or fewer units near transit). All non-residential uses are exempt within 500 feet of frequent transit or 1000 1/4 mile of a transit station (this covers nearly all commercial zones in the city). Most uses have parking maximums and the maximums in the Downtown are fairly restrictive.	Implemented	Citywide	All Uses	Aug 1, 2021	June 14, 2022 at 10:58:42 AM PDT	654741
255	Detroit	MI	US	Uses in the B5 and PC Districts and in any other district in the Central Business District area shall be exempt from off-street parking requirements.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 10:19:13 AM PDT	670031

256	Nashville	TN	US	There are no parking requirements within Nashville's downtown area (DTC). There are also no parking requirements within the Urban Zoning Overlay, which are along multimodal corridors.	Implemented	City Center/Business District, Main Street/Special	All Uses		July 11, 2022 at 12:42:10 PM PDT	692587
257	Boston	MA	US	Boston City Council passed a resolution in October 2021 to eliminate parking mandates for developments with more than 60% affordable housing. Boston also has citywide parking maximums	Passed	Citywide	Residential		June 24, 2022 at 12:02:21 PM PDT	692600
258	Washington DC	DC	US	Parking requirements are eliminated in various zone overlays (D, SEFC, USN, CG, and MU-11 Zones). Washington, DC has reduced parking requirements near transit.	Implemented	City Center/Business District, Main Street/Special	All Uses		June 28, 2022 at 11:22:27 AM PDT	705749
259	Winnipeg	MB	CA	Since 2008, 20% reduction allowed (anywhere in city) if building is mixed-use and we allow developers to double it with infill reduction, totaling 40%. Parking is not required in the Downtown zoning district.	Implemented	Citywide	All Uses		May 24, 2022 at 2:37:07 PM PDT	749534
260	Seattle	WA	US	Parking is currently not required for any non-hospital uses in designated Urban Centers and Station Overlay Areas, plus any properties within 1/4 mile of a frequent transit stop that lie inside Urban Village boundaries. For commercial and multifamily residential zones outside of Urban Villages, parking requirements are reduced by 50% within 1/4 mile of frequent transit stops. Map: https://www.seattle.gov/Documents/Departments/OPCD/Vault/RegulatoryReform/ParkingFlexibilityAreasMap.pdf. Dark and light grey areas have no parking requirements (except for hospitals), and yellow areas have 50% parking reductions.	Implemented	City Center/Business District, Transit Oriented, Main Street/ Special	High Density Residential, Commercial		June 27, 2022 at 12:36:04 PM PDT	753675
261	Indianapolis	IN	US	No Off-Street Parking is required in the Mile Square Area or MU-4 District.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 2:45:19 PM PDT	876384
262	San Francisco	CA	US	There are no parking mandates in the city of San Francisco for any use except Mortuary (8 spaces mandated). There are parking maximums for most uses.	Implemented	Citywide	All Uses	Dec 11, 2018	May 17, 2022 at 9:34:52 AM PDT	881549
263	Charlotte	NC	US	No vehicle parking is required for any use in any TOD District, except for bars, restaurants, micro-breweries, microdistilleries, micro-wineries, and live performance venues within 200 feet of a single-family residential zoning district.	Implemented	Transit Oriented	All Uses		May 17, 2022 at 10:15:59 AM PDT	885708
264	Columbus	OH	US	Columbus has eliminated all parking minimums and requirements in the Downtown planning area. In much of the downtown new accessory surface lots are prohibited.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:10:07 PM PDT	898553
265	Fort Worth	TX	US	For non-residential uses, there are no minimum parking requirements. Additionally, properties designated as historic and cultural landmarks are not subject to minimum off-street requirements and there are no minimum off-street requirements in the Central Business District ("H"). The maximum number of parking spaces shall not exceed 125% of the minimum parking requirement for all uses listed.	Implemented	City Center/Business District	Commercial		June 21, 2022 at 11:59:02 AM PDT	909585
266	Jacksonville	FL	US	There are no parking minimums anywhere in the Downtown overlay district.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 11:19:57 AM PDT	911507
267	Ottawa	ON	CA	Ottawa has zero parking requirements in the city center and no residential parking requirements for buildings less than 4 stories. Remaining parking requirements are relatively low.	Implemented	Citywide, City Center/ Business District	All Uses		June 28, 2022 at 11:23:28 AM PDT	934243
268	Austin	TX	US	In most parts of downtown Austin and West Campus (an area just north of downtown and west of the University of Texas), there are no minimum parking requirements except that buildings must provide the same number of ADA-accessible parking that they would be required to in other city districts. Essentially, the parking minimums have been split into ACCESSIBLE minimums and other minimums and only the ACCESSIBLE minimums were retained.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:11:47 PM PDT	978908
269	Edmonton	AB	CA	Minimum on-site parking requirements have been removed from Edmonton's Zoning Bylaw, allowing developers, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle.	Implemented	Citywide	All Uses	Jul 2, 2020	May 11, 2022 at 2:58:30 PM PDT	981280
270	San Jose	CA	US	In July 2022 San Jose city council unanimously directed staff to bring an ordinance back to council, by the end of 2022, to eliminate minimum parking requirements citywide.	Proposed	Citywide	All Uses		June 30, 2022 at 12:18:32 PM PDT	1021795
271	Montgomery County	MD	US	Montgomery County has several parking districts in which parking mandates are waived if a tax to support district parking is paid. In recent years, the tax has been reduced to zero, thereby making parking minimums effectively zero in several downtown business districts in the county.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:41:53 PM PDT	1062061
272	Calgary	AB	CA	The City of Calgary has removed minimum parking requirements for non-residential uses from the Land Use Bylaw.	Implemented	Citywide	Commercial, Industrial		May 17, 2022 at 10:29:40 AM PDT	1335145

273	Calgary	AB	CA	Parking minimums are no longer required in the Downtown Core Zoning District. There is a parking maximum of no more than 20% of the minimum.	Implemented	City Center/Business District	All Uses		October 1, 2022 at 6:54:18 PM PDT	1335145
274	Dallas	TX	US	No parking requirements for areas outside single-family residential districts buffer area. No parking requirements (regardless of area located) for 1) buildings built prior to March 17, 1965 and 2) the first 5,000 square feet of floor area of a use	Proposed	Main Street/Special	All Uses		June 24, 2022 at 11:59:08 AM PDT	1343573
275	San Diego	CA	US	Residential developments within 1/2 mile of a current or planned major transit stop are exempt from minimum parking requirements. Any provided parking in market-rate developments with more than 4 units must be rented or leased separately (unbundled) from the dwelling unit. Commercial uses are exempt from requirements in transit priority areas and commercial neighborhoods citywide.	Implemented	Transit Oriented	All Uses		May 24, 2022 at 1:55:48 PM PDT	1423851
276	San Antonio	TX	US	The Downtown "D" District is exempt from minimum parking requirements.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:03:08 AM PDT	1547253
277	Philadelphia	PA	US	There are no minimum parking requirements for residential land uses in certain residential districts (RSA-4/5/6 and RM-1). There are no minimum parking requirements for residential, office, and retail land uses in certain commercial zoning districts (CMX-2/2.5, CMX-3, CMX-4/5).	Implemented	City Center/Business District	Commercial, Residential		June 21, 2022 at 11:02:44 AM PDT	1584064
278	Phoenix	AZ	US	No car parking is required for non-residential uses in the Downtown and Warehouse districts. Reductions for residential and commercial parking requirements are automatic near light rail stations. Parking maximums are in place for most uses, but there are ample opportunities to increase them.	Implemented	City Center/Business District	Commercial, Residential		May 17, 2022 at 11:02:08 AM PDT	1680992
279	Alameda County	CA	US	The Ashland and Cherryland Business District Specific Plan regulates a 246-acre area along two major streets in unincorporated Alameda County. Within the plan area, there are no minimum parking requirements for restaurants and small retail establishments. In most zones within the plan area, there are also no minimum requirements for offices, “general commercial”, gas stations, car washes, and automobile sales, rental, and repair establishments. For land uses where minimum parking requirements still apply, the requirements are generally lower than the County’s standard requirements. The plan sets maximum parking requirements for most land uses. At many residential developments, the plan also requires the unbundling of parking costs and the provision of designated spaces for carshare cars.	Implemented	City Center/Business District	Commercial		June 27, 2022 at 1:15:52 PM PDT	1682353
280	Montreal	QC	CA	Parking Minimums abolished in the borough of the Sud-Ouest for 99.9% of the territory (everywhere except in zone 415, in Griffintown, where citizens won a referendum to prevent minimums from being abolished on their block. Eliminations were also made in Ville-Marie borough and Plateau-Mont-Royal borough.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 11:07:48 AM PDT	1762949
281	Houston	TX	US	There are no minimum parking requirements within the Central Business District (CBD); There are no parking requirements within primary Transit Oriented Development (TOD) streets and a 50% reduction along secondary TOD streets. In 2019, minimum parking requirements were also removed in parts of the Midtown and Downtown East neighborhoods.	Implemented	City Center/Business District, Transit Oriented	All Uses		June 21, 2022 at 11:59:44 AM PDT	2320268
282	Chicago	IL	US	There are no minimum parking requirements for certain nonresidential uses within the Downtown Zoning District, which are also subject to specific maximum requirements. In certain districts (B,C, or D), the minimum parking requirement for residential uses may be reduced by 50% if the property is within 1,320 feet of a CTA rail station, a Metra rail station, OR along a high frequency bus line corridor, or 2,640 feet of other specified bus line corridors that is also along a designated 'pedestrian street or a 'pedestrian retail street'. In other districts (B,C, D or M), the minimum parking requirement for non-residential uses may be reduced by 50% if the property is within 1,320 feet of a CTA rail station, a Metra rail station, OR along a high frequency bus line corridor, or 2,640 feet of other specified bus line corridors that is also along a designated 'pedestrian street or a 'pedestrian retail street'. The parking may be reduced by 100% if it is approved as a special use.	Implemented	Transit Oriented, City Center/ Business District	Commercial, Residential		June 24, 2022 at 12:01:15 PM PDT	2693976
283	Toronto	ON	CA	On December 15, 2021 Toronto repealed car parking mandates citywide for all uses.	Implemented	Citywide	All Uses	Dec 15, 2021	June 27, 2022 at 12:53:42 PM PDT	2731571
284	Connecticut	CT	US	Connecticut adopted Public Act 21-29, a statewide zoning reform law that reduces minimum parking mandates, among numerous other reforms. In May 2020, Governor Ned Lamont, as part of a pandemic response executive order, temporarily suspended statewide parking requirements for existing restaurants, allowing them to utilize their parking lots for outdoor dining.	Implemented	Regional	Residential		June 27, 2022 at 1:33:32 PM PDT	3552821

285	Los Angeles	CA	US	The Cornfield Arroyo Specific Plan, passed in 2012, has no minimum parking requirements for projects in the area.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 11:29:55 AM PDT	3979576
286	Oregon	OR	US	In July 2022, Oregon's Land Conservation and Development Committee adopted permanent rules which will require 61 cities in the state's 8 metro regions to eliminate parking mandates near high frequency transit service by 1/1/2023. Additional rules will require more comprehensive reforms in following years. HB2001, passed in 2019, legalized “missing middle” housing types – such as duplexes, fourplexes, and townhomes – in medium and large cities statewide. The new rules implementing the law “hold mandatory parking ratios at or below one parking space per home.” HB2001 rules apply to any city with a population greater than 10,000 people and to any city in a metro area with more than 1,000 people. Approximately 58 Oregon cities fall under this definition. Medium cities had to comply by 6/30/2021 and Large cities must comply by 6/30/2022. Additionally, ADUs are legal, statewide, and cities may not require parking for ADUs.	Passed	Regional, Transit Oriented	All Uses	May 19, 2022	July 25, 2022 at 10:05:40 AM PDT	4028977
287	New Zealand	NZ	NZ	The National Policy Statement - Urban Development (NPS UD) required councils to remove provisions for a minimum number of on-site car parks from district plans through a non-notified process, to allow more intensive urban development with less space taken up by car parks, leading to better utilisation of urban land.	Implemented	Regional	All Uses	Jul 23, 2020	June 27, 2022 at 1:34:08 PM PDT	5122600
288	New York CIty	NY	US	NYC consists of 5 boroughs with over 8 million people. NYC has no parking minimums in most of Manhattan, and reduced requirements (with no requirement for certain types of housing) in several other dense neighborhoods around the city.	Implemented	City Center/Business District, Transit Oriented	All Uses		May 24, 2022 at 2:40:41 PM PDT	8336817
289	Mexico City	DF	MX	Mexico City eliminated parking minimums in July 2017. Previous minimum requirements became parking maximums. Developers must pay in-lieu fees for parking in excess of 50% of the parking maximums.	Implemented	Citywide	All Uses	Jul 1, 2017	May 17, 2022 at 10:23:59 AM PDT	8918653
290	California	CA	US	AB2097, signed into law in September 2022, prohibits cities and counties from enforcing parking mandates within 1/2 mile of high quality transit service. There are avenues for city's to enforce multi-family residential mandates on a case-by-case basis, but also a backup exemption for developments which include affordable housing. Previous California laws limited local parking mandates. Senate Bill 35, adopted in 2017, has streamlined the approval of thousands of affordable homes near transit. The law grants these projects relief from local parking mandates. Senate Bill 9 signed into law in 2021, makes it legal statewide to build up to four homes on most lots that are currently zoned for single-family homes only. Cities cannot require more than one parking space per home for projects built under the law.	Implemented	Regional, Transit Oriented	All Uses		September 23, 2022 at 12:19:47 PM PDT	39700000

Adam Finestone

From: Don Zech <dzech@cdccommercial.com>
Sent: Monday, June 26, 2023 11:56 AM
To: Adam Finestone
Subject: RE: EVSP - former pill hill area

Adam,

I have submitted this to the EVSP comment page on the website but also thought I would submit directly to you. I try to keep my nose out of politics and government as much as possible but I really think this might be the only way to gain success on the old pill hill site (East of the old hospital between Grand and Valley) otherwise it will likely be another century of specific planning documentation and status quo (for the next generation of brokers and developers and planners!).

I have been a commercial real estate broker in Escondido for over 38 years. I have leased and sold and represent many many owners within the East Valley District. I appreciate the work that has been done on the EVSP and understand that it is necessary so as to meet the complex rules, regulations and bureaucracy that is government. However, the sector east of the old hospital and bordered by Valley and Grand on the North and south is a thorny urban planning issue. You have mixed use of old residential and old medical/professional that was supposed to overgrow the old residential 40 to 50 years ago. Now you have VERY old residential and obsolete office that has no hope for future growth because of the relocation of the Hospital and declining demand for offices in general. Small single-lot residences (including 1-4 multifamily) are at all-time highs in pricing, making their tear-down for redevelopment prohibitive. All of the above leads to a conundrum that is next to impossible to solve through planning documents and policy statements. I have given this a great deal of thought and looked outside of our marketplace for solutions and I think I have found one that works and I believe with some effort could be accomplished in Escondido. I leave the details to those with Urban planning backgrounds but the simplistic answer is that exponential density be granted for assemblage. For example, if a single lot allows for a single unit, two lots would allow for 4 units and 3 lots allow for 8 units etc.. Furthermore, you could designate a couple of streets for shopkeeper units and maybe some for row homes. The advantage of this plan is that it incentivizes a developer to overpay on small lots because they make up for it in density. The City controls the density and therefore in concert with developers can determine how much density has to be given to make it valuable enough for a developer to buy out everyone needed and sell the units for a profit. Something similar to this is being floated in San Marcos for their San Marcos Creek project, except in their case they are giving the density bonus to incentivize the developers to pay for the large amount of infrastructure improvements needed to create the Creekside project for the City.

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Planning Commission
Hearing Date: July 6, 2023
Effective Date: July 7, 2023

PLANNING COMMISIONRESOLUTION NO. 2023-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ESCONDIDO, CALIFORNIA, RECOMMENDING CITY COUNCIL CERTIFICATION OF THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH NO. 2021020263) AND ADOPTION OF FINDINGS OF FACT, A STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE EAST VALLEY SPECIFIC PLAN

APPLICANT: City of Escondido

CASE NOS.: PHG20-0028

WHEREAS, the City of Escondido ("Applicant"), filed a land use development application, Planning Case No. PHG20-0028 ("Application") constituting a request to establish a new Specific Plan and Rezone the East Valley area ("Project" or "EVSP"), covering approximately 191 acres centered around East Valley Parkway, generally bounded by the alley south of East Grand Avenue to the south, South Hickory and South Fig streets to the west, the Escondido Creek Flood Control Channel to the north, and Harding Street to the east ("EVSP Area"); and

WHEREAS, the EVSP Area is depicted in Exhibit "A" which is attached hereto and made a part hereof by this reference as though fully set forth herein ("Property"); and

WHEREAS, the Application was submitted to, and processed by, the Planning Division of the Development Services 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 the California Environmental Quality Act (Public Resources Code section 21000 et seq.) ("CEQA"); and

WHEREAS, pursuant to CEQA and the 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, pursuant to CEQA Guidelines section 15063, the City prepared an Initial Study, and determined that a Program Environmental Impact Report ("PEIR") would be prepared to address potential direct and cumulative impacts associated with air quality, biological resources, cultural and tribal cultural resources, and noise; and

WHEREAS, in accordance with CEQA Guidelines section 15082, the City distributed a Notice of Preparation ("NOP") of a PEIR to the State Clearinghouse, local and regional responsible agencies, and other interested parties on February 11, 2021, for a 30-day comment period, which ended on March 12, 2021; and

WHEREAS, the City prepared and circulated a Draft PEIR for the proposed Project for review and comment by the public, agencies, and organizations pursuant to the CEQA Guidelines by filing a Notice of Availability ("NOA") of the Draft PEIR for review with the County Clerk of the County of San Diego. The NOA was also emailed to organizations and parties expressing interest in the Project on March 30, 2023, notifying the general public, public agencies, and interested individuals and organizations that a 45-day public review period would begin on March 30, 2023, and end on May 15, 2023. The NOA was

also published in the Escondido Times Advocate and The Paper, and posted on the City's website; and

WHEREAS, on March 30, 2023, pursuant to CEQA Guidelines section 15085, the City filed a Notice of Completion of the Draft PEIR with the Office of Planning and Research through the State Clearinghouse (SCH No. 2021020263), circulating the Draft PEIR to State Agencies for review; and

WHEREAS, during the 45-day public comment period of the Draft PEIR, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies and others pursuant to State CEQA Guidelines sections 15086 and 15087; and

WHEREAS, the City received comments concerning the Draft PEIR from public agencies and organizations, and pursuant to CEQA Guidelines section 15088, the City evaluated and prepared responses to all written comments on environmental issues received on the Draft PEIR; and

WHEREAS, the City has determined that the comments received on the Draft PEIR did not contain any significant new information within the meaning of CEQA Guidelines section 15088.5 and, therefore, recirculation of the Draft PEIR is not required; and

WHEREAS, the City prepared a Final PEIR, which contains the information required by CEQA Guidelines section 15132, including the Draft PEIR; the technical appendices and referenced documents; revisions and additions to those documents; comments and recommendations received on the Draft PEIR; a list of persons,

organizations, and agencies who commented on the Draft PEIR; and the City's responses to said comments; and

WHEREAS, as reflected in the Final PEIR, mitigation measures required under CEQA were developed to reduce the potential for adverse effects with respect to air quality, biological resources, cultural and Tribal Cultural Resources, and noise. In determining whether the proposed Project has a significant effect on the environment, the City has based its decision on substantial evidence and has complied with CEQA Sections 21081.5 and 21082.2 and CEQA Guidelines Section 15901(b). A Mitigation Monitoring and Reporting Program (“MMRP”) has been prepared for the proposed Project; and

WHEREAS, the Final PEIR concludes that all potentially significant environmental impacts would be mitigated to less than significant levels, with the exception of noise impacts which would remain significant and unavoidable regardless of the application of mitigation measures contained in the MMRP; and

WHEREAS, on June 27, 2023, and as that meeting was continued, again on July 6, 2023, the Planning Commission held a duly noticed public hearing as prescribed by law to consider the certification of the Final PEIR during which it considered all factors relating to the PEIR and the Project, including additional evidence and public testimony from those wishing to be heard regarding certification of the Final PEIR; and

WHEREAS, the Planning Commission has independently and jointly reviewed and analyzed all environmental documentation comprising the Final PEIR, including the Draft PEIR and the revisions and additions thereto, the technical appendices and referenced documents, and the public comments and the responses thereto (collectively Exhibit “B”

to this Resolution, on file with the Escondido Planning Division and incorporated herein by this reference as though fully set forth herein), and these documents reflect the independent judgment of the Planning Commission and the City as the Lead Agency for the Project; and

WHEREAS, pursuant to CEQA, before a project can be approved, which is determined to have significant and unmitigated effects, the public agency must consider and adopt a "Statement of Overriding Considerations" per CEQA Guidelines 15043 and 15093. The primary purpose of CEQA is to fully inform the public of the environmental effects of a proposed project and to include feasible mitigation measures and alternatives to reduce any such adverse effects below a level of significance. CEQA recognizes and authorizes the approval projects where not all adverse impacts can be fully lessened or avoided. The Lead Agency must explain and justify its conclusions to approve such a project through a statement of overriding considerations setting forth the general public benefits that support the informed conclusion to approve the project; and

WHEREAS, pursuant to CEQA Guidelines section 15091 and 15097, the City of Escondido has prepared CEQA Findings of Fact and a Statement of Overriding Considerations, attached as Exhibit “C” hereto, and a Mitigation Monitoring and Reporting Program, attached as Exhibit “D” hereto.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Escondido:

1. That the above recitations are true and correct.

2. That the Planning Commission has determined that the Final PEIR is complete and adequate, considers all potentially significant environmental impacts of the Project, and complies with all requirements of CEQA and the CEQA Guidelines.

3. That the Final PEIR concludes that all potentially significant impacts would be mitigated to less than significant levels with the exception of two noise-related impacts, which would remain significant and unavoidable. Specifically, the Project would result in excessive noise levels from permanent increase in vehicle noise, and excessive groundborne vibration during project construction.

4. That, for the reasons stated in the Final PEIR, the CEQA Findings of Fact, or as otherwise stated in the July 6, 2023, Planning Commission staff report or through additional written and/or verbal testimony, the Planning Commission hereby forwards a recommendation to the City Council to certify the Final PEIR and adopt the CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program.

PASSED, ADOPTED, AND APPROVED by a majority vote of the Planning Commission of the City of Escondido, California, at a special meeting held on the 6th day of July, 2023, by the following vote, to wit:

AYES:	COMMISSIONERS:
NOES:	COMMISSIONERS:
ABSTAINED:	COMMISSIONERS:
ABSENT:	COMMISSIONERS:

_____
RICK PAUL, Chair
Escondido Planning Commission

ATTEST:

_____
ADAM FINESTONE, Secretary of the
Escondido Planning Commission

I hereby certify that the foregoing Resolution was passed at the time and by the vote above stated.

_____
ALEX RANGEL, Minutes Clerk
Escondido Planning Commission

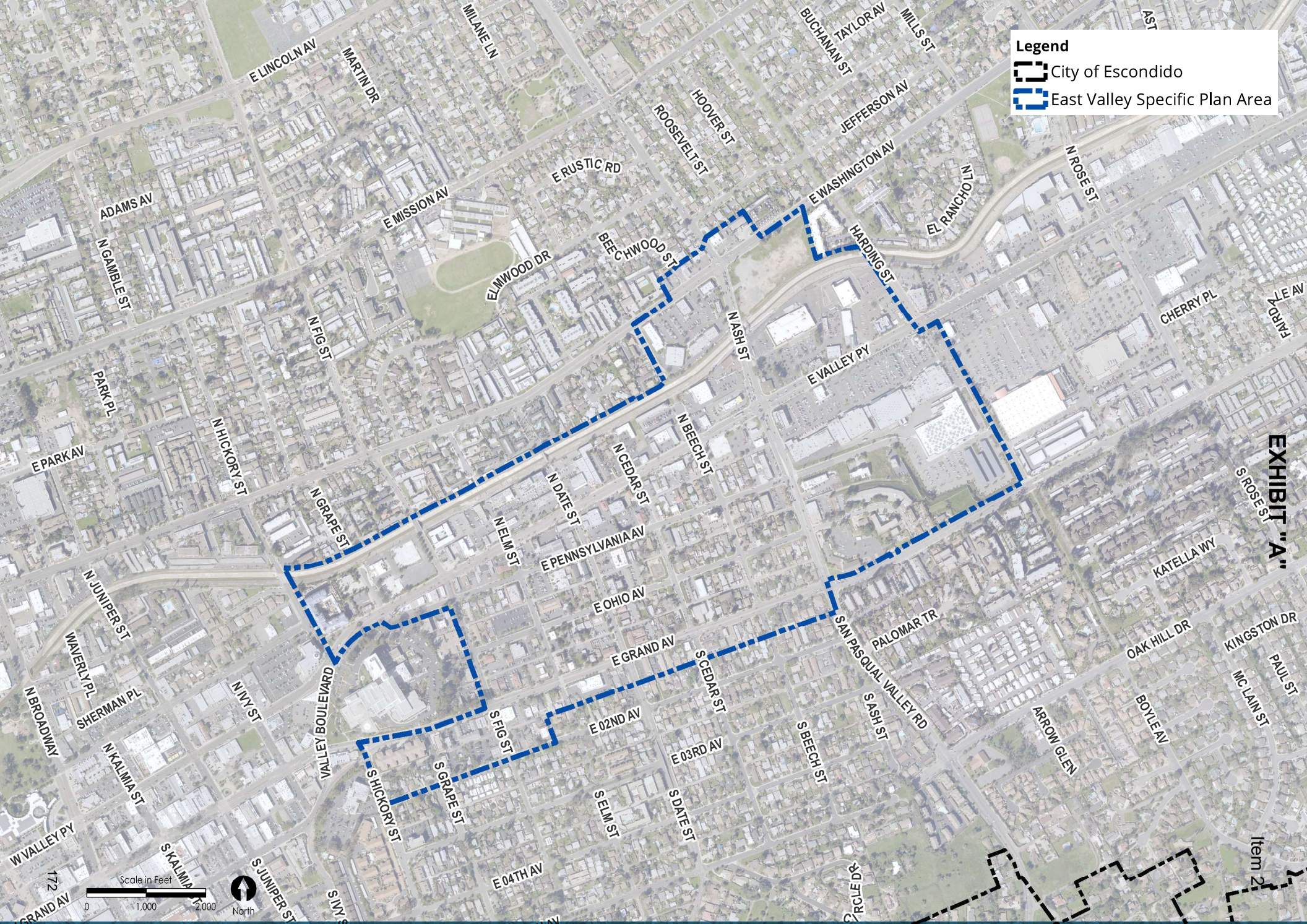


FIGURE 1-1 Vicinity Map

EXHIBIT “B”

Final Program Environmental Impact Report
Resolution No. 2023-11

Due to the number of pages of Exhibit “B,” the following link has been provided to review the documents electronically on the City’s web site:

https://www.escondido.org/hcis#EVSP%20EIR

EXHIBIT "C"

CEQA Findings of Fact and Statement of Overriding Considerations

East Valley Specific Plan

State Clearinghouse No. 2021020263

June 2023

Prepared for:

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Introduction

The City of Escondido (City) hereby makes the following Findings concerning the Final Program Environmental Impact Report (Final PEIR) (State Clearinghouse No. 2021020263) for the proposed East Valley Specific Plan (Project or EVSP), pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code section 21000 et seq.) and its implementing regulations, the CEQA Guidelines (CEQA Guidelines section 15000 et seq.).

The Final PEIR prepared for the Project consists of a summary of corrections and revisions made to the Draft PEIR, comments received on the Draft PEIR and the City's responses to those comments, a Mitigation Monitoring and Reporting Program, and the revised Draft PEIR showing revisions in strikeout/underline format.

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Section 1 Project Description

1.1 Project Location

The City of Escondido (City) is in northern County of San Diego (County), approximately 30 miles north of Downtown San Diego and 18 miles east of the Pacific Ocean. The City is situated in a natural valley at approximately 615 feet above mean sea level and surrounded by rolling hills and rugged terrain ranging up to 4,200 above mean sea level. The City is bounded to the north by the unincorporated County communities of Valley Center and Hidden Meadows, to the west by the City of San Marcos, to the south by Lake Hodges Reservoir and the City of San Diego, and to the east by unincorporated County. Interstate 15 bisects the City in a north–south direction, and State Route 78 transitions from freeway to surface streets in an east–west direction through the City.

The East Valley Specific Plan Area (EVSP Area) is approximately 191 acres in central Escondido, immediately adjacent to and east of downtown, and is generally bounded by Escondido Creek to the north, Harding Street to the east, East Grand Avenue and East 2nd Avenue to the south, and North Hickory, South Hickory, and North Fig Streets to the west. The EVSP Area is adjacent to a variety of neighborhoods: Downtown Escondido to the west, residential neighborhoods to the north and south, and large commercial shopping centers to the east. The Escondido Transit Center is an approximately 20-minute walk southwest of the EVSP Area, and multiple transit stops exist throughout the EVSP Area.

1.2 Project Objectives

The City's objectives for the Project are as follows:

1. Create a self-contained land use pattern that offers a mix of compatible lands uses and quality landscaped community spaces.
2. Enhance the quality of the City's housing stock that is environmentally mindful and equitable while preserving the physical character and pride of the EVSP Area.
3. Provide a range of housing opportunities for all income groups and households that seamlessly supports all right-of-way users.
4. Plan both public and private development to provide safe vehicular circulation connected to safe multimodal transportation with reliable and timely transit options.
5. Provide for robust economic activity within the EVSP Area.

1.3 Project Components

The overall purpose of the EVSP is to guide redevelopment of the underutilized residential and commercial land of low-intensity general retail, office, restaurants, and small-scale service businesses into a new neighborhood with a mix of residential, commercial, public, and open space uses. It would accommodate increased housing density and other transit-supportive uses and

improvements. The additional units needed to meet the City's Regional Housing Needs Allocation, as established in the Housing Element, would be accomplished through land use designation changes and rezoning in the EVSP Area.

The EVSP would propose goals, policies, design standards, and implementation strategies to guide private development and public investment through 2035. The EVSP would incorporate a dynamic mix of land uses, ensuring a variety of residential options, linked together through safe streets and a business corridor. The EVSP would address the following topics: EVSP Density Transfer Program, land use, parks and public realm, mobility, public services and infrastructure, and development standards and design guidelines.

1.3.1 East Valley Specific Plan Density Transfer Program

The purpose of the EVSP Density Transfer Program is to enable the City to transfer densities from undeveloped or underutilized properties in the EVSP Area (sending areas) to other properties in the EVSP Area (receiving areas) to enable a developing property to increase its density beyond what current zoning would permit. The transferred density would be held in a density credit pool. Allocation of the density from the pool would only occur when developing properties request additional density beyond that permitted by current zoning. The request for an increase in units would require Escondido City Council approval of a Planned Development Permit.

1.3.2 Land Use

The Project would involve the redesignation and rezoning of most of the 191-acre EVSP Area (127 acres excluding rights-of-way) from existing commercial and office uses to mixed-use and high-density residential uses to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in use and implementation as the EVSP Area changes over time. The proposed land use plan would focus on maintaining many of the existing uses while clustering them in different areas to create a more cohesive pattern and design. The proposed land use plan also would incorporate a dynamic mix of land uses, ensuring a variety of residential options, linked together through safe streets and a business corridor. Targeted areas for General Commercial and Mixed-Use would be along both sides of East Valley Parkway, urban residential areas would be north and south of the mixed-use corridor, and a Park Overlay Zone would be placed in areas best suited for a park, as well as along residential alleyways to create alley linear parks. Table 1, East Valley Specific Plan Land Use Designations, provides a summary of the proposed land use designations, permitted densities in those designations, and a description of the uses in the EVSP Area.

Table 1. East Valley Specific Plan Land Use Designations

Land Use Designation	Applicable Zoning	Description	Density	TPP	Approximate Yield
Urban IV/V	E-U-5	Multi-family residential units, townhomes, apartments, flats, and condominiums. 15,000 sf/ac retail and office uses are permitted.	21–30 du/ac	25 du/ac	1,495 du; 453,789 sf of commercial (retail/office/ medical office)
General Commercial	EVSP-CG	Local-serving commercial, automobile service, eating/drinking establishments, and entertainment facilities.	1.0 FAR	0.5 FAR	0 du, 59,014 sf of commercial
Mixed-Use	EVSP-MU	Vertical or horizontal mixed-use, multi-family residential units, appropriate along major thoroughfares, proximate to shopping centers, entertainment, community facilities, and employment opportunities.	1.5–3.0 FAR 30–80 du/ac	45 du/ac	4,669 du; 703,338 sf of commercial (retail/office/ medical office)
Park Overlay Zone	EVSP-POZ	Active and passive parks and land to protect, maintain, and enhance the community's natural resources, includes detention basins and creek corridors. Development impact fees contribute to park space in these areas.	NA	NA	The EVSP Land Use Plan allows for up to 25 acres of parkland and open space; however, it is estimated that only approximately 10 acres of parkland and open space would occur.

Source: City of Escondido 2023.

Notes: du = dwelling units; du/ac = dwelling units per acre; FAR = floor area ratio; ac = acres; NA = not applicable; sf = square feet; sf/ac = square feet per acre; TPP = target production point

Target production point is the midpoint of the density range that estimates realistic site development capacities that are likely to yield smaller housing units at a higher density that is more affordable by design. To ensure that the EVSP achieves a buildout that accommodates the Regional Housing Needs Allocation, especially for households with lower and moderate incomes, no residential permit shall be issued on any property with a unit yield that is lower than the target production point density yield unless an in-lieu fee is received for on-site production.

1.3.3 Parks and Public Realm

The EVSP would include a comprehensive and interconnected parkland network to provide a variety of active and passive recreational opportunities for community members and visitors of all ages that would enhance the overall quality of life and community health and wellness. Implementation of the EVSP would allow up to 25 acres of park; however, only approximately 10 acres of parkland and open space is anticipated in the EVSP Area, which would help the City reach its parks and open space projections. The EVSP would establish a Park Overlay Zone intended to integrate public parkland and outdoor spaces within proximity to schools, transit, trails, and activity nodes. The Park Overlay Zone would act as a recommended, or priority, area for parks and public spaces in the EVSP Area. The placement of the Park Overlay Zone would also broaden

the geographic area within 0.25 mile (or a 5-minute walk) of a park. The function and amenities of a park area would depend on the needs of the surrounding community and the size of the proposed park or public space. Chapter 4.0, Parks and Public Realm, of the EVSP would include the incorporation of pocket parks, neighborhood parks, linear parks, public outdoor spaces, and public rights-of-way in the Park Overlay Zone. The EVSP would include policies regarding the creation of new park facilities and proposed recreational amenities. To achieve this plan, the EVSP would propose the following five key elements:

- **Pocket Parks.** Pocket parks are small outdoor spaces, no more than one acre, that are best suited in urban areas surrounded by a mix of uses that lack places for people to recreate. Pocket parks are intended to provide a safe and inviting environment for surrounding community members. Pocket parks in the EVSP Area would serve nearby families, employees, shoppers, and visitors. With the surrounding community in mind, pocket parks would provide amenities best suited for its future users.
- **Neighborhood Parks.** Neighborhood parks serve as the foundation for the urban parkland network in Escondido. Neighborhood parks are characterized as parks over three acres and may offer both active and passive recreational options. Active recreational uses include but are not limited to soccer fields, baseball and softball diamonds, tracks, skate parks, dog parks, pump tracks, and hardcourt areas. Passive recreational uses include but are not limited to walking, hiking, cycling, and picnicking.
- **Linear Parks.** Linear parks are longer than they are wide and typically follow a linear object, such as rail lines, utility easements, waterfronts, creeks, and alleys. Linear parks can be as short as one block or as long as several miles and typically serve as outdoor areas for physical activities and boost alternative transportation.
- **Public Outdoor Spaces.** Public outdoor spaces provide varying sizes of human-made open space that can be used for a variety of uses, such as sitting, dining, socializing, and recreating and as venues for arts and entertainment. The public outdoor spaces are best suited in areas surrounded by or adjacent to commercial and/or office uses to allow for outdoor dining and other commercial opportunities to use and attract users to the space. Public outdoor spaces may include plazas, parklets, recreational facilities, and dog parks.
- **Public Rights-of-Way:** Public rights-of-way include streets, sidewalks, bikeways, and trails. These spaces act as the physical linkages to and from parkland, residences, and other destinations. Public rights-of-way should provide shade trees, generous sidewalks, street furniture, public art, and spaces for people to sit. Public rights-of-way also encourage active transportation and would support the compact, walkable design envisioned in the EVSP.

1.3.4 Mobility

Chapter 5.0, Mobility, of the EVSP would promote strong mobility connections throughout the EVSP Area, especially from the Escondido Creek Trail and adjacent neighborhoods to the commercial corridor along East Valley Parkway. The EVSP roadway network would consist of current roadways in the EVSP Area. No new roadways are proposed; however, one roadway is proposed to be reclassified to accommodate increased traffic volumes and pedestrian and bicycle improvements. Specifically Centre City Parkway between El Norte Parkway and State Route 78 would be reclassified to a six-lane super major.

Th EVSP would include four roadway classifications: Four-Lane Major Road, Four-Lane Collector Street, 2-Lane Local Collector Street, and Local Street (remaining streets in the EVSP Area not outlined). Alleys would also be included to establish a service corridor and to incorporate green infrastructure that would improve stormwater drainage.

Chapter 5.0 of the EVSP describes future bicycle networks and pedestrian facilities. Public transit would also be an important component of the EVSP mobility network, providing access to both local and regional destinations. The City is served by the Metropolitan Transit System (MTS) and North County Transit District (NCTD). In addition, the EVSP would include Transportation Demand Management (TDM) measures and parking standards for both vehicles and bicycles.

1.3.4.1 Transportation Fair Share Contribution Program

New development facilitated by the Project would increase traffic volumes in the EVSP Area. A Level of Service Analysis was prepared in the Transportation Analysis (PEIR Appendix G) to determine the future mobility needs of the EVSP Area. Based on this analysis, the Project has incorporated a Transportation Fair Share Contribution Program that the City has committed to in order to address the potential roadway deficiencies that may result from the Project. For each location identified, the percentage of the EVSP buildout that could be built before the improvement is triggered has been calculated. When specific developments are proposed in the EVSP Area, the average daily trips (ADT) would be determined and the development's "fair-share" contribution to the overall improvements would be calculated. The Transportation Fair Share Contribution Program includes the following improvements:

1. **Mission Avenue between Broadway and Hickory Street.** At 80,553 ADT, a dedicated eastbound right-turn lane shall be provided at the Mission Avenue and Broadway intersection, and the Mission Avenue and Hickory Street intersection shall be signalized. In addition, Transportation System Management measures shall be implemented along Mission Avenue between Broadway and Hickory Street, including adjustments to the signal timings, offsets, detection, and other parameters, to improve intersection performance along the study corridor.

2. **Broadway between Lincoln Avenue and Mission Avenue.** At 25,290 ADT, a dedicated southbound right-turn lane shall be provided at the Mission Avenue and Broadway intersection. In addition, Transportation System Management measures shall be implemented along Broadway between Lincoln and Mission Avenue, including adjustments to the signal timings, offsets, detection, and other parameters, to improve intersection performance along the study corridor.
3. **Ash Street/San Pasqual Valley Road between Grand Avenue and 2nd Avenue.** At 75,869 ADT, a two-lane roundabout shall be constructed at the San Pasqual Valley Road and 2nd Avenue intersection. In addition, Transportation System Management measures shall be implemented along Ash Street/San Pasqual Valley Road between Grand Avenue and 2nd Avenue, including adjustments to the signal timings, offsets, detection, and other parameters, to improve intersection performance along the study corridor.
4. **Centre City Parkway between El Norte Parkway and State Route 78.** At 46,833 ADT, an eastbound right-turn overlap phase and prohibition of the northbound U-turn movement shall be provided at the El Norte Parkway and Centre City Parkway intersection. This intersection already operates at level of service (LOS) F. Incremental increases in ADT would exacerbate this condition. A development's fair-share contribution would be considered as a mechanism to help fund this improvement.
5. **El Norte Parkway/Broadway.** At 84,299 ADT, a dedicated southbound right-turn lane and a dedicated northbound right-turn lane shall be provided at the El Norte Parkway and Broadway intersection.
6. **Lincoln Parkway/Broadway.** At 84,299 ADT, a southbound right-turn overlap phase shall be provided at the Lincoln Parkway and Broadway intersection, which would preclude the eastbound U-turn movements.
7. **Mission Avenue and Broadway Intersection**. At 9,367 ADT, a dedicated eastbound right-turn lane shall be provided at the Mission Avenue and Broadway Intersection.
8. **Mission Avenue and Hickory Street Intersection.** At 9,367 ADT, the Mission Avenue and Hickory Street intersection shall be signalized.
9. **Mission Avenue and Harding Street Intersection.** At 100 ADT, the Mission Avenue and Harding Street intersection shall be signalized.
10. **Washington Avenue and Juniper Street Intersection.** At 100 ADT, the Washington Avenue and Juniper Street intersection shall be signalized.
11. **Washington Avenue/Ash Street**. At 74,933 ADT, the signal timing shall be modified, the pedestrian phase on the eastbound through movement shall be removed, and the green time from the eastbound through phase to the westbound left-turn phase shall be transferred at the Washington Avenue and Ash Street intersection.
12. **Valley Parkway and Rose Street Intersection.** At 18,733 ADT, a dedicated westbound right-turn lane shall be provided at the Valley Parkway and Rose Street intersection.

1.3.5 Public Services and Infrastructure

Chapter 6.0, Public Services and Infrastructure, of the EVSP outlines the community facilities needed to ensure that high-quality services and infrastructure are provided to accommodate projected growth in the EVSP Area. In addition, this chapter identifies thresholds and targets to maintain adequate levels of public services and safety as growth occurs.

1.3.6 Development Standards and Design Guidelines

Chapter 7.0, Development Standards and Design Guidelines, of the EVSP is intended to help achieve the vision for the EVSP through setting standards and guidelines for future development. This chapter complements other Citywide guidance, such as the Escondido Municipal Code, which provides regulations for a variety of design topics, including setbacks, landscaping, and parking. Table 2, Development Standards, provides development standards and guidelines that are intended to supplement the Escondido Municipal Code's provisions with more specific guidance on how to achieve the unique vision for the EVSP Area. The design guidelines and standards would apply to future public improvements and private development in the EVSP Area, addressing the design of both new buildings and renovations to existing structures.

Table 2. Development Standards

	Land Use/Area			
Development Standard	**Urban IV/V**	**Mixed-Use**	**General Commercial**	**Escondido Creek Trail**
Setback: The minimum horizontal distance between a lot line and the nearest part of any building or structure on the lot.	Front: 8 feet Rear: 8 feet Alley: 5 feet Side Internal: 0 feet Side Street: 8 feet	Front: 8 feet Rear: 8 feet Alley: 5 feet Side Internal: 0 feet Side Street: 8 feet	Front: 15 feet Rear: 10 feet Side Internal: 0 feet Side Street: 10 feet	Creekside building or structure: 20 feet Creekside wall or fence: 10 feet
Landscaped Area: The percentage of the total lot area covered by landscaping.	25% minimum	20% minimum	15% minimum	—
Building Placement: The massing and location of structures on individual parcels.	—	—	—	Buildings shall be designed with dual orientation to provide access and a public face to both the Escondido Creek frontage and side frontages
Building Height: The vertical distance measured from the average level of the highest and lowest point of that portion of the lot covered by the building or structure to the top of the building or structure.	55-foot maximum	75-foot maximum	75-foot maximum	75-foot maximum

1.3.7 Development Potential

The development potential of the EVSP Area in Table 3, East Valley Specific Plan Development Potential by Land Use Type, estimates the potential growth by land use type through 2035. Table 3 also shows the difference between what is planned to be the EVSP buildout and the existing (2020) conditions. These assumptions are broad, planning-level estimates for potential future development based on the heights, intensities, and land uses that would be in the EVSP. The ultimate development potential is influenced by the Density Transfer Program.

Table 3. East Valley Specific Plan Development Potential by Land Use Type

Land Use Type	2035 EVSP Buildout	Existing Conditions (2020)	Difference
Residential	6,164 du	581 du	5,583 du
Multi-Family Residential	5,516 du	324 du	5,192 du
Office	657,786 sf	637,053 sf	+20,733 sf
Retail	1,025,801 sf	624,501 sf	+401,300 sf
Parks	25 acres	0 acre	+25 acres[1]
Community Services	123,084 sf	4,900 sf	+118,184 sf

Source: City of Escondido 2023.

Notes: du = dwelling units; EVSP = East Valley Specific Plan; sf = square feet

[1] The EVSP Land Use Plan allows for up to 25 acres of parkland and open space; however, it is estimated that only approximately 10 acres of parkland and open space would occur.

Section 2 Environmental Procedures

2.1 Lead Agency

Pursuant to CEQA Guidelines section 15367, the City is the lead agency for preparing the environmental review required by CEQA. The environmental review prepared by the City will be used by the City Council regarding its decisions to certify the PEIR and approve the Project.

2.2 Environmental Impact Report

Pursuant to CEQA Guidelines section 15080 et seq., the City prepared a PEIR to analyze the potential impacts of the Project on the environment. The Final PEIR contains the information required by CEQA Guidelines section 15132, including the Draft PEIR and the appendices to the Draft PEIR.

2.3 Public Participation

Environmental review of the Project began on February 11, 2021, with the publication of the Notice of Preparation of the PEIR and a minimum 30-day public review period. The City held a public scoping meeting on March 2, 2021. The Notice of Preparation public comment period ended on March 12, 2021. The Draft PEIR was completed, and the Notice of Availability for public review was posted on March 30, 2023. A 45-day public review period for the Draft PEIR began on March 30, 2023, and ended on May 15, 2023. Two comment letters were received.

These comments and the City's responses to them are included in the Final PEIR as required by CEQA Guidelines sections 15088 and 15132. The Final PEIR, including revisions to the Draft PEIR in strikeout/underline format and the City's responses to comments, is complete. A public hearing concerning the certification of the Final PEIR will be held by City Council on July 19, 2023, at which time interested agencies, organizations, and individuals will be given an opportunity to comment on the Final PEIR and the Project.

2.4 Record of Proceedings

For the purposes of CEQA and the Findings, as follows, the administrative record of the City's decision concerning certification of the Final PEIR for the Project includes the following:

- Draft PEIR (March 2023)
- Final PEIR(June 2023)
- Appendices to the Draft PEIR and the Final PEIR
- All documents and other materials listed as references or incorporated by reference in the Draft PEIR and Final PEIR, including but not limited to the materials identified in the Chapter 8, References, of the Draft PEIR

- All reports, applications, memoranda, maps, letters, and other documents prepared by the City's staff and consultants for the Project, which are before the City Council as determined by the County Clerk
- All notices issued by the City to comply with CEQA, the CEQA Guidelines, or any other law governing the processing and approval of the Project
- Mitigation Monitoring and Reporting Program for the Project
- All documents or other materials submitted by interested people and public agencies in connection with the Draft PEIR and the Final PEIR
- Minutes, recordings, and verbatim transcripts, if any, of the public hearing(s) concerning the Final PEIR and the Project
- All Findings and resolutions adopted by City Council in connection with the Project (including these Findings) and all documents cited or referred to therein
- Any documentary or other evidence submitted to the City at information sessions, public meetings, and public hearings concerning the Final PEIR and the Project
- Any other materials required to be in the record of proceedings by California Public Resources Code section 21167.6(e)
- Any other written materials relevant to the City's compliance with CEQA and its decision on the merits of the Project, including documents that have been released for public review and copies of reports, studies, or other documents relied on in any environmental documentation for the Project and either made available to the public during the public comment period or included in the City's files

The custodian of the documents and other materials composing the administrative record of the City's decision concerning certification of the Final PEIR is the City Clerk. The location of the administrative record is City of Escondido, 201 North Broadway Escondido, California 92025 (California Public Resources Code section 21081.6(a)(2)).

Section 3 Findings Under CEQA

3.1 Purpose

California Public Resources Code section 21002 states that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." The same section states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 also states that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects."

California Public Resources Code section 21002 is implemented, in part, through the requirement that agencies adopt written Findings before approving projects (California Public Resources Code section 21081; CEQA Guidelines section 15091). Specifically, CEQA requires the City to make written Findings of Fact for each significant environmental impact identified in the Final PEIR (CEQA Guidelines sections 15091, 21081).

In accordance with CEQA, the purpose of the Findings is to systematically restate the significant effects of the Project on the environment and to determine the feasibility of mitigation measures and alternatives identified in the Final PEIR that would avoid or substantially lessen the significant effects. These Findings set forth the reasons and evidence in support of the City's determinations.

3.2 Terminology

A "Finding" is a written statement made by the City that explains how the City dealt with each significant impact and alternative identified in the Final PEIR. Each Finding contains a conclusion regarding each significant impact, substantial evidence supporting the conclusion, and an explanation of how the substantial evidence supports the conclusion.

For each significant effect identified in the Final PEIR, the City is required by CEQA Guidelines section 15091(a) to make a written Finding reaching one or more of the following conclusions:

1. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the Finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

A mitigation measure or an alternative is considered "feasible" if it is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors (California Public Resources Code section 21061.1; CEQA Guidelines section 15364; see also Citizens of Goleta Valley v. Board of Supervisors (Goleta II) (1990) 52 Cal.3d 553, 565). The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417). "Feasibility under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors" (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417; see also Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 715).

CEQA also requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. The CEQA Guidelines do not define the difference between "avoiding" a significant environmental effect and "substantially lessening" such an effect. Therefore, the City must glean the meaning of these terms from other contexts in which the terms are used. California Public Resources Code section 21081, on which CEQA Guidelines section 15091, is based, uses the term "mitigate" rather than "substantially lessen." Therefore, the CEQA Guidelines equate "mitigating" with "substantially lessening." Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects" (California Public Resources Code section 21002). For the purposes of these Findings, the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or a feasible alternative, a public agency, after adopting proper Findings, may nevertheless approve the project if the agency adopts a Statement of Overriding Considerations setting forth the specific reasons why the agency found that the project's benefits rendered acceptable its unavoidable adverse environmental effects (CEQA Guidelines sections 15093 and 15043(b); California Public Resources Code section 21081(b)). The California Supreme Court has stated that "the wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced" (Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 576).

A Statement of Overriding Considerations is required for the approved Project because, despite implementation of all feasible mitigation measures, the Project as approved would have significant impacts on noise that could not be avoided or reduced to a less than significant level.

3.3 Legal Effect

To the extent these Findings conclude that mitigation measures identified in the Final PEIR are feasible and have not been modified, superseded, or withdrawn, the City hereby binds itself and any other responsible parties to implement these mitigation measures. These Findings are not merely informational but constitute a binding set of obligations for the City and responsible parties, which will take effect if and when the City adopts a resolution certifying the Final PEIR and the City adopts resolutions approving the Project.

3.4 Mitigation Monitoring and Reporting Program

In adopting these Findings, the City also adopts a Mitigation Monitoring and Reporting Program pursuant to California Public Resources Code section 21081.6 and CEQA Guidelines section 15097. This program is designed to ensure that the Project complies with the feasible mitigation measures identified below during implementation of the Project. The program is set forth in the East Valley Specific Plan Mitigation Monitoring and Reporting Program, which is adopted by the City concurrently with these Findings, incorporated herein by reference, and included as Attachment 1 to these Findings.

3.5 Certification of the Final PEIR

Pursuant to CEQA Guidelines section 15090, the City further finds and certifies that:

- The Final PEIR has been completed in compliance with CEQA.
- The Final PEIR has been presented to the City Council, which constitutes the decision-making body of the lead agency, and the City Council has reviewed and considered the information contained in the Final PEIR before approving the Project.
- The Final PEIR reflects the City's independent judgment and analysis.

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Section 4 Findings Regarding Direct, Indirect, or Cumulative Significant or Potentially Significant Effects

The Project would result in direct and indirect significant and potentially significant environmental effects regarding air quality, biological resources, cultural resources and Tribal Cultural Resources (TCRs), and noise. These significant environmental effects and the mitigation measures identified to avoid or substantially lessen them are discussed in detail in the Draft PEIR Section 3.2, Air Quality; Section 3.3, Biological Resources; Section 3.4, Cultural and Tribal Cultural Resources; and Section 3.6, Noise. A summary of significant impacts and mitigation measures for the Project is included in the Executive Summary of the Draft PEIR.

Below are the Findings regarding the potential direct, indirect, or cumulative significant environmental effects of the Project. The Findings incorporate by reference the discussion of potentially significant impacts and mitigation measures in the Final PEIR. The Final PEIR, which includes the Draft PEIR and appendices, is referred to below as the "PEIR."

4.1 Air Quality

4.1.1 Threshold 3: Sensitive Receptors

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Air Quality Threshold 3 related to the potential to expose sensitive receptors to substantial pollutant concentrations as a result of exposure to toxic air contaminants during project operation. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.2.4.3.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Air Quality Threshold 3 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impacts of the Project on Air Quality Threshold 3 are analyzed in PEIR Section 3.2.4.3. Impacts would result in exposure of sensitive receptors to substantial pollution concentrations if nearby future projects in the EVSP Area would release toxic air contaminants during project operation.

The potentially significant impact on Air Quality Threshold 3 would be mitigated by implementation of Mitigation Measures AIR-1. Mitigation Measure AIR-1 is set forth in full in Table ES-5, Summary of Environmental Impacts and Mitigation Measures, of the PEIR Executive Summary. Mitigation Measure AIR-1 would require that new sensitive receptors be screened for potential toxic air contaminants sources within 500 feet of the proposed sensitive receptor location. If a source of toxic air contaminants, such as dry-cleaning facilities, gas stations, commercial/drive-through facilities, or automotive repair shops, is identified within the applicable screening distance outline in the California Air Resources Board's Air Quality and Land Use

Handbook, a Health Risk Assessment or equivalent health risk evaluation shall be prepared by a qualified air quality professional. The Health Risk Assessment would demonstrate that the Project would not pose a significant health risk to nearby sensitive receptors. If a potentially significant health risk is identified, the Health Risk Assessment shall identify appropriate measures, such as upgrading building ventilation systems, to reduce the potential health risk to below a significant level, or the sensitive receptor or proposed facility shall be sited in another location. Implementation of Mitigation Measures AIR-1 would reduce potential impacts associated with exposure of sensitive receptors to toxic air contaminants to a less than significant level.

4.2 Biological Resources

4.2.1 Threshold 1: Candidate, Sensitive, or Special-Status Species

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Biological Resources Threshold 1 associated with the construction of future development in the EVSP Area that could result in direct or indirect impacts to nesting birds and raptors. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.3.4.1.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Biological Resources Threshold 1 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impacts of the Project on Biological Resources Threshold 1 are analyzed in PEIR Section 3.3.4.1. Construction of future development projects in the EVSP Area would have the potential to result in direct and indirect physical impacts to nesting birds and raptors.

The potentially significant impacts on Biological Resources Threshold 1 would be mitigated by implementation of Mitigation Measures BIO-1. Mitigation Measure BIO-1 is set forth in full in Table ES-5 of the Executive Summary in the PEIR. Mitigation Measure BIO-1 requires pre-construction nesting bird surveys for projects in the EVSP Area that contain or are adjacent to mature trees or are within or adjacent to undeveloped land and/or open space in the EVSP Area and would remove trees or vegetation during the general bird nesting season (January 15 through September 15). If active nests of bird species covered by the Migratory Bird Treaty Act are detected in the EVSP Area during the pre-construction survey, construction activities shall stay outside a 300-foot buffer around the active nest. For raptor species, this buffer shall be expanded to 500 feet. With implementation of Mitigation Measure BIO-1, impacts on nesting birds and raptors would be reduced to a less than significant level.

4.2.2 Threshold 2: Riparian Habitat or Other Sensitive Natural Communities

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Biological Resources Threshold 2 associated with the construction of future development projects in the EVSP Area within or adjacent to Escondido Creek could result in potentially significant direct and indirect impacts to riparian habitat sensitive vegetation communities. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.3.4.2.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Biological Resources Threshold 2 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impact of the Project on Biological Resources Threshold 2 is analyzed in PEIR Section 3.3.4.2. Construction of future development projects in the EVSP Area would have the potential to result in direct and indirect impacts to riparian habitat and sensitive vegetation communities.

The potentially significant impacts on Biological Resources Threshold 2 would be mitigated by implementation of Mitigation Measures BIO-2 and BIO-3. Mitigation Measures BIO-2 and BIO-3 are set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measure BIO-2 requires the preparation of an aquatic resource delineation following the methods outlined in the 1987 U.S. Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the U.S. Army Corps of Engineers Wetland Delineation Manual: Arid West Region for development within or adjacent to the Escondido Creek channel. The delineation would map the extent of wetlands and non-wetland waters, determine jurisdiction, and assess potential impacts. Mitigation Measure BIO-3 requires that future projects within or adjacent to Escondido Creek that have been determined through Mitigation Measure BIO-2 to have a significant impact to sensitive aquatic resources obtain required permits and authorizations from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and San Diego Regional Water Quality Control Board. The regulatory agency authorizations shall include impact avoidance and minimization measures and mitigation measures for unavoidable impacts. With implementation of Mitigation Measures BIO-2 and BIO-3, impacts on riparian habitat and sensitive vegetation communities would be reduced to a less than significant level.

4.2.3 Threshold 3: Wetlands

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Biological Resources Threshold 3 associated with the construction of future development projects within or adjacent to Escondido Creek that may impact state or federal jurisdictional aquatic resources. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.3.4.3.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Biological Resources Threshold 3 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impact of the Project on Biological Resources Threshold 3 is analyzed in PEIR Section 3.3.4.3. Development of future projects would have the potential to result in direct impacts to state or federal jurisdictional aquatic resources within or adjacent to Escondido Creek.

The potentially significant impact on Biological Resources Threshold 3 would be mitigated by implementation of Mitigation Measures BIO-2 and BIO-3, which are set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measures BIO-2 and BIO-3 would be required as detailed above under Section 4.2.2, Threshold 2: Riparian Habitat or Other Sensitive Natural Communities. With implementation of Mitigation Measures BIO-2 and BIO-3, impacts on jurisdictional aquatic resources would be reduced to a less than significant level.

4.2.4 Threshold 4: Native Resident or Migratory Fish or Wildlife Species

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Biological Resources Threshold 4 associated with removal of trees or vegetation during construction that would result in direct and indirect impacts to nursery sites. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.3.4.4.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Biological Resources Threshold 4 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impact of the Project on Biological Resources Threshold 4 is analyzed in PEIR Section 3.3.4.4. Impacts would have the potential to result in direct and indirect impacts to nursery sites from removal of trees or vegetation during construction.

The potentially significant impacts on Biological Resources Threshold 4 would be mitigated by implementation of Mitigation Measure BIO-1, which is set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measure BIO-1 would be required as detailed above in Section 4.2.1, Threshold 1: Candidate, Sensitive, or Special-Status Species. With implementation of Mitigation Measure BIO-1, impacts on nursey sites would be reduced to a less than significant level.

4.3 Cultural and Tribal Cultural Resources

4.3.1 Threshold 1: Historic Built Environmental Resources

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Cultural and Tribal Cultural Resources Threshold 1 associated with the physical demolition, destruction,

relocation, or alteration of a historic built environmental resource that may result from future development projects. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.4.4.1.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Cultural and Tribal Cultural Resource Threshold 1 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impact of the Project on Cultural and Tribal Cultural Resources Threshold 1 is analyzed in PEIR Section 3.4.4.1. An impact on Cultural and Tribal Cultural Resources Threshold 1 would occur if future development in the EVSP Area would result in the physical demolition, destruction, relocation, or alteration of a historic built environmental resource (Levels 1–2); therefore, the impact would be potentially significant.

Potentially significant impacts on Cultural and Tribal Cultural Resources Threshold 1 would be mitigated by implementation of Mitigation Measure CUL-1. Mitigation Measure CUL-1 is set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measure CUL-1 would require projects located in areas identified as Level 1 (red) sensitivity or Level 2 (orange) on the Sensitivity Map for Built Environment Cultural Resources in the EVSP Area (Figure 3) in the Cultural Resources Technical Report (PEIR Appendix D) be avoided or redesigned whenever possible. Where avoidance is not feasible, Mitigation Measures CUL-1 would require the preparation of a Historical Resources Assessment Report to assess impacts to individual resources and the district. If a historical resource is identified, the Historical Resources Assessment Report shall assess the potential impacts from the Project following the Secretary of the Interior's Standards and CEQA Guidelines. Implementation of Mitigation Measure CUL-1 would reduce potential impacts associated with historic built environmental resources to a less than significant level.

4.3.2 Threshold 2: Archaeological Resources

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Cultural and Tribal Cultural Resources Threshold 2 associated with future development construction activities in the EVSP Area that could result in the damage or destruction of previously unknown subsurface archaeological resources. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.4.4.2.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Cultural and Tribal Cultural Resources Threshold 2 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impact of the Project on Cultural and Tribal Cultural Resources Threshold 2 is analyzed in PEIR Section 3.4.4.2. An impact on Cultural and Tribal Cultural Resources Threshold 2 would occur if construction activities associated with future

development consistent with the EVSP goals and policies could damage or destroy previously unknown subsurface archaeological resources; therefore, impacts would be potentially significant.

Potentially significant impacts on Cultural and Tribal Cultural Resources Threshold 2 would be mitigated by implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10. Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10, which are set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measure CUL-2 would require archaeological evaluation. This includes the review of the future discretionary projects in the EVSP Area by the City of Escondido Planning Department to determine if a Cultural Resources Study is required prior to the issuance of a building permit. Site-specific archaeological surveys shall be conducted for the following types of projects: (1) projects in areas that have not been previously developed, or (2) projects that may impact built environment resources that meet the age threshold for eligibility. If potentially significant archaeological resources are identified during the Phase I or Phase II assessments and impacts on these resources cannot be avoided, then appropriate site-specific mitigation measures shall be established and undertaken. If significant resources are found, Mitigation Measure CUL-3 requires the retention of a qualified archaeologist and a Native American monitor associated with a Tribe that is traditionally and culturally affiliated with the project location implement a monitoring program for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever an archaeological site or a Native American Traditional Cultural Property within the project footprint would be impacted. Mitigation Measure CUL-4 would require monitoring of a qualified archaeological and Native American monitor during initial grubbing, site grading, excavation, or disturbance of the ground surface. Mitigation Measure CUL-5 shall provide the qualified archaeological and Native American monitors the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Mitigation Measure CUL-6 requires the qualified archaeological monitor and Native American monitor to notify the City of Escondido of any discovery identified during ground disturbance as outlined in Mitigation Measure CUL-5. The qualified archaeologist, in consultation with the City of Escondido, the traditionally and culturally affiliated Tribe, and the Native American monitor, shall determine the significance of the discovered resource. Mitigation Measure CUL-7 requires the avoidance and/or preservation of the significant Tribal Cultural Resource and/or unique archaeological resource. If avoidance and/or preservation measures are deemed to be infeasible by the City of Escondido, Mitigation Measure CUL-7 requires a research design and data recovery program to mitigate impacts be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the traditionally and culturally affiliated Tribe and the Native American monitor and shall be subject to approval by the City of Escondido. Mitigation Measure CUL-8 outlines the collection and treatment of any TCRs identified as part of Mitigation Measure CUL-7. Any TCRs collected by the qualified archaeologist shall be reburied on the project site. Should the

affiliated Tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. Mitigation Measure CUL-9 describes the process for the reburial of the resources on the project property. Mitigation Measure CUL-10 requires the preparation of monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusion of the archaeological monitoring program and any data recovery program on the project site, that shall be submitted by the qualified archaeologist to the City of Escondido.

With implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10, impacts on cultural and Tribal cultural archaeological resources would be reduced to a less than significant impact.

4.3.3 Threshold 3: Human Remains

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Cultural and Tribal Cultural Resources Threshold 3 from future development project construction activities, including excavation, which could disturb unknown human remains. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.4.4.3.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Cultural and Tribal Cultural Resources Threshold 3 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impact of the Project on Cultural and Tribal Cultural Resources Threshold 3 is analyzed in PEIR Section 3.4.4.3. An impact on Cultural and Tribal Cultural Resources Threshold 3 would occur if future development project construction activities would result in the disturbance of unknown human remains. Therefore, impacts would be potentially significant.

Potentially significant impacts on Cultural and Tribal Cultural Resources Threshold 3 would be mitigated by implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, CUL-10, and CUL-11, which are set forth in full in Table ES-5 in the PEIR Executive Summary. To reduce potential impacts on human remains from the construction activities, Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10 would be required, as detailed under Threshold 2. In addition, Mitigation Measure CUL-11 would require that construction activities be immediately halted in the event that human remains, possible human remains, and/or grave goods are encountered within 100 feet of the remains. The project proponent shall then inform the County Coroner and the City. If human remains are determined to be of Native American origin, the Applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (California Public Resources Code section 5097). The County Medical Examiner shall contact the Native American Heritage Commission to determine the most

likely descendant. The landowner shall discuss and confer with the most likely descendant regarding all reasonable options for treatment of human remains and any associated grave goods as provided in California Public Resources Code section 5097.98.

With implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, CUL-10, and CUL-11, impacts on human remains would be reduced to a less than significant level.

4.3.4 Threshold 4: Tribal Cultural Resources

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Cultural and Tribal Cultural Resources Threshold 4 associated with future development project grading and construction activities in undeveloped areas or redevelopment that requires more intensive soil excavation than in the past that could disturb TCRs. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.4.4.4.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Cultural and Tribal Cultural Resources Threshold 4 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impact of the Project on Cultural and Tribal Cultural Resources Threshold 4 is analyzed in PEIR Section 3.4.4.4. Impacts on Cultural and Tribal Cultural Resources Threshold 4 would result because of the potential disturbance to TCRs associated with future development project grading and construction activities.

Potentially significant impacts on Cultural and Tribal Cultural Resources Threshold 4 would be mitigated by implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, CUL-10, CUL-11, and CUL-12. These mitigation measures are set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10 would be required as detailed above under Cultural Resources and Tribal Cultural Resources Threshold 2. Mitigation Measure CUL-11 would be required as detailed above under Cultural Resources and Tribal Cultural Resources Threshold 3. Mitigation Measure CUL-12 would require any project with the potential to result in adverse impacts to TCRs to avoid and/or minimize impacts. Coordination and collaboration regarding the resources shall be completed with Tribes traditionally and culturally affiliated with the project location institutions, such as the South Coastal Information Center and the Native American Heritage Commission, including consultation as outlined in Senate Bill 18 and Assembly Bill 52. The resources shall be treated with culturally appropriate dignity, taking into account the Tribal cultural values and meaning of the resources. With implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, CUL-10, CUL-11, and CUL-12, impacts associated with TCRs would be reduced to a less than significant level.

4.4 Noise

4.4.1 Threshold 1: Exceedance of Noise Standards

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Noise Threshold 1 associated with the permanent increase in vehicle noise during project operation from an increase in vehicle trips on local roadways. Detailed information and analysis is provided in PEIR Section 3.6.4.1.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on noise identified as an impact on Noise Threshold 1 in the PEIR, and pursuant to CEQA Guidelines section 15091(a)(3), specific legal, economic, social, technological, or other considerations make other mitigation measures or project alternatives identified in the PEIR infeasible.

Fact in Support of Finding: The potentially significant impact of the Project on Noise Threshold 1 is analyzed in PEIR Section 3.6.4.1. Impacts on Noise Threshold 1 would result from permanent increases in vehicle noise. Implementation of the Project would result in a direct noise impact to two segments of Valley Parkway and one segment of Date Street. Mitigation measures that would fully reduce impacts to below a level of significance were considered including construction of noise barriers and implementation of a Citywide moratorium on building permits for projects that would result in a potentially significant increase in regional roadway noise for which no feasible mitigation is available. However, the City determined that these measures are infeasible for the following reasons. Noise barriers would potentially require installation of noise walls on private property, in a designated right-of-way, or otherwise outside the City's jurisdiction, which may not be allowed by a property owner or the jurisdiction in which the sound barrier would be located. The feasibility of noise walls is also restricted by access requirements for driveways, cross streets, underground utilities, other noise sources in the area, and safety considerations. Finally, construction of a noise barrier would potentially wall off existing neighborhoods or individual residences from the surrounding community, which could result in adverse impacts to aesthetics, land use, and public safety. For example, the impacted segments of Valley Parkway and Date Street include existing driveways and cross streets on both sides of the roadways that would reduce noise wall effectiveness. Additionally, noise walls on these segments would block existing residential and commercial entrances from street view, which could result in potential aesthetic and/or public safety impacts by reducing visibility and accessibility. A building permit moratorium along the Valley Parkway and Date Street segments would impede the City's ability to implement the EVSP because it would prohibit future development in areas identified for increased residential growth. It would also conflict with the Housing Element Update by limiting the City's ability to meet the housing needs of existing and future residents.

For the reasons listed above, mitigation measures are infeasible to reduce vehicle noise associated with the Project. The impact on permanent increases in vehicle noise is considered significant and unavoidable, and a Statement of Overriding Considerations pursuant to CEQA Guidelines section 15093 is required.

4.4.2 Threshold 2: Excessive Groundborne Vibration or Noise

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Noise Threshold 2 associated with the generation of excessive groundborne vibration levels during construction activities of future development within the EVSP Area. Detailed information and analysis is provided in PEIR Section 3.6.4.2.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on noise identified as an impact on Noise Threshold 2 in the PEIR, and pursuant to CEQA Guidelines section 15091(a)(3), specific legal, economic, social, technological, or other considerations make other mitigation measures or project alternatives identified in the PEIR infeasible.

Fact in Support of Finding: The potentially significant impact of the Project on Noise Threshold 2 is analyzed in PEIR Section 3.6.4.2. Impacts on Noise Threshold 2 would result from the exposure of people to or generation of excessive groundborne vibration or groundborne noise levels generated during construction activities of future development within the EVSP Area.

Potentially significant impacts on Noise Threshold 2 would be mitigated by implementation of Mitigation Measure NOI-1. Mitigation Measure NOI-1 is set forth in full in Table ES-5 in the Executive Summary in the PEIR. Mitigation Measure NOI-1 would require future development projects to demonstrate that vibration would not exceed the applicable Federal Transit Administration threshold (65 vibration decibels for vibration-sensitive land uses or 75 vibration decibels for other daytime land uses) or to identify best management practices to be implemented by the construction contractor to reduce vibration levels to below the applicable threshold. The best management practices may include but not be limited to the use of only properly maintained equipment with vibratory isolators, operation of equipment as far from sensitive receptors as possible, and use of rubber-tired vehicles as opposed to tracked vehicles. However, consistent with the conclusion of the certified 2012 General Plan Update, Downtown Specific Plan Update, and CAP PEIR (City of Escondido 2012), it cannot be demonstrated at this time that these best management practices would reduce all construction-related vibration impacts to a less than significant level. Therefore, impacts from groundborne vibration during construction of future projects consistent with the EVSP would be significant and unavoidable and a Statement of Overriding Considerations pursuant to CEQA Guidelines section 15093 is required.

4.4.3 Cumulatively Considerable Exceedance of Noise Standards

Potentially Significant Impact: The PEIR identifies a potentially significant cumulative impact on noise associated with increases in traffic that would cumulatively increase traffic noise from the buildout of the Project in combination with future regional growth. Detailed information and analysis is provided in PEIR Section 3.6.5, Cumulative Impacts and Mitigation.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on cumulative traffic noise in the PEIR, and pursuant to CEQA Guidelines section 15091(a)(3), specific legal, economic, social, technological, or other considerations make other mitigation measures or project alternatives identified in the PEIR infeasible.

Facts in Support of Findings: The potentially significant cumulative impact of the Project on noise is analyzed in PEIR Section 3.6.5. Buildout of the EVSP, along with future regional growth, would result in increases in traffic that would cumulatively increase traffic noise. As mentioned in Threshold 1, Excessive Noise Levels, there are no feasible mitigation measures to lessen the impact. Therefore, the cumulative impact associated with traffic noise is considered significant and unavoidable, and a Statement of Overriding Considerations pursuant to CEQA Guidelines section 15093 is required.

4.4.4 Cumulatively Considerable Excessive Groundborne Vibration or Noise

Potentially Significant Impact: The PEIR identifies a potentially significant cumulative groundborne vibration impact due to cumulative construction projects occurring simultaneously. Detailed information and analysis is provided in PEIR Section 3.6.5.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on cumulative groundborne vibration in the PEIR, and pursuant to CEQA Guidelines section 15091(a)(3), specific legal, economic, social, technological, or other considerations make other mitigation measures or project alternatives identified in the PEIR infeasible.

Facts in Support of Findings: The potentially significant cumulative impact of the Project on noise is analyzed in PEIR Section 3.6.5. Groundborne vibration impacts could result from construction operations of future development within the EVSP Area. The potential exists for cumulative construction projects to result in combined construction impacts if occurring simultaneously. As mentioned in Threshold 2, Excessive Groundborne Vibration or Noise, it cannot be demonstrated at this time that these best management practices would reduce all construction-related vibration impacts to a less than significant level; therefore, the cumulative impact associated with groundborne vibration construction impacts is considered significant and unavoidable, and a Statement of Overriding Considerations pursuant to CEQA Guidelines section 15093 is required.

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Section 5 Findings Regarding Project Alternatives

In preparing and adopting Findings, a lead agency need not necessarily address the feasibility of both mitigation measures and environmentally superior alternatives when contemplating the approval of a project with significant environmental impacts. Where the significant impacts can be mitigated to a level below significance solely by the adoption of mitigation measures, the lead agency has no obligation in drafting its Findings to consider the feasibility of environmentally superior alternatives, even if their impacts would be less severe than those of the project as mitigated. Accordingly, in adopting the Findings concerning alternatives for the Project, the City considers only those significant environmental impacts that cannot be avoided or substantially lessened through mitigation.

Where a project would result in some unavoidable, significant environmental impacts even after application of all feasible mitigation measures identified in a PEIR, the lead agency must evaluate the project alternatives identified in the PEIR. Under such circumstances, the lead agency must consider the feasibility of alternatives to the Project that could avoid or substantially lessen the unavoidable, significant environmental impacts. "Feasible" means capable of being accomplished in a successful manner within a reasonable time, taking into account economic, environmental, legal, social, and technological factors (CEQA Guidelines section 15364).

If there are no feasible project alternatives, the lead agency must adopt a Statement of Overriding Considerations with regard to the project pursuant to CEQA Guidelines section 15093. If there is a feasible alternative to the project, the lead agency must decide whether it is environmentally superior to the project. The lead agency must consider in detail only those alternatives that could feasibly attain most of the basic objectives of the project; however, the lead agency must consider alternatives capable of eliminating significant environmental impacts even if these alternatives would impede to some degree the attainment of project objectives (CEQA Guidelines section 15126.6(f)).

These Findings contrast and compare the alternatives where appropriate to demonstrate that the selection of the preferred alternative as the Project has substantial environmental, planning, fiscal, and other benefits. In rejecting certain alternatives, the City has examined the project objectives and weighed the ability of the various alternatives to meet the objectives. The objectives considered by the City are set forth in Section 1.2, Project Objectives, in this Findings and in PEIR Section 2.2, Project Objectives.

The PEIR examined a range of reasonable alternatives to determine whether they could meet the project objectives while avoiding or substantially lessening one or more of the Project's significant impacts. These Findings also considered the feasibility of each alternative. In determining the feasibility of alternatives, the City considered whether the alternatives could be accomplished in a successful manner within a reasonable period of time in light of economic, environmental, social, and technological factors (CEQA Guidelines sections 15126(d)(5)(A) and 15364).

The PEIR analyzed three alternatives to the Project: (1) No Project/Existing 2012 General Plan Alternative, (2) Reduced Development Capacity Alternative, and (3) Reduced Retail/Office Alternative. Detailed information and analysis concerning these alternatives is in PEIR Chapter 6, Alternatives.

This section of the Findings summarizes these alternatives and their feasibility and effectiveness in avoiding or substantially lessening any of the significant impacts associated with the Project.

a. Alternative 1: No Project/Existing 2012 General Plan Alternative

Pursuant to CEQA Guidelines section 15126(e)(1), a No Project/Existing 2012 General Plan Alternative is addressed in the PEIR. The discussion of the No Project/Existing 2012 General Plan Alternative must examine the existing conditions and reasonably foreseeable future conditions that would exist if the Project is not approved (CEQA Guidelines section 15126.6(e)). The No Project/Existing 2012 General Plan Alternative is defined as a continuation of existing conditions and conditions that are reasonably expected to occur in the event that the Project is not implemented. The No Project/Existing 2012 General Plan Alternative would leave the existing Escondido General Plan land use map in place for the East Valley Parkway Target Area and would not accommodate the planned growth as anticipated in the Escondido General Plan for the EVSP Area.

Land uses would include Office and General Commercial with a Mixed-Use Overlay. Under the existing Escondido General Plan, the development capacity of the total East Valley Parkway Target Area includes 2,100 dwelling units and 8,328,596 square feet of non-residential development. The EVSP Area represents 58% of the East Valley Parkway Target Area as defined in the Escondido General Plan. Therefore, the development capacity of the No Project/Existing 2012 General Plan Alternative includes 1,218 dwelling units and 4,830,585 square feet of non-residential development compared to 6,164 dwelling units and 1,683,587 square feet of non-residential development for the Project.

However, similar to the Project, implementation of the No Project/Existing 2012 General Plan Alternative would still have the potential to expose land uses to noise levels in excess of noise compatibility guidelines during construction with the development of future land uses and has the potential to result in significant groundborne vibration impacts on sensitive land uses and historic buildings during construction activities because similar types of development are expected to occur. In addition, also similar to the Project, this alternative has the potential to increase vehicle noise as a result of future development and would result in the placement of new sensitive receptors in areas that would be exposed to vehicle noise levels in excess of the City's noise and land use compatibility standards. Mitigation measures identified for the Project would be required to reduce noise impacts associated with the No Project/Existing 2012 General Plan Alternative. Therefore, noise impacts under the No Project/Existing 2012 General Plan Alternative would be slightly reduced compared to those identified for the Project due to the overall reduction in new

development. However, impacts would still be significant and unavoidable after feasible mitigation is applied.

The City rejects the No Project/Existing 2012 General Plan Alternative as it would conflict with the Housing Element Update by limiting the City's ability to meet the housing needs of existing and future residents. Further, this alternative would not meet Project Objectives 1, 2, or 5 and would partially meet Project Objective 3. The Alternative would not create a self-contained land use pattern that offers a mix of compatible lands uses and quality landscaped community spaces (Project Objective 1) or enhance the quality of the City's housing stock that is environmentally mindful and equitable while preserving the physical character and pride of the EVSP Area because the number of dwelling units would be greatly reduced (Project Objective 2). In addition, the No Project/Existing 2012 General Plan Alternative would not provide the necessary area plan and zoning changes to implement the Escondido General Plan vision for the East Valley Parkway Target Area. The No Project/Existing 2012 General Plan Alternative partially meets Project Objective 3. The current Escondido General Plan land use plan does not provide a range of housing opportunities for all income groups and households. Finally, the No Project/Existing 2012 General Plan Alternative would not provide for robust economic activity in the EVSP Area because the square footage of commercial and retail development would be smaller compared to the square footage and development in the Project (Project Objective 5).

For the potentially significant impacts that cannot be avoided or mitigated to a level below significance, the City adopts the Statement of Overriding Considerations in Section 6 of this Findings document pursuant to CEQA Guidelines section 15093.

b. Alternative 2: Reduced Development Capacity Alternative

The Reduced Development Capacity Alternative would concentrate Mixed-Use and General Commercial land uses east of the EVSP Area and away from East Valley Parkway compared to the Project. Urban III and Urban IV land uses would be concentrated along East Valley Parkway compared to the Mixed-Use designations in the Project. In addition, this alternative would incorporate the Urban III land use designation into the land use map, which is not part of the Project, and would not include the Urban V land use designation that the Project includes. The Urban III land use designation accommodates a wide range of housing types but only allows for 18 dwelling units per acre. In comparison, the Urban IV and V land use designations allow for a high density of units up to 30 units per acre. The reduced acres of Mixed-Use and Commercial land uses and the incorporation of the Urban III land use designation would reduce the overall development capacity of the EVSP Area.

Table 4, Comparison of Development Capacity of Reduced Development Capacity Alternative and East Valley Specific Plan, provides a summary of the development capacity under the Reduced Development Capacity Alternative compared to the Project. Compared to the Project, this

alternative would result in 1,914 fewer overall dwelling units and would reduce the amount of overall non-residential space by 381,781 square feet.

Table 4. Comparison of Development Capacity of Reduced Development Capacity Alternative and East Valley Specific Plan

Land Use Type	Reduced Development Capacity Alternative	2035 EVSP Buildout
Single Family Residential	511 du	648 du
Multi-Family Residential	3,739 du	5,516 du
Total Residential Units	**4,250 du**	**6,164 du**
Office Services	559,019 square feet	657,786 square feet
Retail	833,886 square feet	1,025,801 square feet
Parks	7.1 acres	25 acres
Community Services	31,985 square feet	123,084 square feet

Source: Rick Engineering 2021.

Notes: du = dwelling units; EVSP = East Valley Specific Plan

Furthermore, similar to the Project, the Reduced Development Capacity Alternative would include a Park Overlay Zone intended to integrate public parkland and outdoor spaces. However, compared to the Park Overlay Zone in the Project, the Park Overlay Zone in this alternative would be reduced and concentrated in different areas of the EVSP Area to facilitate more commercial and residential development. Similar to the Project, the Reduced Development Capacity Alternative would include the same proposed mobility network and development and design standards. However, building heights would be reduced due to the inclusion of the Urban III land use designation, which would allow for a lesser capacity of residential development.

The Reduced Development Capacity Alternative would result in fewer residential dwelling units and non-residential space, which would result in the reduction of average daily vehicle trips and vehicle noise compared to those identified under the Project. While the reduced vehicle noise attributed to the Reduced Development Capacity Alternative would reduce vehicle noise from future development, a permanent increase in vehicle noise would occur as a result of new development. Similar to the Project, it is unlikely that significant increases in noise level would be able to be reduced because project-level attenuation, such as noise barriers, window or other building upgrades, or changes to roadway design or speed, may not be available in all cases. Impacts related to permanent increases in vehicle noise levels would remain significant and unavoidable under this alternative, similar to those identified for the Project. In addition, similar to the Project, the Reduced Development Capacity Alternative has the potential to result in significant groundborne vibration impacts on sensitive land uses and historic buildings during construction activities because similar types of development and would remain significant and unavoidable.

The City rejects the Reduced Development Capacity Alternative because it would conflict with the Housing Element Update by limiting the City's ability to meet the housing needs of existing

and future residents. Further, this alternative it would partially meet Project Objectives 1, 2, 3, and 4 and would not meet Project Objective 5. It would partially create a self-contained land use pattern that offers a mix of compatible land uses and quality landscaped community spaces (Project Objective 1), although not to the same degree as the Project because it would result in 1,914 fewer overall dwelling units and a reduction in non-residential space by 381,781 square feet. This alternative would partially enhance the quality of the City's housing stock that is environmentally mindful and equitable while preserving the physical character and pride of the EVSP Area (Project Objective 2) but, with 1,914 fewer dwelling units, would not fully meet this objective. The Reduced Development Capacity Alternative would provide a range of housing opportunities for all income groups and households that supports all right-of-way users; however, it would result in 1,914 fewer overall dwelling units and would not fulfill this objective to the same degree as the Project (Project Objective 3). The Reduced Development Capacity Alternative would partially provide opportunities for private and public development with safe vehicular circulation connected to safe multimodal transportation, including sidewalks and bike lanes connected to reliable and timely transit options (Project Objective 4). However, it would not be to the same degree as the Project due to the reduced residential and non-residential development. The Reduced Development Capacity Alternative would not meet Project Objective 5 because it would not provide robust economic activity in the EVSP Area due to reduced development capacity. The Commercial and Mixed-Use land use designations under this alternative would be limited to the boundaries of the EVSP Area, and housing units would be focused along the major road corridors, reducing the amount of economic activity in the central portion of the EVSP Area.

For the potentially significant impacts that cannot be avoided or mitigated to a level below significance, the City adopts the Statement of Overriding Considerations in Section 6 of this Findings document pursuant to CEQA Guidelines section 15093.

c. Alternative 3: Reduced Retail/Office Alternative

The Reduced Retail/Office Alternative would concentrate the General Commercial land uses in the eastern portion of EVSP Area. Mixed-Use land use designations would remain along East Valley Parkway and in the eastern portion of the EVSP Area. This alternative would incorporate the Urban III land use designation, which is not included in the Project, in the central part of the EVSP Area. Table 5, Comparison of Development Capacity of Reduced Retail/Office Alternative and East Valley Specific Plan, provides a summary of the development capacity under the Reduced Retail/Office Alternative compared to the development capacity in the Project. Compared to the Project, this alternative would result in 290 fewer dwelling units and would reduce the amount of non-residential space by 204,830 square feet.

Table 5. Comparison of Development Capacity of Reduced Retail/Office Alternative and East Valley Specific Plan

Land Use Type	Reduced Retail/Office Alternative	2035 EVSP Buildout
Single Family Residential	0 du	648 du
Multi-Family Residential	5,874 du	5,516 du
Total Residential Units	**5,874 du**	**6,164 du**
Office Services	631,968 square feet	657,786 square feet
Retail	937,888 square feet	1,025,801 square feet
Parks	0 acre	25 acres
Community Services	31,985 square feet	123,084 square feet

Source: Rick Engineering 2021.
Notes: du = dwelling units; EVSP = East Valley Specific Plan

The Reduced Retail/Office Alternative would not include a Park Overlay Zone and would not include recommended or priority areas for parks and public spaces to focus on various housing opportunities while leveraging the existing Escondido Creek Trail as the main source for parks/open space. The Reduced Retail/Office Alternative would include the same proposed mobility network and development and design standards as identified for the Project. However, building heights would be reduced due to the inclusion of the Urban III land use designation, which provides reduced capacity of residential development.

Compared to the Project, the Reduced Retail/Office Alternative would result in fewer overall dwelling units and non-residential space, which would result in a reduction in the ADT volumes and vehicle noise. However, the reduced vehicle noise attributed to the Reduced Retail/Office Alternative would not reduce vehicle noise from future development to a less than significant level. Similar to the Project, impacts related to increases in vehicle noise levels would be significant and unavoidable. In addition, similar to the Project, the Reduced Development Capacity Alternative has the potential to result in significant groundborne vibration impacts on sensitive land uses and historic buildings during construction activities because similar types of development and would remain significant and unavoidable.

The City rejects the Reduced Retail/Office Alternative because it would conflict with the Housing Element Update by limiting the City's ability to meet the housing needs of existing and future residents. Further, this alternative would partially meet Project Objectives 2, 4, and 5 and would not meet Project Objectives 1 and 3. It would not meet Project Objective 1 because, while it would create a self-contained land use pattern that offers a mix of compatible lands uses, it does not include the Park Overlay Zone, which would provide for public community landscaped spaces. The Reduced Retail/Office Alternative would partially enhance the quality of the City's housing stock that is environmentally mindful and equitable while preserving the physical character and pride of the EVSP Area (Project Objective 2), but with 290 fewer dwelling units, it would not fully meet this objective. Compared to the Project, the Reduced Retail/Office Alternative would not

provide a range of housing opportunities for all income groups by providing only multi-family dwelling units, which excludes single-family dwelling units (Project Objective 3). The Reduced Retail/Office Alternative would partially meet Project Objective 4 because the alternative would provide some opportunities for private and public development with safe vehicular circulation connected to safe multimodal transportation, including sidewalks and bike lanes connected to reliable and timely transit options. However, it would not be to the same degree as the Project because the alternative would provide 290 fewer dwelling units and 204,830 square feet less of non-residential development. Finally, the Reduced Retail/Office Alternative would partially meet Project Objective 5 because it would provide for economic activity in the EVSP Area through the incorporation of both Commercial and Mixed-Use land use designations, albeit with 204,830 square feet less of non-residential development.

For the potentially significant impacts that cannot be avoided or mitigated to a level below significance, the City adopts the Statement of Overriding Considerations in Section 6 of this Findings document pursuant to CEQA Guidelines section 15093.

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Section 6 Statement of Overriding Considerations

The Project would result in potentially significant, unavoidable direct and cumulative environmental impacts on the following areas, which is described in detail in PEIR Section 3.6, Noise:

- Excessive noise levels from permanent increase in vehicle noise
- Excessive groundborne vibration during project construction

The City has adopted all feasible mitigation measures regarding the significant, unavoidable environmental impacts. Although in some instances the mitigation measures may substantially lessen the unavoidable environmental impact, adoption of the mitigation measures would not fully avoid the impact. In addition, the City has analyzed a reasonable range of alternatives to the Project. Based on this analysis, the City has determined that none of these alternatives meet the objectives of the Project or are feasible and environmentally preferable to the Project as approved.

Therefore, pursuant to CEQA Guidelines sections 15043 and 15093, the City must adopt a Statement of Overriding Considerations to approve the Project. A Statement of Overriding Considerations allows a lead agency to determine that specific economic, social, or other expected benefits of a project outweigh its potential unavoidable, significant environmental risks. The City has weighed the benefits of the Project against its potentially significant environmental risks in determining whether to approve the Project.

Pursuant to CEQA Guidelines section 15093, the City hereby finds that the Project would have the following benefits and that each of the following benefits is sufficient on its own to justify adoption of the Project:

- The EVSP will provide for robust economic activity within the EVSP Area by increasing the range of services, retail shops, community facilities, public outdoor spaces, and other neighborhood amenities.
- The EVSP will enhance the quality of the City's housing stock that is environmentally mindful and equitable while preserving the physical character and pride of the EVSP Area.
- The EVSP will implement the City's Housing Element Update by providing housing opportunities to meet the needs of existing and future residents.
- The EVSP will provide a range of housing opportunities for people of all lifecycles and income levels.
- The EVSP will provide for an active open space network, attractive public spaces, connected paths, parkland, and open space for the EVSP Area, which will enhance the overall quality of life, community health, and wellness of the community.
- The EVSP will promote strong mobility connections throughout the EVSP Area, especially from the Escondido Creek Trail and adjacent neighborhoods to the commercial corridor along East Valley Parkway through the construction of public

improvements commensurate with the proposed development, including but not limited to bicycle facilities and amenities, enhanced sidewalks, street parkway landscaping, curb ramps, and closures of curb cuts.

Section 7 References

City of Escondido. 2012. Environmental Impact Report for the Escondido General Plan Update, Downtown Specific Plan Update, and Climate Action Plan. Final. Vol. 1. PHG 09-0020, PHG 10-0016, SCH No. 2010071064. Prepared by Atkins. Adopted August 11. Accessed June 2023. https://www.escondido.org/Volume-I-Draft-EIR.aspx.

City of Escondido. 2023. East Valley Specific Plan. Prepared by Rick Engineering.

Rick Engineering. 2021. EVSP_Land Use Alternatives Outputs. Urban Footprint. April.

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Attachment 1. Mitigation Monitoring and Reporting Program

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Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Completed
			Pre-Const.	During Const.	Post-Const.		Initials	Date	
			Air Quality						
AIR-1	**Siting Sensitive Receptors near Dry-Cleaning, Gas Stations, and Automotive Repair Facilities.** New sensitive receptors shall be screened for potential toxic air contaminants sources within 500 feet of the proposed sensitive receptor location. If a source of toxic air contaminants such as dry-cleaning facilities, gas stations, commercial/drive-through facilities, or automotive repair shops is identified within the applicable screening distance outline in the California Air Resources Board's Air Quality and Land Use Handbook, a Health Risk Assessment, or equivalent health risk evaluation shall be prepared by a qualified air quality professional. Sensitive receptors include daycare centers, schools, retirement homes, hospitals, medical patients in residential homes, or other facilities that may house individuals with health conditions who would be adversely impacted by changes in air quality. A Health Risk Assessment, or equivalent health risk evaluation, shall also be required for such facilities proposed within 500 feet of a sensitive receptor. The Project shall not be considered for approval until a Health Risk Assessment, or equivalent health risk evaluation, has been completed and approved by the City of Escondido, Community Development Department. Health risks shall be significant if the identified risk shall exceed an incremental cancer risk greater than 10 in 1 million, or a health hazard index (chronic or acute) greater than one. If a potentially significant health risk is identified, the Health Risk Assessment shall identify appropriate measures (i.e., sealed heating, ventilation, and air conditioning system with adequate filtration) to reduce the potential health risk to below the significant risk thresholds, or the sensitive receptor or proposed facility shall be sited in another location.	Development Services Department	X			City			
			Biological Resources						
BIO-1	**Pre-Construction Nesting Bird Surveys.** To the extent feasible, grubbing, trimming, or clearing of vegetation from the EVSP Area shall not occur during the general bird nesting season (January 15 through September 15). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird nesting season, a qualified biologist shall perform a pre-construction nesting bird survey in the areas in the EVSP Area with vegetation supporting nesting birds. Nesting bird surveys shall occur within 72 hours before the start of vegetation clearing or grubbing to determine if active bird nests are present. If no active bird nests are identified in the EVSP Area or within a 300-foot buffer of the EVSP Area, no further mitigation is necessary. If active nests of bird species covered by the Migratory Bird Treaty Act are detected in the EVSP Area during the pre-construction survey, construction activities shall stay outside a 300-foot buffer around the active nest. For raptor species, this buffer shall be expanded to 500 feet. It is recommended that a biological monitor be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by	Development Services Department	X			City, Qualified Biologist			

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			Pre-Const.	During Const.	Post-Const.		Initials	Date	
	construction activity. Once the young birds have fledged and a qualified biologist has determined the nest is inactive, normal construction activities can occur.								
BIO-2	**Aquatic Resources Delineation.** Future projects within or adjacent to Escondido Creek that have the potential to impact sensitive aquatic resources shall be required to conduct an aquatic resources delineation following the methods outlined in the 1987 U.S. Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the U.S. Army Corps of Engineers Wetland Delineation Manual: Arid West Region to map the extent of wetlands and non-wetland waters, determine jurisdiction, and assess potential impacts. The aquatic resources shall be conducted by a qualified biologist. The results of the delineation shall be presented in an Aquatic Resources Delineation Report and be incorporated into the California Environmental Quality Act documents required for approval and permitting of the Project.	Development Services Department	X			City, Qualified Biologist			
BIO-3	**Aquatic Resources Permitting.** Future projects within or adjacent to Escondido Creek that have been determined through Mitigation Measure BIO-2 to have a significant impact to sensitive aquatic resources shall obtain required permits and authorizations from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and San Diego Regional Water Quality Control Board. The regulatory agency authorizations shall include impact avoidance and minimization measures and mitigation measures for unavoidable impacts. Specific avoidance and minimization measures and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.	Development Services Department	X			City, Qualified Biologist			
Cultural and Tribal Cultural Resources									
CUL-1	**Historical Evaluation.** In areas identified as having a Level 1 (red) sensitivity on the Sensitivity Map for Built Environment Cultural Resources in the EVSP Area (Figure 3) in the Cultural Resources Technical Report, projects with the potential to impact historical resources should be avoided or designed to ensure that the Project would not result in a significant impact. A Historical Resources Assessment Report shall be completed for properties to assess impacts to individual resources and the district. This Historical Resources Assessment Report shall be completed by an architectural historian who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History and shall consider mitigation measures that take all prudent and feasible measures to minimize harm. Significance evaluations shall not be required if the historical resource has been evaluated for California Environmental Quality Act significance or for California Register of Historical Resources eligibility within the last five years and if there has been no change in the conditions that contributed to the	Development Services Department	X			City, Qualified Architectural Historian			

Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Completed
			Pre-Const.	During Const.	Post-Const.		Initials	Date	
	determination of significance or eligibility. A historical resource shall be re-evaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources. The Historical Resources Assessment Report shall include an evaluation of whether the Project meets the Secretary of the Interior's Standards. New construction in a historic district shall also be reviewed to ensure that it meets the standards so that it shall not have an adverse impact (including visual impacts or impacts to setting). Projects in Level 2 (orange) areas where potential historical resources have been identified shall also be avoided or redesigned when possible. Areas in Level 2 (orange) indicate the presence of a potential historic district, but specific contributors have not been identified. A Historical Resources Assessment Report that includes an evaluation of the resource both individually and as a contributor to the proposed historic district shall be completed. If the resource is determined to be a non-contributor or not individually eligible, the Historical Resources Assessment Report shall also assess the potential for adverse impacts (including visual impacts or impacts to setting) to the proposed district in compliance with the Secretary of the Interior's Standards and California Environmental Quality Act Guidelines. Projects in the Level 3 (yellow) area of sensitivity have the potential to impact a historical resource because the level includes all buildings more than 45 years old. A Historical Resources Assessment Report evaluating the building and any potential historic district to which the historical resource may contribute shall be prepared. If no historical resources are identified, then no further action shall be required beyond documentation of the resources on the appropriate California Department of Parks and Recreation site forms. If a historical resource is identified, the Historical Resources Assessment Report shall assess the potential impacts from the Project following the Secretary of the Interior's Standards and California Environmental Quality Act Guidelines.								
CUL-2	**Archaeological Evaluation Program.** Before the issuance of a grading permit, future discretionary projects in the EVSP Area shall be reviewed by the City of Escondido Planning Department to determine if a Cultural Resources Study is required. Site-specific archaeological surveys shall be conducted for the following types of projects: (1) projects in areas that have not been previously developed, or (2) projects that may impact built environment resources that meet the age threshold for eligibility. For projects requiring a Cultural Resources Study, the work shall be conducted by a City of Escondido-approved qualified archaeologist to determine the likelihood of the project site to contain archaeological resources by reviewing site photographs and existing historical information and conducting a site visit. A Native American monitor shall be on site during site-specific archaeological surveys. Before field reconnaissance, background research, including a records search at the South	Development Services Department	X			City, Qualified Archaeologist			

Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Completed
			Pre-Const.	During Const.	Post-Const.		Initials	Date	
	Coastal Information Center, shall be required. A record search from a nearby property may be used if the previous search was conducted within the last two years. In addition, a review of the Sacred Lands File maintained by the Native American Heritage Commission shall also be conducted. If potential archaeological resources are identified through background research and field surveys, those resources shall be avoided, or significance evaluations shall be required for the potential archaeological resources identified. Potential resources include new resources identified as a result of a survey, previously recorded resources that have not been evaluated and are relocated during a survey, and previously recorded sites not relocated during the survey if there is a likelihood that the resources still exist. Significance evaluations shall not be required if the resources have been evaluated for California Environmental Quality Act significance within the last five years and if there has been no change in the conditions that contributed to the determination of significance or eligibility. An archaeological testing program shall be required for archaeological sites in need of resource significance evaluation. Archaeological testing programs include evaluating the horizontal and vertical dimensions of a site, chronological placement, site function, artifact/ecofact density and variability, presence and absence of subsurface features, and research potential. Tribal representatives and/or Native American monitors shall be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require re-evaluation of the Project, which could result in a combination of project redesign to preserve significant resources and mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Tribal representatives and/or Native American monitors). If significant archaeological resources are identified within the project footprint, the site may be eligible for designation on one or more registers. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action shall be required. Resources found to be non-significant as a result of a survey and/or assessment in consultation with affiliated Tribes shall require no further work beyond documentation of the resources on the appropriate California Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicate that there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring shall be required. Avoiding and preserving the resources through project redesign is the preferred mitigation for archaeological resources. If avoidance is not possible, the City of Escondido shall consult with all applicable parties, including Native American Tribes if								

Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Completed
			Pre-Const.	During Const.	Post-Const.		Initials	Date	
	prehistoric, in an effort to determine measures to mitigate any potential impacts to the resource in accordance with California Public Resources Code section 21083.2 and the California Environmental Quality Act Guidelines section 15126.4. A project archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology shall employ measures that include documentation of the resource. For archaeological resources for which preservation is not an option, a research design for a data recovery program shall be prepared in consultation with affiliated Tribes. The data recovery program shall be based on a written research design and would be subject to the provisions as outlined in California Public Resources Code section 21083.2.								
CUL-3	**Qualified Archaeologist and Native American Monitoring.** Prior to issuance of a grading permit, the Applicant shall provide written verification to the City of Escondido that a qualified archaeologist and a Native American monitor associated with a Tribe that is traditionally and culturally affiliated with the project location have been retained to implement a monitoring program for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever an archaeological site or a Native American Traditional Cultural Property within the project footprint would be impacted. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City of Escondido in a letter from the project archaeologist that confirms the selected Native American monitor is associated with a traditionally and culturally affiliated Tribe. The City of Escondido, prior to any pre-construction meeting, shall approve all people involved in the monitoring program.	Development Services Department	X			City, Applicant			
CUL-4	**Attend Pre-Grading Meeting.** The qualified archaeologist and a Native American monitor shall attend a pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program. During the initial grubbing, site grading, excavation, or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code section 21074. Archaeological and Native American monitoring shall be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.	Development Services Department	X	X		City, Qualified Archaeologist, Native American Monitor			

Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Completed
			Pre-Const.	During Const.	Post-Const.		Initials	Date	
CUL-5	**Temporarily Halt Ground Disturbance Operation.** In the event that previously unidentified archaeological and/or 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 operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.		X	X		City, Qualified Archaeologist, Native American Monitor			
CUL-6	**Notify the City of Escondido of Archaeological and/or Tribal Cultural Resource Discovery.** If a potentially significant archaeological and/or Tribal Cultural Resource is discovered, the qualified archaeologist shall notify the City of Escondido of said discovery. The qualified archaeologist, in consultation with the City of Escondido, the traditionally and culturally affiliated Tribe, and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the Tribal Cultural Resource's treatment and disposition shall be made by the qualified archaeologist, in consultation with the traditionally and culturally affiliated Tribe and the Native American monitor, and be submitted to the City of Escondido for review and approval.	Development Services Department	X	X		City, Qualified Archaeologist, Native American Monitor			
CUL-7	**Avoidance and/or Preservation of Discovery.** The avoidance and/or preservation of the significant Tribal Cultural Resource and/or unique archaeological resource must first be considered and evaluated as required by the California Environmental Quality Act. 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 of Escondido, 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 traditionally and culturally affiliated Tribe and the Native American monitor, and shall be subject to approval by the City of Escondido. The archaeological monitor, 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 of Escondido.	Development Services Department		X	X	City, Construction Contractor, Qualified Archaeologist, Native American Monitor			
CUL-8	**Collection and Treatment of Resources.** If the qualified archaeologist elects to collect any Tribal Cultural Resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources for later reburial on the project site. Any Tribal Cultural Resources collected by the qualified archaeologist shall be reburied on the	Development Services Department		X	X	City, Qualified Archaeologist, Native American Monitor			

Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Completed
			Pre-Const.	During Const.	Post-Const.		Initials	Date	
	project site. Should the traditionally and culturally affiliated Tribes decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined not to be Tribal Cultural Resources by the qualified archaeologist, in consultation with the Native American monitor, shall be curated at the San Diego Archaeological Center.								
CUL-9:	**Artifact Disposition.** For precontact resources, the following treatments shall be applied: Reburial of the resources on the project property. The measures for reburial shall include at least the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloging, with an exception that sacred items, burial goods, and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential final monitoring report.	Development Services Department		X	X	City, Qualified Archaeologist, Native American Monitor			
CUL-10	**Monitoring and/or Evaluation Report**. Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which 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 of Escondido. The report shall be filed with the South Coastal Information Center under a confidential cover and not subject to a public records request. 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 shall include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources. A copy of the final report shall be sent to the consulting affiliated Tribes.	Development Services Department		X	X	City, Qualified Archaeologist, Native American Monitor			
CUL-11	**Identification and Treatment of Human Remains.** If Native American human remains are discovered within a project footprint, the City of Escondido shall work with the most likely descendants identified by the Native American Heritage Commission as provided in California Public Resources Code section 5097.98. The Applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items of cultural patrimony associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (California Health and Safety Code section 7050.5): • In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: • All construction activity shall cease within 100 feet of the discovery until the county coroner is contacted and has completed their study.	Development Services Department		X		City, Construction Contractor, Qualified Archaeologist, Native American Monitor			

Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Completed
			Pre-Const.	During Const.	Post-Const.		Initials	Date	
	• The county coroner shall be contacted to determine whether an investigation of the cause of death is required. • If the county coroner determines that the remains are Native American, they shall contact the Native American Heritage Commission within 24 hours. • The Native American Heritage Commission shall identify the person or people it believes to be the most likely descendant from the deceased Native American. • The landowner shall discuss and confer with the most likely descendant regarding all reasonable options for treatment of human remains and any associated grave goods as provided in California Public Resources Code section 5097.98. • As part of the objectives, criteria, and procedures required by California Public Resources Code section 21082, the City of Escondido shall make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions shall include an immediate evaluation of the find by a qualified archaeologist in consultation with the affiliated Tribal representatives. If the archaeologist determines the find to be a significant historical or archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation shall be necessary. Work may continue on other parts of the project site while resource mitigation takes place.								
CUL-12	**Tribal Cultural Resources Evaluation.** For any project with the potential to result in adverse impacts to Tribal Cultural Resources, the City of Escondido shall avoid and/or minimize impacts. Coordination and collaboration regarding the resources shall be completed with Tribes traditionally and culturally affiliated with the project location institutions, such as the South Coastal Information Center and the Native American Heritage Commission, including consultation as outlined in Senate Bill 18 and Assembly Bill 52. The resources shall be treated with culturally appropriate dignity, taking into account the Tribal cultural values and meaning of the resources, including but not limited to the following: • Protecting the cultural character and integrity of the resources • Protecting the traditional use of the resources • Protecting the confidentiality of the resources If possible, the City of Escondido shall avoid and preserve the resources in place, including but not limited to planning and construction to avoid the resources and to protect the resources' cultural and natural context. Greenspace, parks, or other open space shall use appropriate planning to incorporate the resources with culturally appropriate protection and management criteria as determined through consultation with the affiliated Tribes. Permanent conservation easements or other interests in real property shall be created with culturally appropriate management criteria for the purposes of preserving or using the resources or places.	Development Services Department	X	X	X	City, Qualified Archaeologist, Native American Monitor			

Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

Mitigation Measure No.	Measure	Person(s) to Verify	Timing of Verification			Responsible Party	Completed		Completed
			Pre-Const.	During Const.	Post-Const.		Initials	Date	
			Noise						
NOI-1	**Construction Vibration Best Management Practices.** All general construction activities that take place within 100 feet of a building with the potential to be damaged by excessive vibration, or general construction within 200 feet, or pile-driving, blasting, or other high-impact construction equipment within 900 feet of a daytime noise-sensitive land use (public and private educational facilities, churches, libraries, museums, cultural facilities, golf courses, and passive recreational parks) shall do one of the following: (1) retain a qualified acoustician to demonstrate that vibration will not exceed the applicable Federal Transit Administration threshold (65 vibration decibel for vibration-sensitive land uses of 80 vibration decibel for other daytime land uses), or (2) implement the following construction best management practices recommended by the Federal Railroad Administration in the High Speed Ground Transportation Noise and Vibration Impact Assessment. The best management practices shall be included in project construction documents, including the grading plan and construction contract. Practices shall include the following: 1. Sequence of operations: i. Phase demolition, earthmoving, and ground-impacting operations to occur in different time periods. 2. Alternative construction methods: i. Avoid impact pile-driving where possible in vibration-sensitive areas. Drilled piles or the use of a sonic or vibratory pile driver causes lower vibration levels where the geological conditions permit their use. ii. Select demolition methods not involving impact, where possible. For example, using pressure bursting for concrete demolition results in lower vibration levels than impact demolition by pavement breakers, and milling generates lower vibration levels than excavation using clam shell or chisel drops. iii. Avoid vibratory rollers and packers near sensitive receptors.	Development Services Department	X	X		City, Construction Contractor, Qualified Acoustician			

Notes: City = City of Escondido

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Planning Commission
Hearing Date: July 6, 2023
Effective Date: July 7, 2023

PLANNING COMMISSION RESOLUTION NO. 2023-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ESCONDIDO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF THE EAST VALLEY SPECIFIC PLAN AND A REZONE OF THE EAST VALLEY SPECIFIC PLAN AREA FROM GENERAL COMMERCIAL (CG), COMMERCIAL PROFESSIONAL (CP), AND HOSPITAL PROFESSIONAL (HP), TO SPECIFIC PLAN (S-P)

APPLICANT: City of Escondido

CASE NO: PHG20-0028

WHEREAS, the City of Escondido ("Applicant"), filed a land use development application, Planning Case No. PHG20-0028 ("Application") constituting a request to establish a new Specific Plan and Rezone the East Valley area ("Project" or "EVSP"), covering approximately 191 acres centered around East Valley Parkway, generally bounded by the alley south of East Grand Avenue to the south, South Hickory and South Fig streets to the west, the Escondido Creek Flood Control Channel to the north, and Harding Street to the east ("EVSP Area"); and

WHEREAS, the EVSP Area is depicted in Exhibit "A" which is attached hereto and made a part hereof by this reference as though fully set forth herein ("Property"); and

WHEREAS, the EVSP Area is part of the East Valley Parkway Target Area (Target Area "h") in the Escondido General Plan and is encumbered by a Mixed-Use Overlay designation; and

WHEREAS, the EVSP provides a forward-looking vision for the future of the EVSP Area in central Escondido. The EVSP identifies goals, policies, design standards, and implementation strategies for categories such as land use, mobility, and parks and open space opportunities; and

WHEREAS, the EVSP would rezone the EVSP Area from General Commercial (CG), Commercial Professional (CP), and Hospital Professional (HP), to Specific Plan (S-P), and allow a mixture of commercial and high-density residential uses, consistent with the vision established by the Escondido General Plan; and

WHEREAS, pursuant to Section 33-391 of the Escondido Zoning Code, the S-P zoning designation may be applied in areas as determined appropriate by the City Council upon the recommendation of the planning commission; and

WHEREAS, Specific Plans are authorized by State Government Code Section 65450; and

WHEREAS, adoption of the EVSP requires associated amendments to the Escondido General Plan and East Valley Parkway Area Plan for clarity purposes; and

WHEREAS, City staff will prepare the above-noted amendments to the Escondido General Plan and East Valley Parkway Area Plan for future consideration by the City Council upon recommendation of the Planning Commission; and

WHEREAS, the 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

the California Environmental Quality Act (Public Resources Code section 21000 et seq.) (“CEQA”); and

WHEREAS, the Planning Division studied the Application, performed necessary investigations, prepared a written report, and hereby recommends approval of the Rezone and the EVSP, attached as Exhibit "B" hereto and made a part hereof by this reference as though fully set forth herein; and

WHEREAS, City staff provided public notice of the application in accordance with City and State public noticing requirements; and

WHEREAS, on June 27, 2023, and as that meeting was continued, again on July 6, 2023, the Planning Commission held a duly noticed public hearing as prescribed by law, at which time the 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 regarding the Project. 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 July 6, 2023, 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, the 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.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Escondido that:

1. The above recitations are true and correct.

2. Through adoption of Planning Commission Resolution No. 2023-11, the Planning Commission made certain findings pursuant to CEQA and recommended that the City Council certify the Project's Final Program Environmental Impact Report.

3. The EVSP implements the Mixed-Use Overlay identified in the Escondido General Plan. While associated amendments to the Escondido General Plan are necessary for clarity purposes, adoption of the EVSP is not inconsistent with the intent of the Escondido General Plan.

4. After consideration of all evidence presented, and studies and investigations made by the Planning Commission and on its behalf, the Planning Commission makes the substantive findings and determinations attached hereto as Exhibit "C," relating to the information that has been considered. In accordance with the Findings of Fact and the foregoing, the Planning Commission reached a recommendation on the matter as hereinafter set forth.

5. The Application is hereby recommended for approval by the City Council.

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 6th day of July, 2023, by the following vote, to wit:

AYES:	COMMISSIONERS:
NOES:	COMMISSIONERS:
ABSTAINED:	COMMISSIONERS:
ABSENT:	COMMISSIONERS:

_____
Rick Paul, Chair
Escondido Planning Commission

ATTEST:

_____
ADAM FINESTONE, Secretary of the
Escondido Planning Commission

I hereby certify that the foregoing Resolution was passed at the time and by the vote above stated.

_____
Alex Rangel, Minutes Clerk
Escondido Planning Commission

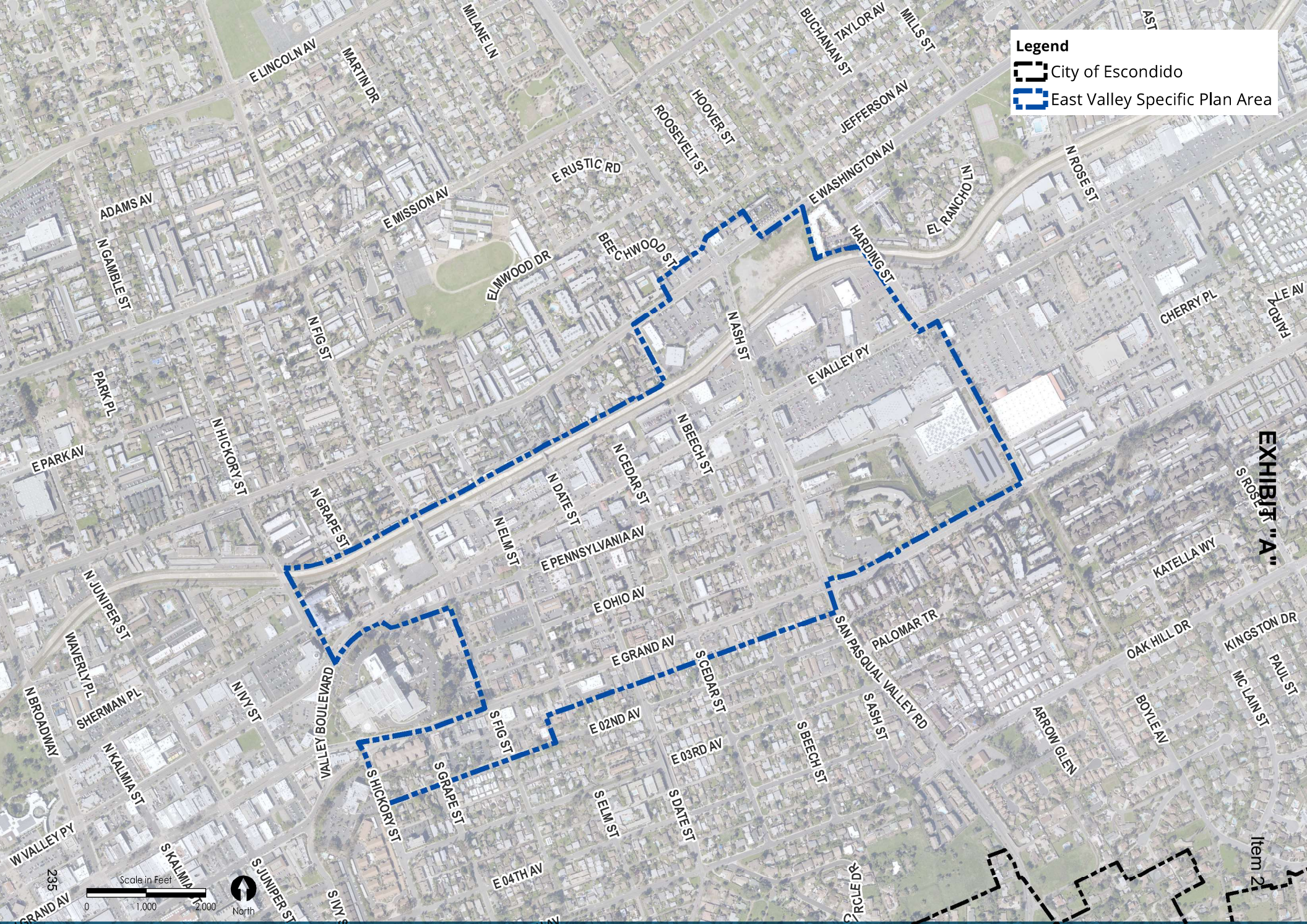


FIGURE 1-1 Vicinity Map

ESCONDIDO
City of Choice

East Valley Specific Plan












ESCONDIDO
City of Choice

East Valley Specific Plan

July 6, 2023

Prepared by

RICK
Planning + Design

Supported by

DESIGNWORKSHOP

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1.0 Introduction

The City of Escondido developed the East Valley Specific Plan ("EVSP" or "Plan") in collaboration with residents, local businesses, and land owners, to provide a forward-looking vision for the future of the East Valley Specific Plan Area ("Plan Area"). The EVSP presents goals, policies, design standards, and implementation strategies for categories such as land use, mobility, and parks and open space opportunities. The EVSP is intended to provide guidance for private development and public investment over the next 12+ years. This chapter will discuss the EVSP background, legal authority, historical and physical setting, planning context, and the contents of the Plan.

1.1 Plan Background

In 2004, Escondido City Council approved the East Valley Parkway Area Plan ("Area Plan") with the purpose of implementing a comprehensive strategy for the revitalization of the physical character and economic health of the East Valley Parkway businesses and communities. The East Valley Parkway Area Plan has since been the City's implementing document for the Plan Area.

In 2012, the City of Escondido prepared a 2012 City of Escondido General Plan Update ("General Plan") which identifies eleven "Target Areas" that provide unique opportunities for achieving the General Plan vision and involves a reevaluation of land use patterns and policies. The Plan Area is included within the limits of the General Plan's East Valley Target Area. The General Plan's East Valley Parkway Target Area guiding principles include:

1. Update the Area Plan for the Target Area to include smart growth principles as well as improved vehicular access and enhanced aesthetics from Highway 78 along Lincoln Avenue and Ash Street. Strengthen Escondido Creek path connections, and better integrate public/private recreational spaces.
2. Promote opportunities and incentives for attracting job training and technical/vocational schools and educational institutions that enhance employment opportunity for residents.
3. Establish a mixed use overlay between Palomar Hospital and Ash Street to focus residential growth with increased building heights and intensities, distanced from lower density residential and appropriate buffers to ensure compatibility.

In 2020, the City was awarded grant funding to develop a Housing Element Update, a Sector Feasibility Study, and an East Valley Specific Plan. The Housing Element Update allows the City to assess current conditions; plan for future conditions; and advance a set of programs to develop, conserve and maintain fair housing choices for current and future residents. The Sector Feasibility Study is a residential sector housing market study that offers a general framework for defining realistic goals for the preferred housing market outcomes. The City chose to craft the EVSP as a comprehensive planning and zoning document for the western portion of the General Plan East Valley Target Area. The EVSP establishes a link between implementing the goals and ideas of the General Plan, 2021 Housing Element Update, and Sector Feasibility Study.

1.2 Legal Authority

The EVSP is established through the authority granted to the City of California Government Code, Sections 65450 through 65457, as a means of systematically implementing the General Plan. A specific plan, through text and diagram(s), must identify the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

The primary effect of a specific plan is the establishment of a clear and detailed plan for a defined area. Existing zoning is replaced with development standards of the specific plan which best meet the needs of the defined area. After adoption by the City of Escondido, all public and private development projects and improvements must be consistent with the adopted specific plan.

State Law requires that a specific plan be in conformance with a city's general plan. This Plan has been prepared in conformance with the General Plan for the enhancement of the East Valley community. The East Valley Specific Plan seeks to build upon the vision of the General Plan, provide more detailed guidance, and adapt to the area's ongoing changes by applying use and development priorities to parcels and districts.

1.3 East Valley Setting

The Plan Area covers approximately 191 acres within the City of Escondido and is comprised of private and public ownerships. In order to plan for the future, it is important to understand the past and present; the following sections provide the historical and physical context of the Plan Area.

1.3.1 Historical Setting

The Plan Area was originally zoned as an agricultural district in the 1930s, which was later developed with mobile home parks and commercial development in the '50s and '60s. The commercial development is automobile-oriented, characterized by big and mid-box retail, strip commercial and food service establishments with ample parking generally located along the street frontage. Construction of the Escondido Creek flood control channel, known as the Escondido Creek Watershed Project, began in 1965.

The former Palomar Health Downtown Campus ("Campus") building along East Valley Parkway, west of the Plan Area was constructed in phases between 1957 and 2002. Throughout this time, the Campus influenced the expansion of medical-oriented office and commercial uses developed within the western side of the Plan Area. In 2012, Palomar Health opened the Palomar Medical Center Escondido in western Escondido, to which many of the Palomar Health Downtown Campus facilities were relocated. The Palomar Health Downtown Campus has been demolished, and construction of a mixed-use residential and commercial project is underway at this time. With the relocation of the Palomar Health Downtown Campus, many medical office buildings in the Plan Area are facing increased vacancies.

The Plan Area's policies and standards need to be updated to reflect new development priorities. These have been expressed as community-supported solutions to advance a number of the City's overriding housing, economic, and environmental goals. The EVSP strategically applies them to parcels and districts to help realize the desired vision of the area.

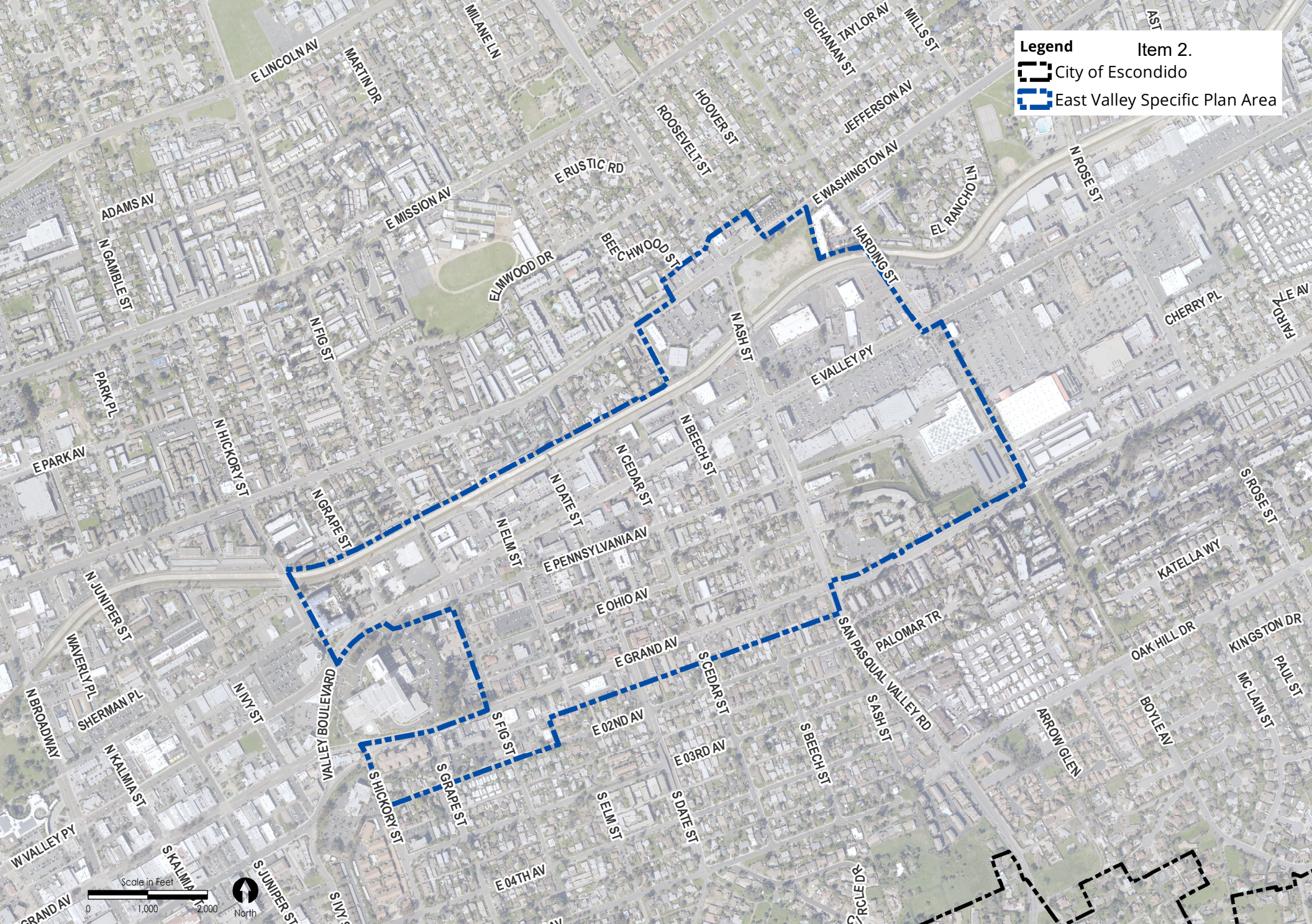


FIGURE 1-1 Vicinity Map

1.3.2 Physical Setting

The Plan Area is located in central Escondido, immediately adjacent to, and east of downtown. As shown in Figure 1-1, East Valley Specific Plan Vicinity, the Plan Area is generally bound by Escondido Creek to the north; Harding Street to the east, Grand Avenue and East 2nd Street to the south; and North Hickory, South Hickory, and North Fig Streets to the west.

The Plan Area ranges in elevation of approximately 650 to 715 feet above mean sea level. The general northeastern San Diego climate consists of approximately 14 inches of rainfall over the course of approximately 41 days annually. The temperature ranges with an average winter low of 42 degrees Fahrenheit to an average summer high of 86 degrees Fahrenheit. The Plan Area offers eastern-facing views of Bottle Peak of the peninsular mountain range.

Escondido Creek, a concrete-lined flood control channel, flows through the center of Escondido and along the northern edge of the Plan Area, in a primarily east-west direction. The Escondido Creek forms the "spine" of the City's Class 1 bicycle facility and also serves as an alternative non-motorized access route linking residents to employment, shopping and services.



Image of Escondido Creek

1.4 Planning Process

The Plan Area is currently a product of historical land use decisions and functions. The development of this Plan built upon a series of previous planning efforts. The need for a specific plan for East Valley was identified in the General Plan to update the 2004 East Valley Parkway Area Plan. The City launched the East Valley Specific Plan effort in mid-2020. An Existing Conditions Report was prepared to identify the key issues, constraints, assets, and opportunities of the Plan Area. The Existing Conditions Report also provided a solid baseline to facilitate community input.

The planning process for the Plan included the involvement of community members, business stakeholders and interest groups in the Plan Area. Interested parties were engaged in the project through press and media notifications, virtual workshops, surveys, eblasts, and website updates. Spanish translations and services were also provided for these community involvement efforts. Despite COVID-19 restrictions on public gatherings, community input informed each stage of the planning process. The City engaged community members in a variety of venues and formats to ensure community input was received before moving forward. This constant communication produced an open and transparent process that helped inform and shape the development of each step in the process.

The City conducted a virtual-based workshop in Summer 2020 to gather community input on what individuals would like to see in the Plan Area and present the existing conditions analysis. An online survey was also sent out to business owners and property stakeholders in the Plan Area to provide an alternative method for community input on key aspects of the planning process to reach a broader audience.

Additionally, the City created and maintained a project website, which provided current project information, upcoming events, updates, key milestones, and project documents. A comment form was also made available via the project website in which community members could provide comments, suggestions, and concerns. Input received over the course of the online survey period provided valuable input on project priorities, desired outcomes, and land use and circulation alternatives.



Overarching comments received from the first round of community involvement included:

- Creating a strong identity for East Valley
- Providing affordable to moderate income housing
- Leveraging the Escondido Creek Trail
- Promoting walkability through mixed use buildings and complete streets concepts
- Enhancing streetscapes and building frontages through design and amenities
- Creating more public open space for the residents and visitors

Using the Existing Conditions Report and community input gathered, three Land Use Alternatives were developed for the City and community to assess and identify a Preferred Land Use Alternative. In Fall 2020, a Land Use Alternatives Workshop was held virtually where the three Land Use Alternatives were presented to the public. The Preferred Land Use Alternative acts as a base in which this Specific Plan establishes the land uses, circulation network, design guidelines, and design standards.

The EVSP was virtually presented to the public in Fall 2020 soliciting input on the contents of the Land Use Alternatives. This second public workshop gave the community another opportunity to voice their preferences and ideas for the Plan Area. Spanish translation services and materials were also provided at this workshop. Input gathered through this outreach effort was folded into the Preferred Land Use Alternative, which is presented in the EVSP.

Overarching comments received from the second round of community involvement included:

- Providing affordable housing with appropriate design standards
- Including parks and urban canopy as these are important concepts for an urban setting
- Mindfully establishing parking standards to accommodate future and current needs
- Allowing for community services and other existing uses while facilitating new opportunities

The Draft EVSP was released in Spring 2021 and Spring 2023 for public review, and later adopted by City Council ordinance No. 2023-08.



Public Workshop #2 for the East Valley Specific Land Use Alternatives

1.5 Specific Plan Contents

The Specific Plan contains eight chapters as follows:

Chapter 1.0 Introduction: Provides a broad overview of the process that informed the development of the EVSP and outlines the contents of the Specific Plan Chapters to follow.

Chapter 2.0 Vision, Goals, and Policies: Describes the future Plan Area and identifies the qualities most important to the East Valley neighborhood, which has been translated into the goals, policies, and vision. Topics identified for the Plan include: Land Use, Mobility, Open Space, Economic Development, Sustainable and Equitable Development, and Design. This chapter includes goals and policies for each of the topics to guide future development in the Plan Area.

Chapter 3.0 Land Use: Translates goals and implementing actions into a land use plan. This chapter describes the distinguishing features of each of the land use designations and the allowed uses and permit requirements for each as the Plan is implemented.

Chapter 4.0 Parks and Public Realm: Guides the park program including the Park Overlay Zone types of parks and public realm spaces and amenities. This chapter also establishes park standards for future development.

Chapter 5.0 Mobility: Sets forth the transportation network for the Plan Area including the roadway, bicycle, and pedestrian networks. This chapter also provides guidance on transportation demand management and parking standards in the Plan Area.

Chapter 6.0 Public Services and Infrastructure: Describes the public services within and around the Plan Area; including fire and medical facilities, police facilities, schools, and libraries. This chapter also includes the existing and anticipated capacities and demands for public infrastructure such as sewer and stormwater infrastructure, and provides the framework for future infrastructure improvements.

Chapter 7.0 Design Standards and Guidelines: Provides the urban design guidance for the Plan, including development standards and guidelines. This chapter sets forth standards and guidelines for the design of appropriate development including architectural characteristics, site planning, parking, and signage.

Chapter 8.0 Implementation: Describes how the Plan will be implemented and administered, and describes the development review procedures for projects within the Plan Area. This chapter also provides a summary of recommended public improvements, programs, and the financing tools needed to implement these strategies.



2.0 Vision, Goals, & Policies

This chapter describes the intended future of the Plan Area and identifies the qualities most important to the East Valley community, which have been translated into the vision, goals, and policies. A series of public outreach events solicited community input on the vision and desired outcomes for the Plan Area; including a visioning exercise, which provided a framework of aspirations and targets to develop a comprehensive vision for the EVSP. Goals were developed based on the vision for each of the topics to guide future development in the Plan Area.

2.1 Vision

The East Valley Specific Plan incorporates a dynamic mix of land uses, ensuring a variety of residential options, linked together through safe streets and a business corridor. The Plan creates an inviting atmosphere and quality of life with attractive public spaces and connected paths that leverage the Escondido Creek Trail and provide a unique and artistic identity that attracts local residents and North County Inland residents to live, shop, dine, and recreate.

2.2 Goals & Policies

The EVSP vision establishes an all-embracing mission for the Plan Area, while the following goals and policies act as tangible steps or actions towards achieving the vision. The goals are broken out into the different topics or lenses in which to carry out the vision. Each goal is supported by policies that give the City measurable, implementable actions intended to help accomplish that goal. Goals and policies are provided for the following topics: Land Use, Sustainable and Equitable Development, Site and Building Design, Mobility, Parks and Public Realm, Economic Development, Public Services and Infrastructure.

2.2.1 Land Use

Land Use Goal 1: A self-contained land use pattern that offers a mix of compatible land uses and community spaces.

Policies:

LU-1.1: Provide housing in proximity to commercial and employment uses through shared services or amenities such as reciprocal parking or shared community space.

LU-1.2: Provide incentives for the consolidation of lot ownership to facilitate revitalization and aesthetic improvements through comprehensive site planning and property maintenance coordination.



Example of ground-floor commercial

LU-1.3: Incentivize new commercial and mixed-use development projects in preferred areas to include publicly accessible outdoor space.

LU-1.4: Locating new development within existing communities takes advantage of existing services and infrastructure, while strengthening the existing neighborhoods. Encourage new street-activating retail and other ground-floor commercial uses along East Valley Parkway to promote job creation, reduced auto-dependence, increased active transportation, and healthier lifestyles. See Section 7.2.3, Frontages & Ground-Floor Commercial, for applicable design standards.

LU-1.5: Provide flexible land use regulation to convert under-performing commercial spaces with more intensive and higher performing commercial land uses.

LU-1.6: The availability of stores and offices in close proximity to housing allows residents to work and shop close to home. Desirable land uses that serve surrounding residential uses and increase foot traffic include, but are not limited to: educational institutions and support facilities; entertainment uses, such as music venues, theaters amphitheaters; commercial types of recreational uses, such as athletic clubs; retail and dining uses; and professional services.

LU-1.7: Support an increasing range of services, retail shops, community facilities, public outdoor spaces, and other neighborhood amenities to serve new and existing residents and workers.

Land Use Goal 2: A housing program focused on affordable housing opportunities.

Policies:

LU-2.1: Redevelopment shall provide for a variety of housing options for all lifecycles and income levels in each development, with a mix of floor plans, sizes, and number of bedrooms provided. Create and preserve accessible, affordable housing, especially as mixed-income developments and in mixed-income neighborhoods.

LU-2.2: Support a flexible range of housing types – such as smaller unit sizes, compact housing types, live-work, ancillary dwelling units, or other innovative housing formats and design techniques.



Example of live-work dwelling units

LU-2.3: Develop or identify new incentives for affordable housing within the Plan Area, such as innovative funding sources like tax credit programs and public-private partnerships.

LU-2.4: Offer a range of options for development to fulfill affordable housing requirements.

LU-2.5: Housing constructed exclusively for low and moderate income households should not be concentrated in any single area of the Plan Area and such housing should be high quality in terms of design and construction without sacrificing affordability.

LU-2.6: Promote strong, on-site management of multi-family complexes to ensure the maintenance of housing and neighborhood quality.

LU-2.7: Improve the quality and availability of housing by addressing declining homeownership, neighborhood stability and overcrowding.

LU-2.8: Establish an Affordable Housing Trust Fund (AHTF) to assist in the delivery of affordable housing within the Plan Area. The AHTF should be used to provide affordable housing for lower and middle income households. The AHTF can be used to augment State and Federal programs to expand affordable housing opportunities for these under-served groups.

2.2.2 Sustainable & Equitable Development

Sustainable and Equitable Development Goal 1: Environmentally mindful and equitable development standards for the Plan Area choices.

Policies:

SED-1.1: Encourage the rehabilitation of existing uses by clarifying the approval processes to avoid excessive conditions that discourage rehabilitation.

SED-1.2: Consider ways to improve equitable access to clean and sustainable energy. This could include the creation of a Clean Energy Equity Plan to support low-income residents and small organizations to purchase or obtain renewable energy. Also develop a program to engage with the Solar on Multi-Family Housing Program ("SOMAH") to support local green job training.

SED-1.3: Investigate the use of renewable distributed energy systems, which have environmental benefits, but use a distributed system and/or creative pricing to achieve equity benefits as well. Investing in renewable distributed systems and building insulation programs can reduce the differential impact of energy use on lower-income households.

SED-1.4: Advance the placement of site energy facilities, including stations and lines, to avoid disproportionate impact on the health and well-being of low-income groups over other economic groups and move away from centralized coal-based or nuclear power generation.

SED-1.5: Promote equitable distribution of desirable public amenities, such as recreational facilities, grocery stores, public spaces, and other public amenities. Desirable public amenities should be focused in priority investment neighborhoods (PINs) that currently experience social or environmental injustice and/or bear a disproportionate burden of public health impacts. PINs are identified by the City's Social Equity and Health Index Map.

SED-1.6: Create equitable transportation opportunities for all populations regardless of age, ability, race, ethnicity, or income.

SED-1.7: Maximize mitigation benefits locally by prioritizing local, or Plan Area mitigation for GHG emissions and biological impacts/habitat loss. If no local mitigation credits or mitigation opportunities are available, allow project applicants to seek out regional solutions first. If no regional solutions are available then State solutions, with a preference to proximity.

SED-1.8: Use regulatory and voluntary tools to increase access to neighborhood parks, passive parklands, parklets, and/or pop-up recreation programs to increase parkland coverage and/or expand equitable access to recreational opportunities.

SED-1.9: Provide landscape standards to include plant palettes that withstand drought conditions and promote plant-type resilience (in street and park trees, green roofs, etc.). Include tree plantings that are known to perform well in the general climate conditions, are climate resilient trees, and will increase canopy or vegetative cover.

2.2.3 Site & Building Design

Site and Building Design Goal 1: Alluring building forms and streetscapes that enhance the physical character and pride of East Valley.

Policies:

SBD-1.1: Provide objective zoning standards and guidelines that identify ways to achieve attractive, high quality spaces and development, defined by architecture and landscaping and consistent with the enhanced visual character envisioned for the Plan Area.

SBD-1.2: Create a landmark identity or focal point in the vicinity of the Ash Street/ East Valley Parkway intersection, which may be accomplished through a combination of elements such as building height and massing, signature architectural design and lush corner landscaping.

SBD-1.3: Support neighborhood efforts to create beauty and pride by removing blight and providing high-quality and well-maintained public infrastructure, parks and public facilities in each neighborhood.

SBD-1.4: Identify site criteria and establish enforceable development standards that emphasize tasteful transitions from high to low density residential uses and transitions from public to private spaces.

SBD-1.5: Protect single family residential neighborhoods by establishing step down height requirements.

SBD-1.6: Ensure new building massing does not result in “urban canyons” by providing regulations that address building lengths, building heights, building variety.

SBD-1.7: Design a positive and safe nighttime environment with better lighting design. Visible direct lamp glare from unshielded floodlight fixtures and lighting design that allows light to be cast up into the night sky shall be prohibited.

SBD-1.8: Establish a positive edge along rights-of-way by reducing the frontage of parking lots, reducing blank walks and increasing buildings oriented towards streets.



Example of high quality development using architectural articulation and variation

Site and Building Design Goal 2: Development sites that seamlessly support all right-of-way users

Policies:

SBD-2.1: Establish design standards and guidelines that support a connected multi-modal transportation system so that all right-of-way users and activities are accommodated.

SBD-2.2: Encourage the reduction of parking to only what is needed and provide strategies to achieving this.

SBD-2.3: Manage internal traffic speeds within new developments to provide better multi-modal safety through the use of speed bumps, variation of pavement materials and colors, and other traffic calming measures.

SBD-2.4: Evaluate the feasibility of providing additional density bonuses or other incentives for new developments that include universal design (beyond the American Disability Act standards). Universal design is the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

SBD-2.5: Promote and increase in pedestrian and bicycle trips within district by increasing bicycle lane miles, bicycle parking areas, accessible walkways, removal of obstructions, increasing shade, establishing open space, providing recreation and community facility destinations within 0.25 miles.

Site and Building Design Goal 3: Quality landscaping and greenspace throughout the public realm.

Policies:

SBD-3.1: Provide the framework for positive landscaping habits through the use of drought-tolerant plantings, increasing street trees and percentage of tree canopy, and using responsible soil practices. See Section 7.4.5, Landscape Design for guidelines on landscaping.

SBD-3.2: Provide landscaped "greenways" along East Valley Parkway, Ash Street, Grand Avenue, and Washington Avenue within the Plan Area.

SBD-3.3: Improve the quality of the trail and experience along Escondido Creek through landscaping and design standards.



Examples of high quality landscaping

2.2.4 Mobility

Mobility Goal 1: Public and private development that provides safe vehicular circulation while reducing overall vehicle miles traveled (VMT) and promoting alternative modes of transportation.

Policies:

M-1.1: Strive to maintain the General Plan's Quality of Life standard for roadways that provide for minimal delays.

M-1.2: Encourage consolidation of driveways by providing incentives for lot consolidation.

M-1.3: Prohibit installation of new or additional curb cuts on East Valley Parkway and Ash Street ("Highway 78"), except as a replacement for closing another curb cut elsewhere on the frontage, to the satisfaction of the City Engineer and Caltrans.

M-1.4: Establish and implement Transportation Demand Management (TDM) programs to increase the number of people who use transit, walking, bicycling, and carpooling to access downtown. All new development shall be in compliance with the applicable transportation demand management (TDM) measures included in Section 5.5.

M-1.5: Reallocate excess space from traffic lanes to other uses.

M-1.6: Incorporate traffic calming features along mixed use and urban neighborhoods to ensure pedestrian and vehicular safety.

M-1.7: Development Impact Fees (DIFs) incurred by development projects within the Plan Area shall be applied to roadway and facility improvements within Plan Area.

Mobility Goal 2: A safe and connective pedestrian and cyclist experience for residents and workers, through quality design, public amenities, and accessible facilities.

Policies:

M-2.1: Construct public improvements commensurate with the proposed development, including but not limited to, bicycle facilities and amenities, enhanced sidewalks, street parkway landscaping, curb ramps, closures of curb cuts, lighting, benches and drainage improvements.

M-2.2: Encourage internal pedestrian connections between properties to minimize unnecessary vehicle miles traveled ("VMT") and turning movements on roadways within the Plan Area.

M-2.3: Evaluate the feasibility of installing mid-block pedestrian crossings with pedestrian hybrid beacons along East Valley Parkway between Cedar Street and Beech Street, and between Ash Street and Harding Street.

M-2.4: Require new development or redevelopment to install sidewalk amenities including lighting, signage, seating, and street trees wherever feasible.



Example of public sidewalk amenities.

M-2.5: Provide safe, comfortable spaces to wait for buses that include lighting, new shelters, benches, wayfinding and transit information in multiple languages, and other amenities including those that improve access and comfort for people with disabilities.

M-2.6: Encourage parallel parking along roadways as a means of traffic calming to improve pedestrian safety.

M-2.7: Wayfinding and improve accessibility to and through East Valley Parkway by developing a comprehensive directional sign program for pedestrians and cyclists.

M-2.8: Develop bicycle routes and facilities that connect to transit stations, employment and commercial centers, schools, libraries, cultural centers, parks, the Escondido Creek Trail, and other frequently visited destinations throughout the community and region where they do not already exist.

M-2.9: Implement the Escondido Bicycle Master Plan and carry forward its efforts that ensure safe, adequate bike routes and encourage the replacement of vehicle trips with bicycle trips.

M-2.10: Increase availability of bicycle parking within proximity to commercial, office, residential development; as well as public places such as transit stops, libraries, parks, and the Escondido Creek Trail to make bicycling more appealing and convenient.

M-2.11: Require new larger development projects (e.g. commercial centers, educational institutions) to provide connections to existing and proposed bicycle routes, as well as bicycle parking, personal lockers, and other bicycle support facilities to encourage bicycling.

Mobility Goal 3: A transit-oriented community with safe, reliable and timely transit options.

Policies:

M-3.1: Link higher density residential developments, employment centers, and shopping areas via public transit. Public transit shall be provided via North County Transit District ("NCTD") and Metropolitan Transit System (MTS) services, as well as ride sharing services.

M-3.2: Implement transit priority treatments (such as transit priority signals at intersections, queue jump lanes, and boarding islands or transit bulbs) on East Valley Parkway and decrease bus headways to improve overall transit travel times, and access to and from East Valley Parkway.

M-3.3: Provide extended bus platforms that are extensions of the curb that provide more space for riders to wait, board, and exit the bus. These extended bus platforms improve bus route efficiency by reducing the time a bus spends pulling out of and back into traffic.

M-3.4: Focus pedestrian safety improvements to be in proximity to transit stops.

M-3.5: Involve the community in identifying priority upgrades to transit stops to make them safer and more comfortable.

Mobility Goal 4: More efficient parking strategies.

Policies:

M-4.1: Identify parking management strategies that efficiently facilitate commercial uses while improving the overall pedestrian experience.

M-4.2: Consider opportunities for shared parking and access arrangements where lot consolidation is infeasible.

M-4.3: Develop a means for new development to pay an in-lieu parking fee as an alternative to providing off-street parking spaces on-site.

M-4.4: Implement real-time parking signage on parking structures to display parking availability and pricing.



Example of bicycle parking in proximity to commercial uses.

2.2.5 Parks & Public Realm

Parks and Public Realm Goal 1: Accessible public gathering spaces with social and recreational amenities.

Policies:

PPR-1.1: Public and private parkland shall comply with the applicable park requirements and fees established in Section 4.5, with consideration to the park amenities recommended in Section 4.4.

PPR-1.2: Tie development impact fees (DIFs) more closely to direct impacts of new development and utilize geographically based impact fees to help ensure fee calculations are closely tied to facilities in the Plan Area. Utilize development impact fees to create public outdoor spaces and amenities within the Park Overlay Zones.

PPR-1.3: Public and private parkland shall comply with the applicable Design Standards and Guidelines in Chapter 7.0.

PPR-1.4: Provide a mixture of amenities such as water features, public art, shade, drinking fountains, landscaping, seating options, and lighting in public outdoor spaces.

PPR-1.5: When designing parks and public spaces, consideration should be given to the specific use(s) within the space, the location in relation to schools, transit stops, daycare facilities, and other parkland spaces to maximize utility.

PPR-1.6: Public open spaces should include flexible area for public gatherings, such as lawn area or a paved plaza, at a scale that maintains intimacy.

PPR-1.7: Prioritize provision of parkland and community space within the Plan Area.

PPR-1.8: Parkland and community space shall be prioritized within the Park Overlay Zone (shown in Figure 3-1 Land Use Plan). Park locations should be identified based on 1) a deficiency of nearby public space; 2) existing and planned development of urban housing of all income levels; 3) proximity to primary pedestrian routes; 4) underutilization of property; and 5) consultation with local residents, business and property owners.

PPR-1.9: Work with the Plan Area residents, employees and business owners to identify park program elements.





Examples of amenities in public outdoor spaces including seating options and children's play areas.

2.2.6 Economic Development

Economic Development Goal 1: Robust economic activity within the Plan Area.

Policies:

ED-1.1: Identify economic incentives that can be used to fund desired public benefits and support the attractiveness of East Valley. For example, provide development incentives (e.g., increased building square footage) for the provision of pedestrian amenities within private projects (e.g. landscaped plazas, courtyards, etc.).

ED-1.2: Create and maintain marketing collateral, an interesting and well-maintained website, and positive messages conveyed to the media as marketing for East Valley.

ED-1.3: Provide an opportunity for start-up businesses to become established and promote the transition of marginal retail to higher and better uses.

ED-1.4: Develop objective zoning standards and design guidelines that streamline development to reduce time and costs of permit application processing and promote development.

2.2.7 Public Services & Infrastructure

Public Services and Infrastructure Goal 1: High-quality services and infrastructure that accommodate projected growth in the Plan Area.

Policies:

PSI-1.1: Ensure new development and redevelopment contribute their fair share towards public services so that the City continues to meet the quality of life standards for public services.

PSI-1.2: Develop and implement water management strategies for the existing system.

PSI-1.3: In coordination with the Wastewater Division of the City of Escondido Utilities Department, Water Division of the City of Escondido Utilities Department, and the Escondido Utilities and Public Works Departments, ensure that new development in the Plan Area has adequate water, sanitary sewer, and stormwater drainage.

PSI-1.4: Incorporate sustainable stormwater management features in new development and public improvements, including bio-swales, permeable pavers, rainwater collection systems, and other features to manage stormwater runoff.

PSI-1.5: Utilize recycled water for landscaping of public areas along with other non-potable applications as they come available.

PSI-1.6: Avoid flood zone areas or incorporate them into the overall site design of new development.

PSI-1.7: Encourage new development to accommodate current telecommunication technologies.



3.0 Land Use

This chapter describes the Land Use Plan ("LUP") for the EVSP, which acts as the policy framework for the development and use of land in the Plan Area. The overall goal of the LUP is to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in the use and implementation as East Valley changes over time, while preserving strongly utilized uses that exist today.

The Plan Area lies adjacent to a variety of neighborhoods; Downtown Escondido located to the west, residential neighborhoods located to the north and south, and large commercial shopping centers located to the east. The Escondido Transit Center is an approximately 20-minute walk southwest of the Plan Area and there are multiple transit stops throughout, which presents a significant opportunity to promote a land use mix that provides community services and activity nodes desired by the community.

3.1 Land Use Plan

The LUP for the Plan Area, shown in Figure 3-1, envisions a compatible mix of land uses that support the overarching goals and vision for this area. The LUP focuses on maintaining many of the existing uses, while clustering them into different areas to create a more cohesive pattern and design. As shown in Figure 3-1, Land Use Plan, the LUP is comprised of three land use designations and one overlay zone.

The LUP sets forth a transition of intensities throughout the Plan Area. To ensure the intended intensities, the land use designations shall be consulted in tandem with the design standards included in Chapter 7.0 Design Standards and Guidelines. For example, the LUP designates the majority of properties along East Valley Parkway as Mixed Use, which will create a more urban and vibrant character with an enhanced public realm through outdoor dining, public plazas, and other amenities as it transitions to larger commercial to the east and downtown to the west. General Commercial uses are clustered at the corner of East Valley Parkway and Ash Street to encourage more compact commercial footprints and create an activity node proximate to shopping, transit, and residences.

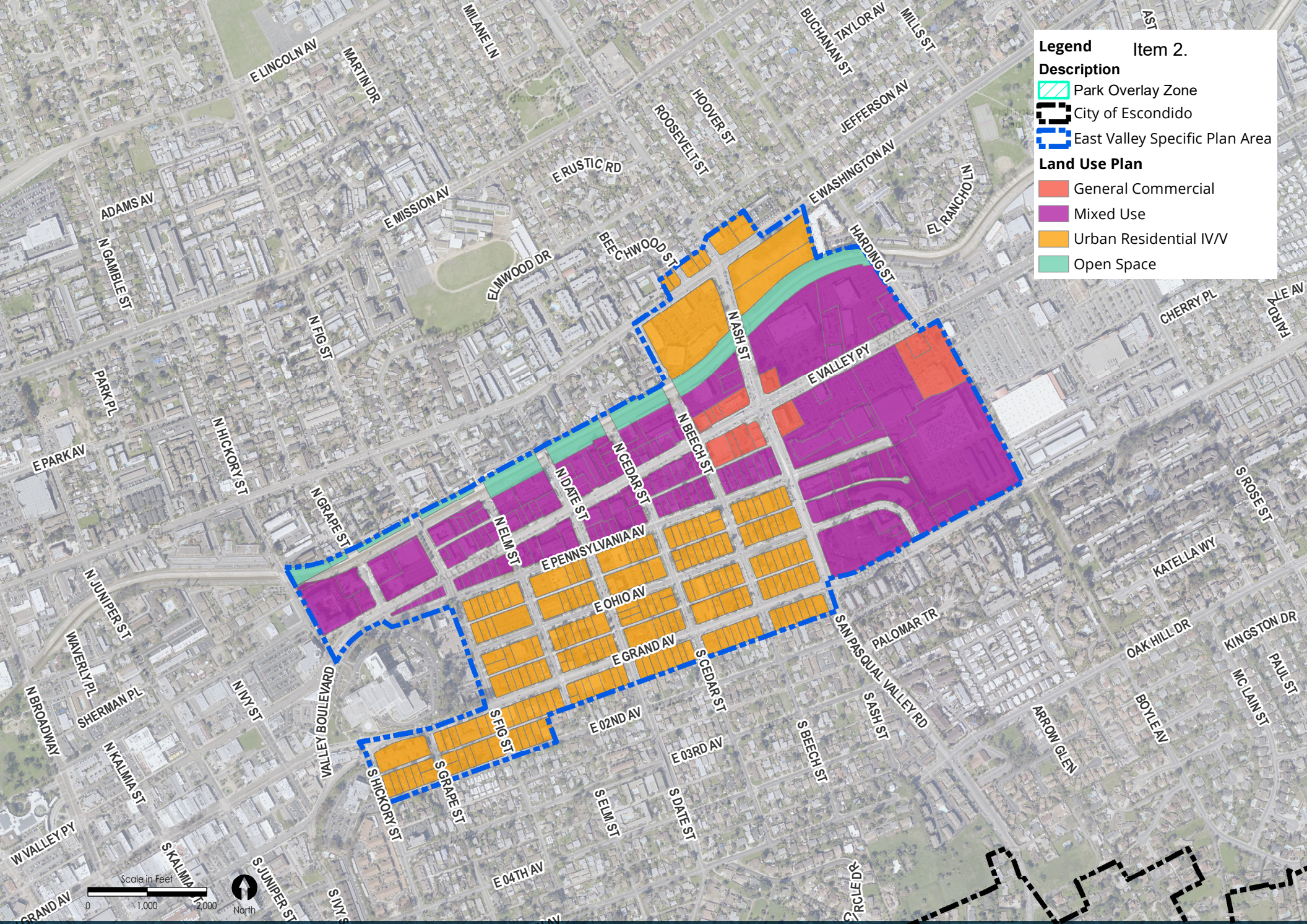


FIGURE 3-1 LAND USE PLAN

3.1.1 East Valley Specific Plan Density Transfer Program

The purpose of the East Valley Specific Plan Density Transfer Program ("EVSP Density Transfer Program") is to enable the City to transfer densities from undeveloped or underutilized properties (sending areas) within the Plan Area to other properties in the Plan Area (receiving areas) to enable a developing property to increase its density beyond what current zoning would permit. The transferred density will be held in a Density Credit Pool.

- Sending Area - Areas identified to be conserved or restrained from further growth or density. This may include an area or property where development has occurred and is currently underutilized and further development is not anticipated. The unused density is transferred to a Density Credit Pool.
- Receiving Area - Area identified as having additional potential for development beyond that allowed by the zoning. The increased density can only be utilized by transferring of density from a Density Credit Pool.
- Density Credit Pool - A Density Credit Pool consists of unused density from undeveloped or underutilized properties. Available density with the Density Credit Pool could be transferred to a developing parcel to increase the density beyond what is permitted through the current zoning. The overall transfer of density from sending areas to receiving areas would not exceed the overall planned density of a specific area. For projects that do not optimize their full development potential, a deed restriction would be placed on the property to document the transfer of unused density into the pool.

Density Transfer Process

The Density Credit Pool starts with unused density from city-owned parcels within the EVSP. The City could consider continuing to fill the density credit pool with excess unused density transferred from other undeveloped, developed, or developing public or private properties that are not developing to the maximum density allowed by current zoning (sending areas).

At a later time, the property owner of a sending property could request reallocation of transferred density should they desire to increase the density on their property if the density units are still available or if there are additional units available in the Density Credit Pool.

Allocation of the density from the pool would only occur when developing properties request additional density beyond that permitted by the underlying land use designation. The request for an increase in units would require City Council approval of a Planned Development Permit. Provided there is adequate density available in the Pool, there would be no ceiling on the amount of density that could be requested, but rather, each development would be scrutinized through the entitlement and environmental review process to ensure appropriate and desired development within the community.

A property owner or developer who requests density from the Density Credit Pool will need to submit an application for a Planned Development Permit to the Planning Division. The Planning Division would review the Planned Development application for completion, project design, environmental concerns, CEQA process, zoning compliance, and other City and state regulations.

When a development is approved to receive density from the Density Credit Pool, those density units would be deducted from the Density Credit Pool. The Density Credit Pool documents pertinent data for each sending and receiving property such as assessor parcel numbers, addresses, ownerships, acreages, existing dwelling units and/or allowable dwelling units, additional dwelling units requested, application dates, approval dates, available number of units within the pool, number of units approved, and resolution number approving the allocations.

The EVSP Density Transfer Program is routinely monitored to ensure that the number of dwelling units for the Plan Area would not be permitted to exceed the buildout of the EVSP. Annual reports to the City Council are presented by City staff to outline approved projects, constructed projects, balance left in the Density Credit Pool, and recommendations for the upcoming year.

3.2 Land Use Designations

Table 3-1, Land Use Designations, presents the land use designations, permitted densities within that designation, and a description of the use.

Table 3-1 includes the applicable land use designation, minimum density, and maximum density permitted. To demonstrate the availability of Plan Area to accommodate future housing development, sufficient housing yields need to be reached to accommodate a jurisdiction's Regional Housing Needs Assessment ("RHNA") allocation. No residential permit shall be issued on any property that falls below the minimum density established unless certain findings are made by the City Council. The City Council may permit limited development of such property (that falls below a minimum density) if, which considering the property as a whole, that the project results in higher quality development than what would have otherwise been achieved through minimum density compliance; and makes a finding that the Housing Element's remaining sites have sufficient capacity to accommodate the remaining unmet RHNA by each income level, or identify and make available sufficient sites to accommodate the remaining unmet RHNA for each income category, pursuant to Government Code Section 65863. The maximum density may be exceeded on a case-by-case basis, through the rounding-up provision or from the EVSP Density Transfer Program (pursuant to Section 3.1.1). For projects that do not optimize their full development potential, a deed restriction would be placed on the property to document the transfer of unused density into the pool.

Table 3-1 also includes a Target Production Point ("TPP") for each land use designation. The TPP is the midpoint of the density range that estimates realistic site development capacities that are likely to yield smaller housing units at a higher density that is more affordable by design. The City will make a finding that the TPP contributes a key density in the 21-30 density range to facilitate moderate income levels (moderate-income limit to equal 120 percent of the county's area median income, adjusted for family size); and a key density in the 30-80 density range for lower income levels (below 80 percent of the county's area median income). To ensure that the EVSP achieves a build-out that accommodates RHNA, especially for lower- and moderate- income households, no residential permit shall be issued on any property with a unit yield that is lower than the TPP density yield unless a fee in lieu is received for on-site production. The TPP in-lieu fee shall be paid into an applicable housing trust fund and used (along with other local funding sources) to finance affordable housing developed off-site. The per-unit fee shall be deemed a comparable affordable unit contribution towards lower or moderate income households. The TPP in-lieu fee is paid at the time of building permit issuance, or for conversion of existing apartments to condominiums prior to the recordation of a final map and/or issuance of a certificate of compliance.

Table 3-1 Land Use Designations

LAND USE DESIGNATION	APPLICABLE ZONING	DESCRIPTION	MINIMUM DENSITY[1] / FAR[2]	MAXIMUM DENSITY[3] / FAR[4]	TARGET PRODUCTION POINT (TPP)[5]
Urban IV/V	EVSP-U-5	Multi-family residential units, town homes, apartments, flats and condominiums. 15,000 sf/ac retail and office uses are permitted.	21 du/ac	30 dwelling unit (du)/ac	25 du/ac
General Commercial	EVSP-CG	Local-serving commercial, automobile service, eating/drinking establishments, entertainment facilities, retail, office, service establishments, etc. Intended for other commercial uses not suitable for residential zones.	---	1.0 FAR	0.5 FAR
Mixed Use	EVSP-MU	A blend of multi-family residential with other compatible uses, such as commercial and/or office uses in a horizontal and/or vertical arrangement. Intended along major thoroughfares, proximate to shopping centers, entertainment, community facilities and employment opportunities.	1.5 FAR 30 du/ac	3.0 FAR 80 du/ac	45 du/ac
Park Overlay Zone	EVSP-POZ	Active and passive parks as well as land to protect, maintain, and enhance the community's natural resources and include detention basins and creek corridors. Development Impact Fees (DIFs) contribute to park space in these areas.		See Section 4.5 Park Requirements and Fees	

1 The minimum and maximum density and FAR standards shall not account for basements and subterranean parking. Density values shall be rounded up to the nearest whole number.
2 The floor air ratio (FAR) is the measurement of a building's floor area in relation to the size of the lot/parcel that the building is located on. This measurement is used to set standards for non-residential land use designations.
3 All maximum density calculations are rounded up to determine the number of housing units per developable acre of property. Rounding up shall mean rounding the fractional unit yield up to the nearest whole unit. The maximum density may be exceeded pursuant to the Density Transfer Program and/or Density Bonus Law. For the purposes of calculating density bonus pursuant to Density Bonus Law, Government Code section 65915 et. seq., only the maximum density limit for each zone in Table 3-1 shall be used to which density bonus is calculated for density bonus projects.
4 Exceptions to the maximum FAR may be considered as incentive for allocating public open space greater than the required minimum; see Section 4.4 Public Open Space Incentive Program for details.
5 All minimum and TPP density calculations are rounded down. Rounding down shall mean rounding the fractional unit yield down to the nearest whole unit.

3.3 Development Potential

The development potential of the Plan Area shown in Table 3-2, Development Potential by Type, estimates the potential growth by land use type over the next 12-plus years of which this Plan will be implemented. The table also shows the difference compared to existing conditions. Since the future is inherently uncertain and the activities of private property owners are not within the City's direct control, these are broad, planning-level estimates for the potential of future development given the heights, intensities, and land uses specific in the Specific Plan. These numbers are not intended as predictions or quotas on development, and the actual future development mix and amount that occurs over the next 12-plus years will vary from these estimates.

These numbers were used to analyze economics, infrastructure, transportation, environmental conditions, and other municipal-related effects. Buildout assumptions are based generally on the building envelope allowed in each land use designation to provide a realistic future development scenario. The Plan Area's development potential was determined by assuming buildout of vacant and underutilized parcels.

The ultimate development potential will also be influenced by the Density Transfer Program. The Density Transfer Program, as discussed in Section 3.1.1, would enable the City to transfer densities from undeveloped or underutilized properties (sending areas) within the EVSP to developing properties (receiving areas) to enable a developing property to increase its density beyond what current zoning would permit.

Table 3-2 Development Potential by Type

DEVELOPMENT TYPE	2035 SPECIFIC PLAN BUILDOUT	EXISTING CONDITIONS (2020)[1]	DIFFERENCE BETWEEN SPECIFIC PLAN & EXISTING CONDITIONS
Residential	6,164 dwelling units	581 dwelling units	+ 5,583 du
Multifamily Housing	*5,516 dwelling units*	*324 dwelling units*	*+ 5,192 du*
Office	657,786 sf	637,053 sf	+ 20,733 sf
Retail	1,025,801 sf	624,501 sf	+ 401,300 sf
Parks	25 ac	0 ac	+ 25 ac[2]
Community Services	123,084 sf	4,900 sf	+ 118,184 sf

1 Existing conditions data comes from 2010 Census Data and 2012-2016 American Community Survey 5-year Estimates used by Urban Footprint.
2 The EVSP Land Use Plan allows for up to 25 acres of parkland and open space; however it is estimated that only approximately 10 acres of parkland and open space would occur.



4.0 Parks & Public Realm

In response to a changing world, communities are seeking more greenspace and outdoor spaces close to their homes. The vision for EVSP includes incorporating an active open space network, attractive public spaces, connected paths, parkland, and open space of the Plan Area fabric. This comprehensive and interconnected parkland network will provide a variety of active and passive recreational opportunities for community members and visitors of all ages, which will enhance the overall quality of life, community health, and wellness. This chapter outlines the Park Overlay Zone; park and public realm types to occur in the Plan Area; amenities; and the park requirements and fees.

4.1 Park Overlay Zones

The EVSP establishes Park Overlay Zones intended to integrate public parkland and outdoor spaces within proximity to schools, transit, trails and activity nodes. As shown in Figure 3-1, Land Use Plan, the Park Overlay Zones span over multiple blocks in various areas throughout the Plan Area. The purpose of designating larger areas instead of individual parcels is to allow for flexibility in implementation of park facilities.

The Park Overlay Zones act as recommended, or priority areas, for parks and public spaces within the Plan Area. The placement of Park Overlay Zones also broadens the geographic area within 0.25-mile (or 5-minute walk) of a park, as demonstrated in Figure 4-1, 0.25-mile Buffer from Parks. As shown in Figure 4-1, there are two existing nearby parks: Washington Park located approximately 0.2 miles northeast of the Plan Area, and Grove Park located approximately 0.2 miles north of the Plan Area.

The Park Overlay Zones do not establish what type of park or amenities shall occur within that zone. The types of parks and public outdoor spaces permitted in these areas are described in Section 4.2, Park and Public Realm Types. The Park Overlay Zone relies on the underlying land uses and zoning for allowable uses and applicable development standards. The Park Overlay Zone only provides permitted uses in addition to the permitted uses indicated in the underlying uses in Table 7-2, Permitted and Conditional Uses.

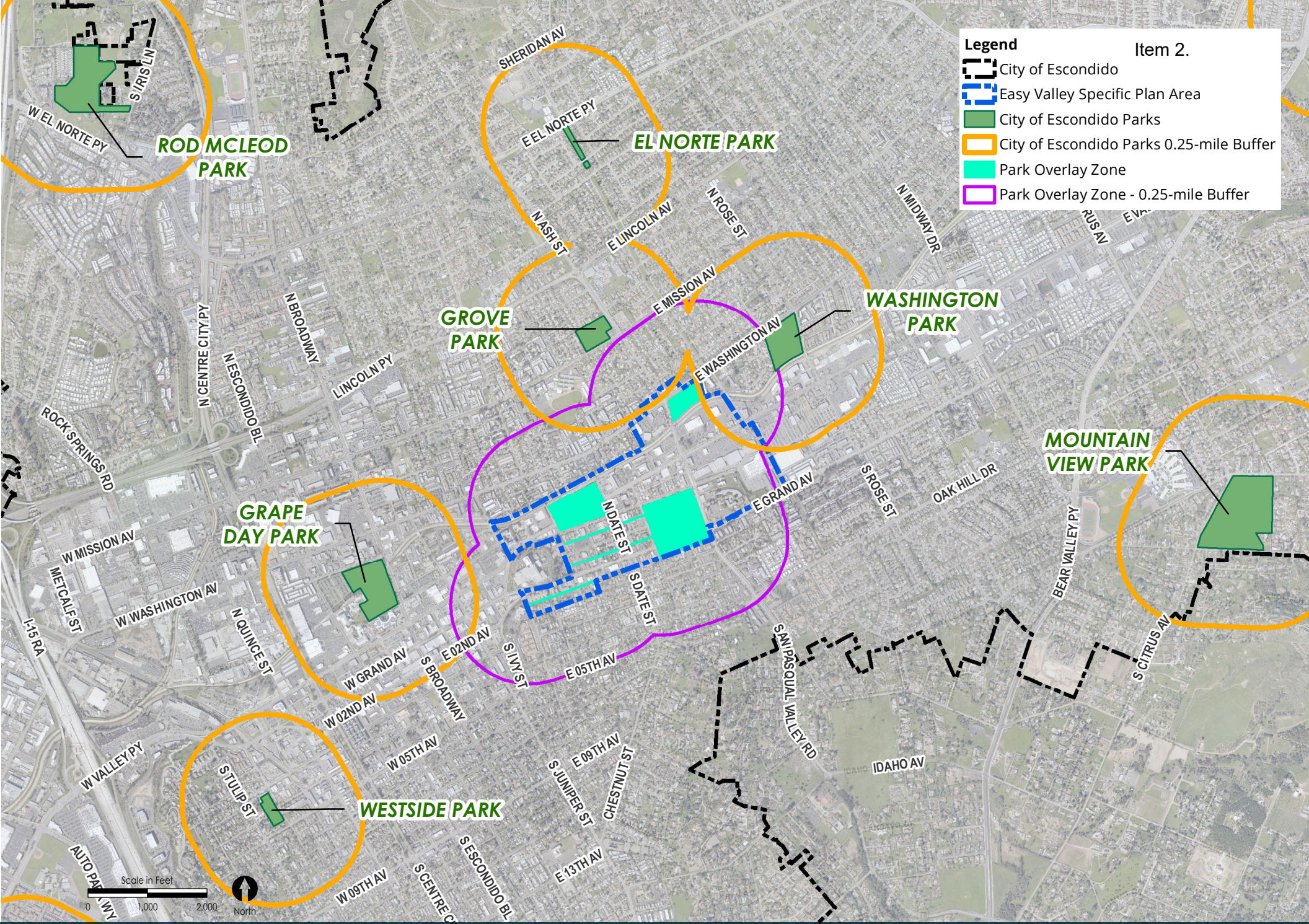


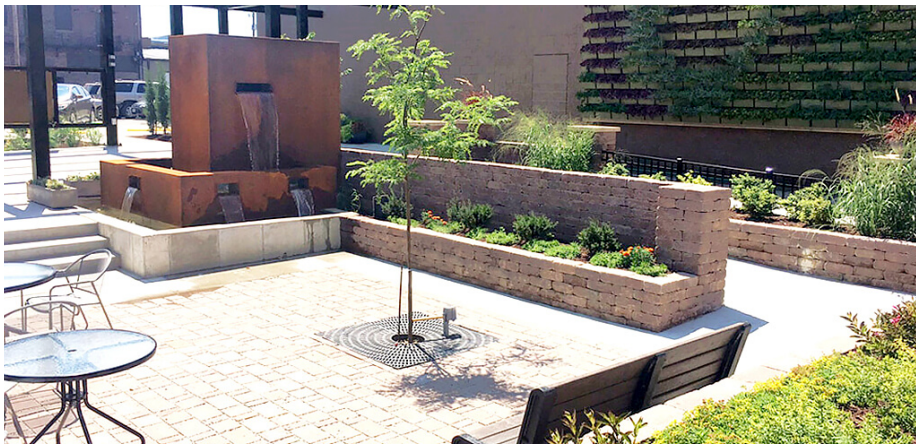
FIGURE 4-1 0.25-MILE BUFFER FROM PARKS

4.2 Park & Public Realm Types

The function and amenities of a park depend on the needs of the surrounding community and the size of the proposed park or public space. With this in mind, the following types of parks are permitted within the Park Overlay Zones.

4.2.1 Pocket Parks

Pocket parks are small outdoor spaces, no more than one acre, that are best suited in urban areas surrounded by a mix of uses that lack places for people to recreate. Pocket parks are intended to provide a safe and inviting environment for surrounding community members. Pocket parks in the Plan Area would serve nearby families, employees, shoppers, and visitors. With the surrounding community in mind, pocket parks would provide amenities best suited for its future users. See Section 4.3, Amenities, and Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines.



Example of a pocket park

4.2.2 Neighborhood Parks

Neighborhood parks such as Grape Day Park, Washington Park, and Grove Park, serve as the foundation for the urban parkland network within Escondido. Neighborhood parks are characterized as over three acres. Neighborhood parks may offer both active and passive recreational options. Active recreational uses include, but are not limited to, soccer fields, baseball and softball diamonds, tracks, skate parks, dog parks, pump tracks, and hardcourts areas. Passive recreational uses include, but are not limited to: walking, hiking, cycling, and picnicking. See Section 4.3, Amenities, and Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines.







Examples of neighborhood parks

4.2.3 Linear Parks

Linear parks are longer than they are wide, and typically follow a linear object, such as rail lines, utility easements, waterfronts, creeks, and alleys. Linear parks can be as short as one block or as long as several miles. Linear parks typically serve as outdoor areas for physical activities and boost alternative transportation.

The Escondido Creek Trail, which runs through the north side of the Plan Area, provides bicycle and pedestrian access to a variety of destinations throughout the City, such as Downtown Escondido, neighborhood parks, and shopping centers. Further detailed in the Escondido Creek Trail Master Plan ("Trail Master Plan"), the City was awarded grant funds to bring the community's vision to life by revitalizing the Escondido Creek Trail and turning it into a premier linear park. A central focus of the Trail Master Plan is to foster healthy and active communities by improving safety, accessibility, and aesthetics for pedestrians and bicyclists along the Escondido Creek Trail. The Trail Master Plan includes design standards for trail features such as rest stops, Class I bicycle lane widths, public art, fitness equipment, mile markers, landscaping, and trail furnishings (e.g. benches, waste bag dispensers, bike racks, metal trash and recycling receptacles). The EVSP is designed to complement the plans and efforts included in the Trail Master Plan by increasing access, signage, and amenities proximate to the Escondido Creek Trail as well as site and building design to maximize the aesthetics and activity along the Trail corridor. The linear parks shall also complement and provide linkages to and from primary and secondary pedestrian facilities; see Figure 4-2, Pedestrian Links and Linear Parks.

The LUP has also identified linear parks that oriented in a general east-west direction. Considering parcel sizes in this area are relatively small, future development would not be able to provide large standalone outdoor spaces. Therefore, these alley linear parks would provide the nearby residents with publicly-accessible outdoor space for physical activity and recreation. See Section 4.3, Amenities, and Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines. See also Section 5.1.5 Alleys for a cross-section of an Alley Linear Park.



Examples of linear parks

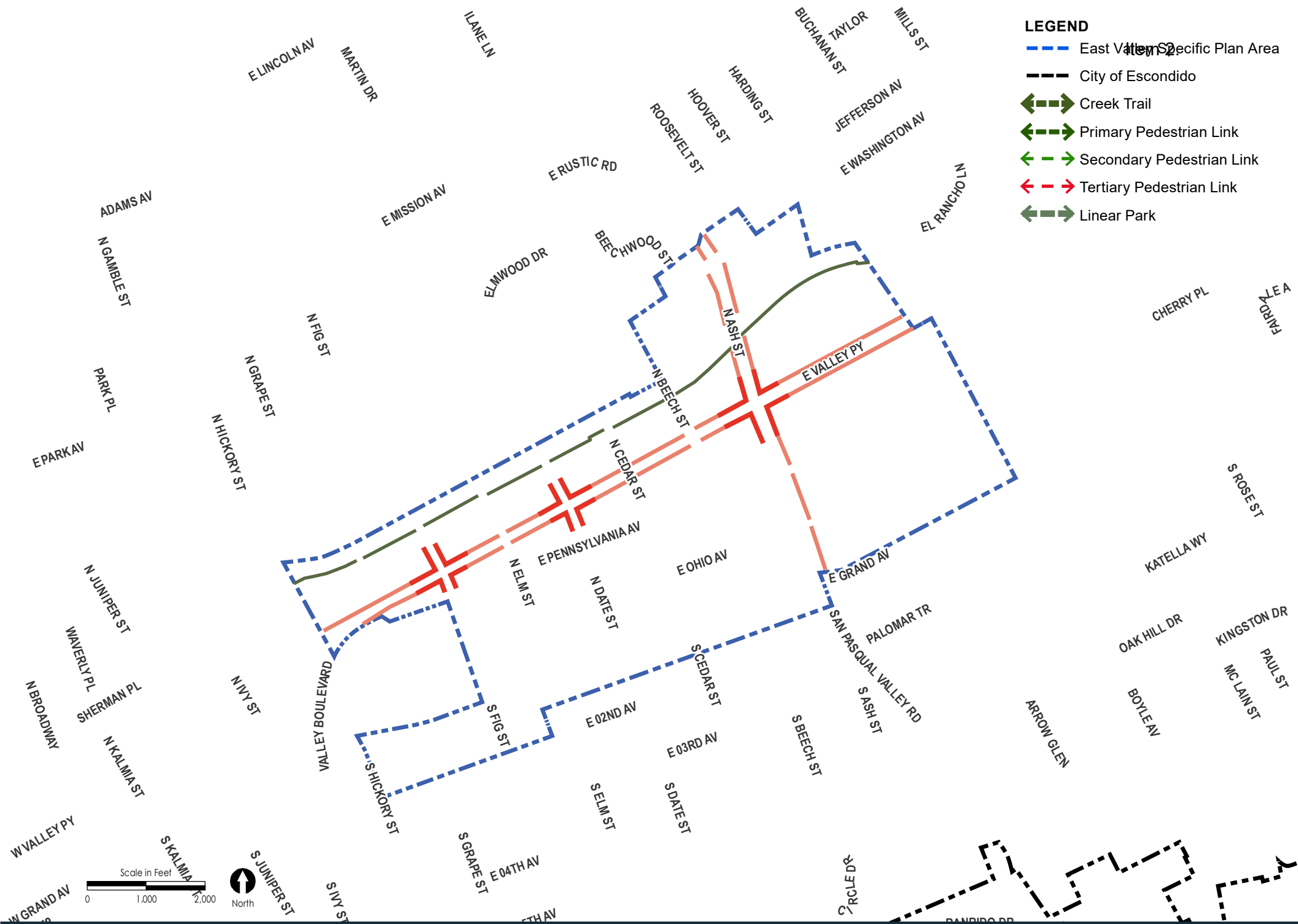


FIGURE 4-2 PEDESTRIAN LINKS AND LINEAR PARKS

4.2.4 Public Outdoor Spaces

Public outdoor spaces provide varying sizes of human-made open space that can be used for a variety of uses, such as sitting, dining, socializing, recreating, and as venues for arts and entertainment. The public outdoor spaces are best suited in areas surrounded by, or adjacent to, commercial and/or office uses to allow for outdoor dining and other commercial opportunities to utilize and allure users to the space. Public outdoor spaces may include:

- Plazas
- Piazza
- Parklets
- Courtyards
- Seating areas
- Play areas
- Recreational facilities or equipment
- Dog parks

See Section 4.3, Amenities, and Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines.





Examples of outdoor public spaces

4.2.5 Public Right-of-Way

The public right-of-way includes the streets, sidewalks, bikeways, and trails. These spaces act as the physical linkages to and from parkland, residences, and other destinations. Public rights-of-way should provide shade trees, generous sidewalks, street furniture, public art, and spaces for people to sit. The public right-of-way also encourages active transportation and supports the compact, walkable design envisioned in the EVSP. The Escondido Creek Trail functions as the spine for pedestrian mobility within the Plan Area, and, with implementation of the Trail Master Plan, will provide additional access and amenities to its users.

See Section 5.2, Bicycle Facilities, and Section 5.3, Pedestrian Facilities, for bicycle and pedestrian network information. See Chapter 7.0, Development Standards and Design Guidelines, for amenities and park design standards and guidelines.





Examples of public right-of-way amenities

4.3 Amenities

Parks and public realm spaces should offer a number of amenities and features that draw people into the space. Park and public realm amenities may vary and shall consider the anticipated users of the park space. Amenities shall be subject to the design review process. See Chapter 7.0, Development Standards and Design Guidelines, for design standards and guidelines for amenities.

Recommended amenities for pocket parks include, but are not limited to:

- Children's play structures
- Fitness circuit
- Shaded seating options
- Drinking fountains
- Small dog park area
- Landscaping
- Benches
- Lighting
- Public Art

Recommended amenities for neighborhood parks include, but are not limited to:

- Children's play structures
- Hard-courts for sports such as basketball, tennis courts, and pickleball
- Soft-courts such as bocce ball courts and sand volleyball
- Baseball or softball diamonds
- Multi-purpose recreation fields for sports such as soccer or frisbee
- Tracks
- Multi-use pathways with connections to pedestrian and bicycle facilities
- Drinking fountains
- Pump tracks and skate parks






Examples of public amenities

Recommended amenities for public outdoor spaces include, but are not limited to:

- Water features
- Public art
- Shaded seating options
- Drinking fountains
- Landscaping
- Amphitheater with hardscape seating

Recommended amenities for linear parks include, but are not limited to:

- Shade
- Multi-use pathways with connections to pedestrian and bicycle facilities
- Fitness circuit
- Landscaping
- Community garden
- LED Lighting
- Benches

Recommended amenities for public right-of-way include, but are not limited to:

- Wayfinding signage
- Lighting
- Shade structures
- Benches



Examples of public amenities

4.4 Public Open Space Incentive Program

The East Valley Public Open Space Incentive Program further facilitates high-quality and accessible public open space areas for community members and visitors. By allocating public open space above the required minimum, new developments are able to choose from any of the following incentives to enhance their project:

- Increased FAR
  - Example: Up to 10 percent additional floor area can be added to a project by providing publicly-accessible parks, plazas, linear parks including alleyways or the Escondido Creek Trail or open space in a project design. The public space shall be larger than 500 square feet, adjacent to Grand Avenue, East Valley Parkway, the Escondido Creek trail or an alleyway, with the provision of tables, chairs, pedestrian-scale lighting of at least 2 foot candles minimum.
- Permits and Project Approvals Acceleration
  - Example: Expedited approvals for projects providing publicly-accessible parks, plazas, or open space in a project design.
- Development Rights Bank
  - Example: With the installation of 0.25 acres of a public plaza in the middle of a project, the developer shares the unused development capacity for this 0.25 acres (based upon the underlying zoning) with another project in the general area. The developer could also transfer the development capacity elsewhere within their own project, with the assumption that the resulting project design conforms with other aspects of the development regulations (such as height limits, etc.).
- Fee Reductions
  - Example: Fee reduction or waiver of zoning application by providing publicly-accessible parks, plazas, or open space in a project design.
- Incentive Zoning
  - Example: Reductions of required setbacks for commercial and residential development through the provision of publicly-accessible parks, plazas, or open space in a project design. This incentive will only be authorized if the market supports the increase in density for residential or non-residential uses.

Any development interested in utilizing one or more incentives from this program will need to discuss the details with the appropriate City Staff member(s). Incentive(s) used for a project are documented and tracked by the City.

All modifications to development standards are authorized by the processing of a Planned Development application. Parkland Development Impact Fee reductions or density transfers shall be reviewed and considered concurrent with the zoning application, through the processing of a Development Agreement. Fee waivers for zoning applications, if any, shall be established by resolution by the City Council.



4.5 Park Requirements & Fees

The 2012 General Plan identified 9,000 acres of existing and projected open space and parks within City limits and anticipated 9,500 acres by 2035. The City of Escondido Climate Action Plan ("ECAP") calls for the conservation of 400 acres of agricultural land and/or open space from being developed into residential units. The EVSP Land Use Plan allows for up to 25 acres of parkland and open space; however it is estimated that only approximately 10 acres of parkland and open space would occur through implementation of the EVSP. Ten acres of parkland and open space would help the City reach their parks and open space projections.



Example of public park

The EVSP envisions the creation of new parks and public spaces as opportunities become available. This is expected to occur over time through a variety of ways, including acquisition of property by the City, public improvements funded by grants and the City' s Capital Improvement Program, public/private and public/public joint ventures, and through private development. Private development park requirements may be implemented in multiple forms:

- New residential and mixed-use development may dedicate park space onsite as part of a Development Agreement
- New residential and mixed-use development may pay an in-lieu fee, or Development Impact Fee ("DIF"), which will contribute to City acquisition and construction of parks within the Plan Area.



5.0 Mobility

The EVSP is designed for residents and visitors to move about the community safely and efficiently. The Plan Area is well connected to the surrounding destinations in Escondido; conveniently located east of Downtown Escondido, approximately one mile from the Escondido Transit Center, with the Escondido Creek Trail immediately accessible. Although visitors and residents of the Plan Area primarily rely on private automobiles, public transit and non-motorized opportunities are available in the form of buses and a multi-use trail.

This chapter discusses the various forms of mobility throughout the Plan Area including: the road network, bike and pedestrian facilities, transit options, Transportation Demand Management strategies, and parking standards.

5.1 Roadway Network

The EVSP roadway network consists of current roadways within the Plan Area. No new roadways are proposed, however, some roadways may be re-classified in the future to accommodate all roadway users and necessary roadway functions. The net effect of the changes will be improved pedestrian and bicycle mobility with minimal impact on vehicular mobility. As shown on Figure 5-1, Roadway Network, the EVSP includes four roadway classifications: Four-Lane Major Road, Four-Lane Collector Street, Two-Lane Local Collector Street, and Local Street. Alleys are also included in this chapter to established the desired character of alley types.

The roadway classifications described in this section are those that exist at the time of approval of the EVSP. A work effort by the City's Engineering Division is currently underway and may reclassify certain roadways in the future.

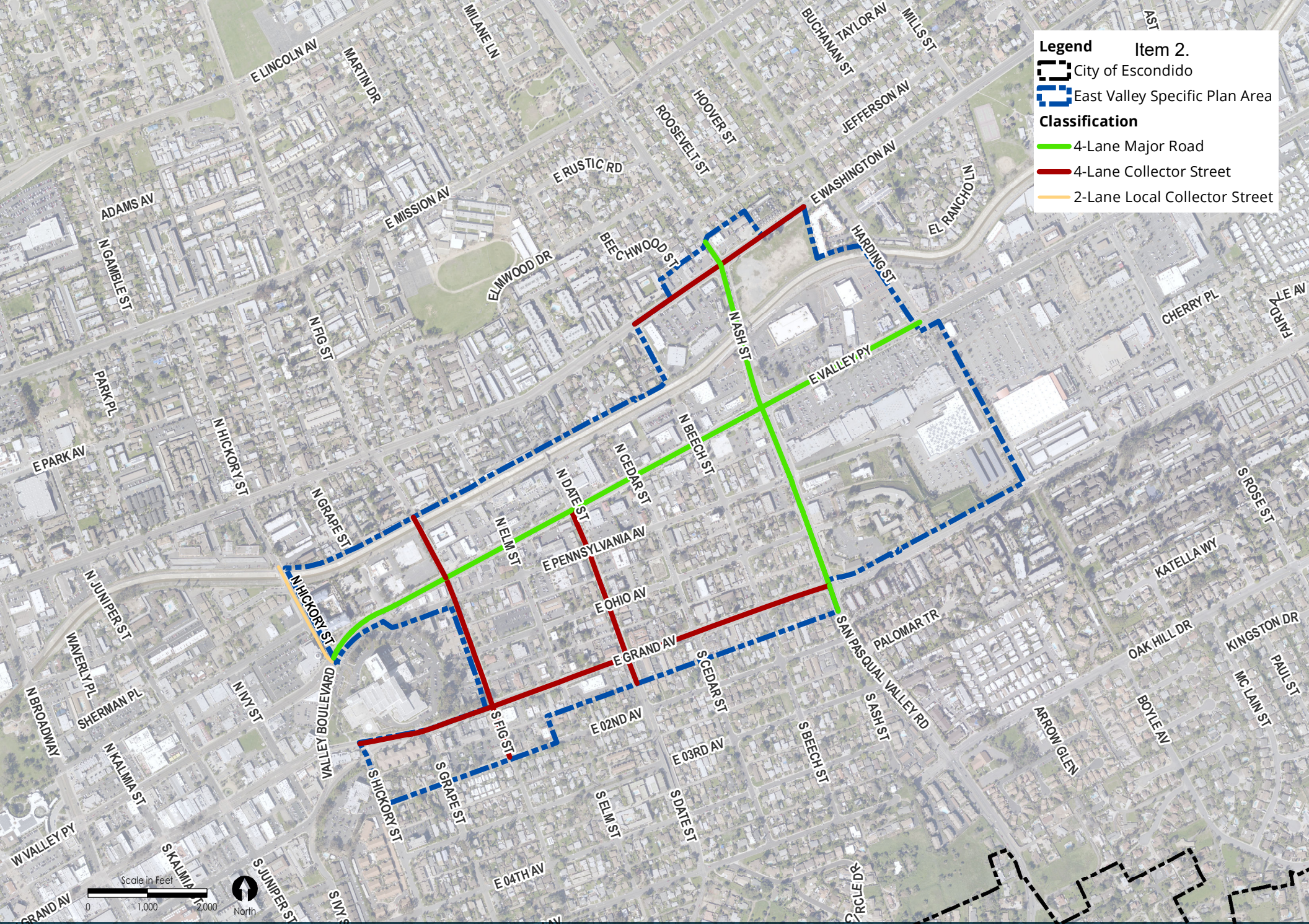
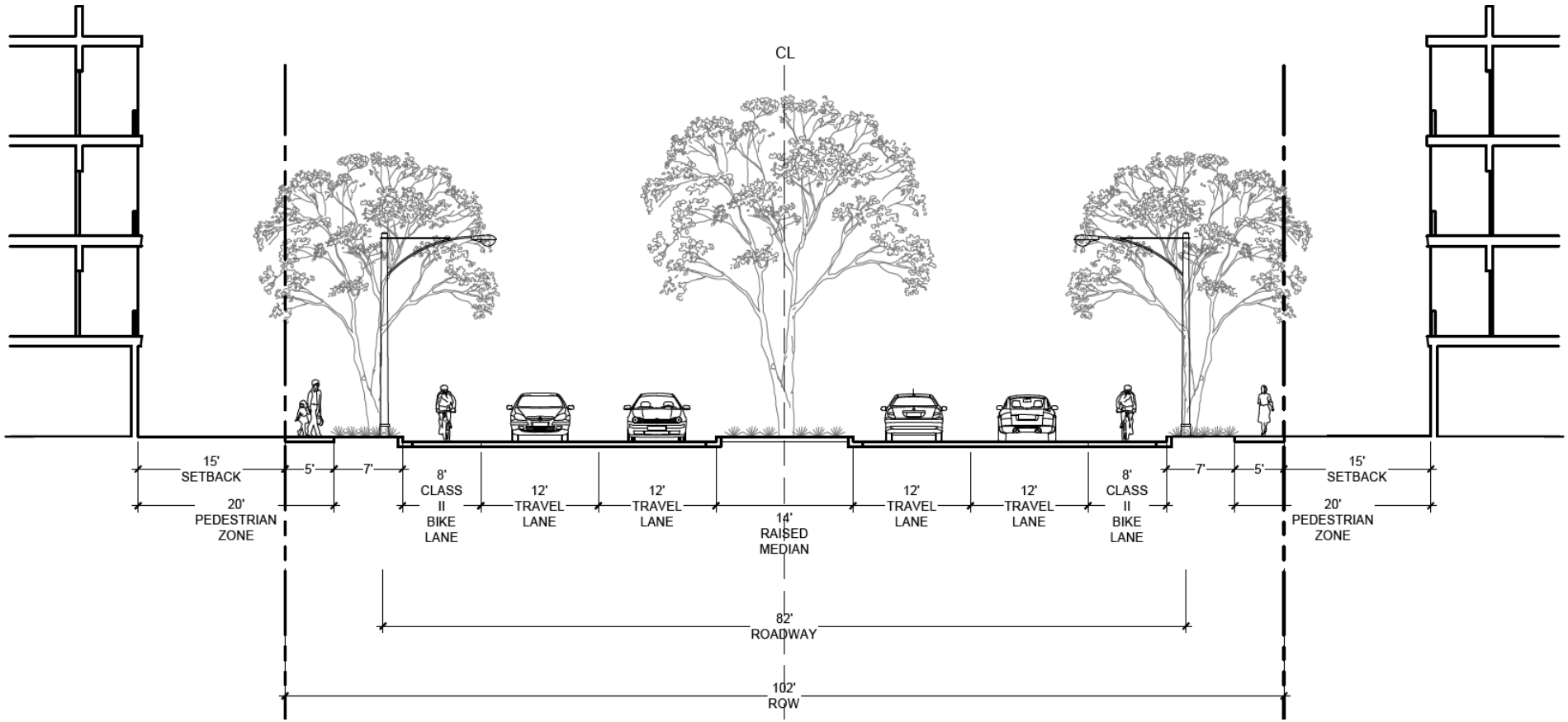


FIGURE 5-1 Roadway Network

5.1.1 Four-Lane Major Road

This roadway classification includes four travel lanes, controlled access, no parking, and raised/landscaped medians for added safety and efficiency in providing protected left turns at selected locations. Four-Lane Major Roads are intended to provide intra-city and sub-regional service. Right-of-way shall be 82 to 102 feet in width. Four-Lane Major Roads in the Plan Area include:

- East Valley Parkway
- N. Ash Street



[1] Modifications to these cross sections may be necessary if future traffic engineering studies determine specific roadway and intersection geometry need to be modified to safely accommodate intended users. Transit amenities (e.g. lighting, shelters, benches) shall be provided where appropriate within the sidewalk and parkway right-of-ways. These roadways shall be designed and constructed to the requirements of the City Engineer and Fire Marshal.

FIGURE 5-2 Four-Lane Major Road Without Parking[1]

East Valley Parkway Concept



The illustrated roadway concepts provide an idea of what future roadway classifications may look like. This rendering is intended solely to illustrate typical design elements and amenities that may occur to enhance the public realm.

5.1.2 Four-Lane Collector Street

This roadway classification includes four travel lanes, controlled access, and no parking, or restricted to, areas where turn pockets or continuous turn lanes are provided. Four-Lane Collector Streets are intended to provide intra-city travel. Right-of-way shall be 84 feet in width. Four-Lane Collector Streets in the Plan Area include:

- Grand Avenue
- Washington Avenue
- N. Date Street (East Valley Parkway to Grand Ave)
- N. Fig Street

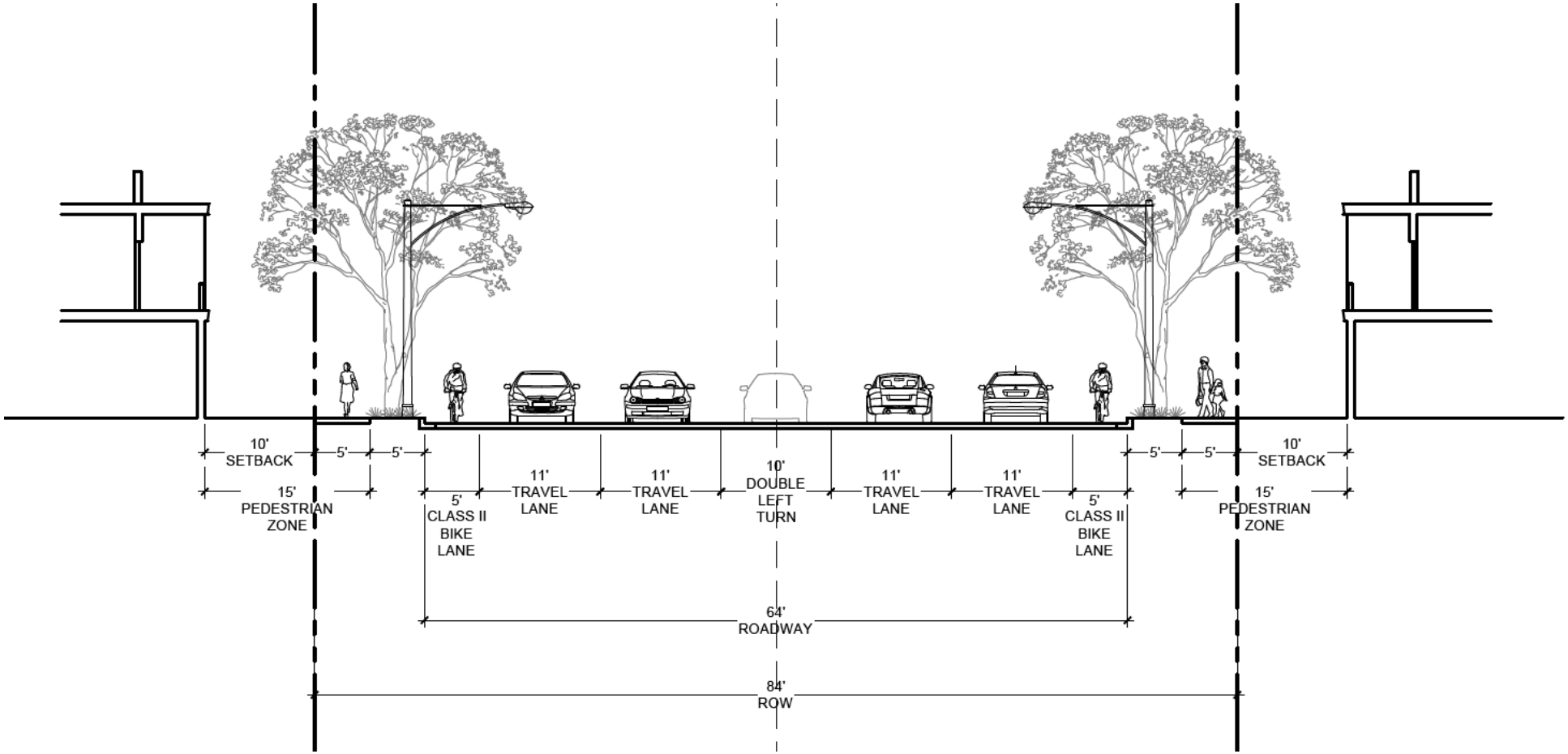


FIGURE 5-3 Four-Lane Collector Street

Grand Avenue Concept



The illustrated roadway concepts provide an idea of what future roadway classifications may look like. This rendering is intended solely to illustrate typical design elements and amenities that may occur to enhance the public realm.

5.1.3 Two-Lane Local Collectors

Local Collectors are intended to serve as intermediate routes to handle traffic at volumes between those of Collector Street systems and roadways of higher classification. Local Collectors provide vehicular and pedestrian access to properties directly abutting the public right-of-way and have two lanes total. Local Collectors may handle some local through traffic, but the primary purpose is to connect the local roadway system to the arterial network. Curb ramps are provided at sidewalk intersections, however most intersections do not provide painted crosswalks.

Local Collectors include two travel lanes with parking, except where parking is removed to provide turn lanes. Right-of-way for Local Collectors shall be 42 feet in width where there is no parking provided and 66 feet in width where parking is provided. Local Collectors in the Plan Area include:

» Hickory Street

The City standards for Local Collectors are provided in the City's Design Standards and Standard Drawings.

5.1.4 Local Streets

Local streets are two-lane roadways without medians and not shown on the Circulation Plan or Figure 5-1, Roadway Network of this Specific Plan. Local Streets provide a vital service by connecting subdivision and neighborhoods to the City's street system. Centerline striping is typically not provided, and curbside parking is allowed. Traffic carrying capacity is physically similar to a local collector; however, the qualitative limit of acceptable traffic volumes in a residential environment is substantially lower (less than 10,000 vehicles per day). All roads not marked in Figure 5-1, Roadway Network, are classified as Local Streets.

5.1.5 Alleys

An alley is a roadway that provides access to the rear or side of parcels, parking, loading docks, or refuse collection in commercial and residential areas. Mid-block alleys north of East Valley Parkway and between East Valley Parkway and Pennsylvania Avenue should be primarily used for vehicular access because parking is encouraged on the side streets and alleys to maintain the East Valley Parkway pedestrian orientation.

Alleys can also be designed to incorporate green infrastructure that improves stormwater drainage while providing safe greenspaces for residents to recreate. As further described in Section 4.2.3, Linear Parks, this type of alley is characterized as an alley linear park. Alley linear parks are planned for mid-block alleys south of East Valley Parkway, within the residential areas. See Section 4.2.3 for characteristics of linear parks. The City standards for Alleys are provided in the City's Design Standards and Standard Drawings.

5.2 Bicycle Network

The Escondido Creek Trail provides a Class I multi-use bikeway that offers an east-west connection for bicyclists and pedestrians. The EVSP bicycle network was designed in unison with the City's 2012 Bicycle Master Plan, which proposes Class I bikeways, Class II bike lanes, and Class III bike routes along various roadways of the Plan Area. The EVSP bicycle network was also designed to align with the proposed bicycle facilities included in the 2012 Escondido Creek Trail Master Plan. As shown on Figure 5-4, Bicycle Network, the Plan Area will have 0.86 miles of Class I multi-use paths, 1.42 miles of Class II bike lanes, and 0.23 miles of Class III bike routes.



The illustrated building forms are not intended to limit the shape, forms, roof styles or architectural styles. This rendering is intended solely to illustrate typical building forms, design elements and amenities that may occur in order to enhance the public realm.

Alley Concept

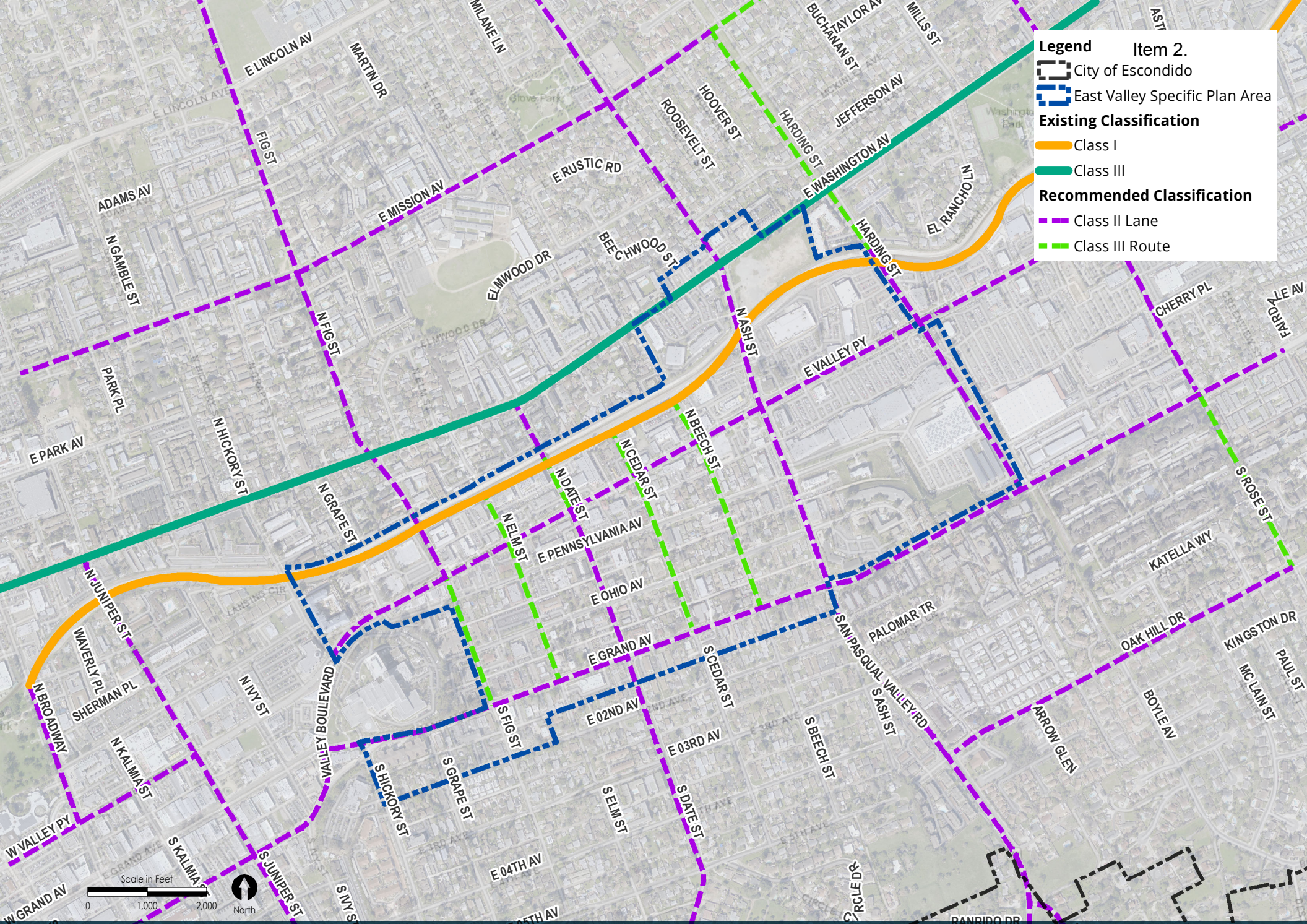


FIGURE 5-4 Bicycle Network

5.2.1 Class I Bikeways

The Escondido Creek Trail is intended to provide a recreational opportunity but not act as a direct high-speed commute route due to potential conflicts with pedestrians and frequent street crossings. The Escondido Creek Trail Master Plan states that, wherever space allows, the Escondido Creek Trail width and graded shoulders should meet the design guidelines for Class I bikeway as defined by the Caltrans Highway Design Manual. The Caltrans Highway Design Manual characterizes Class I bikeways to be a minimum paved width of eight (8) feet, with a two (2) foot recovery area on either side. A minimum two (2) foot wide graded decomposed granite area with clearance to obstructions should also be provided adjacent to the pavement. Class I bikeways, unless adjacent to an adequate pedestrian facility,[1] are for the exclusive use of bicycles and pedestrians, therefore any facility serving pedestrians must meet accessibility requirements[2]. The Escondido Creek Trail is the only Class I Bikeway planned within the Plan Area.

5.2.2 Class II Bike Lanes

Class II bike lanes are marked bicycle lanes within roadways adjacent to the curb lane, delineated by appropriate striping and signage. The minimum bicycle lane width is five (5) feet, but certain edge conditions can dictate additional desirable bicycle lane width. However, even where roadway width is available, Class II bike lanes should be no wider than eight (8) feet, with a six (6) foot bike lane and a two (2) foot buffer, to prevent the appearance of a travel lane that could encourage motorists to drive or park in them. Class II bike lanes are planned along the following roadways:

- N. Fig Street (E. Washington Ave to East Valley Parkway)
- N. Date Street (East Valley Parkway to E. 2nd Avenue)
- N. Ash Street
- Grand Avenue



Example of Class I Bikeway



Examples of Class II Bike Lanes

[1] *See Index 1001.3(n) of Caltrans Highway Design Manual (July 2020)*
[2] *See DIB 82 of Caltrans Highway Design Manual (July 2020)*

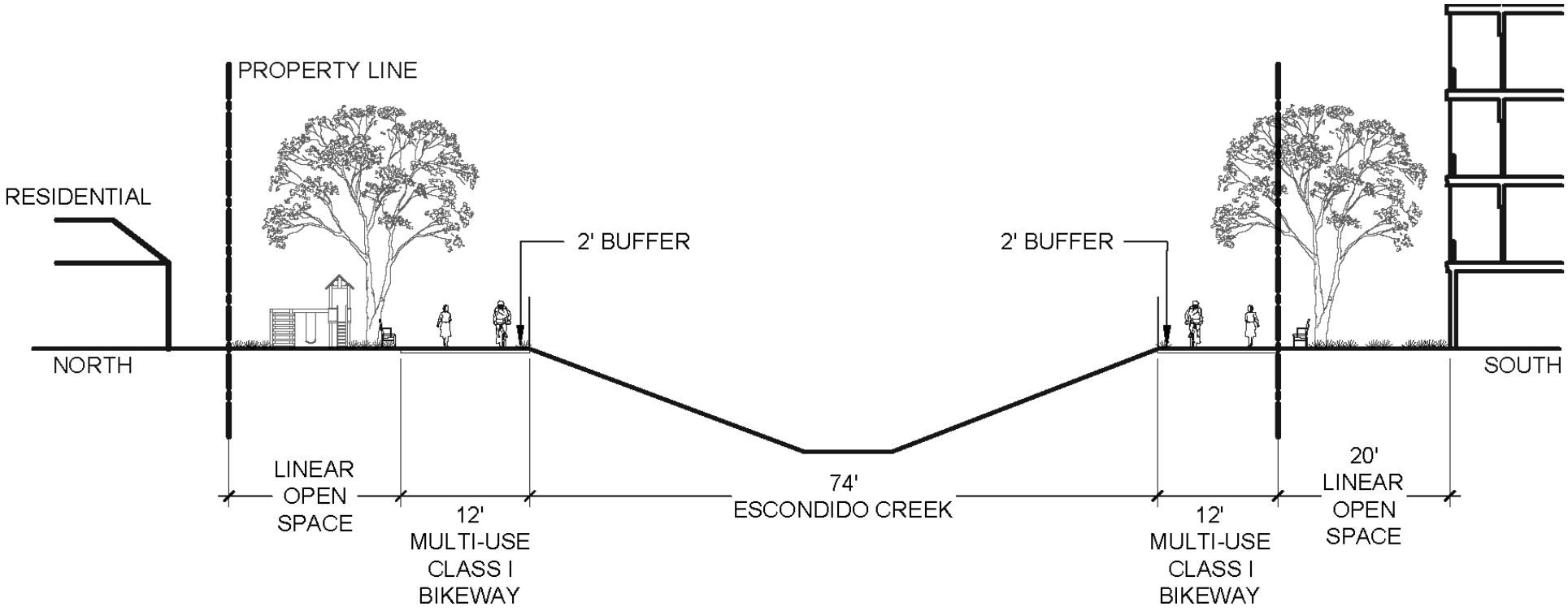


FIGURE 5-5 Escondido Creek Trail Configuration

5.2.3 Class III Bicycle Routes

Class III bicycle routes are suggested bicycle routes marked by a series of signs and/or sharrows designating a preferred route between destinations such as schools, workplaces, and residential and shopping areas. The designation of a roadway as a Class III facility should be based primarily on the advisability of encouraging bicycle use on that particular roadway. While the roadways chosen for bicycle routes may not be free of problems, they should offer the best balance of safety and convenience of the available alternatives. Class III bicycle routes are planned along the following roadway:

- S. Fig Street (south of East Valley Parkway)
- N. Elm Street
- N. Date Street (north of East Valley Parkway)
- N. Cedar Street
- N. Beech Street

Advisory Bike Lanes

Advisory Bike Lanes are wide bike lanes that are painted with dashed lines on either side of the road. In the center of the road, there is a space for cars with no center line. This car lane is often wider than a normal lane but not wide enough for two cars to pass. When cars meet head-on, they negotiate the space by moving into the bike lane temporarily. The arrangement requires motorists to be flexible about the space and negotiate with each other, while giving bike riders a more secure space of their own at the edge. Advisory Bike Lanes or Advisory Shoulders should be considered for any Class III Bicycle Routes.



Examples of Class III Bike Routes

5.2.4 Bicycle Parking Standards

Bicycle parking is an essential amenity for implementing smart growth principles. It allows a convenient, reliable bicycle storage option for residents and employees when trip planning and lessens dependence on single passenger automobile travel. The following bicycle parking standards shall be applied to new development within the Plan Area:

- Short-term bike parking should be provided in well-lit, visible locations on private property in convenient locations near primary building entrances and the public sidewalk. Short-term bike parking should not impede pedestrian circulation.
- Short-term bicycle parking shall be provided using bicycle racks securely anchored to the ground. The bicycle frame and at least one wheel should be able to be securely locked to the racks.
- Provide direct pathways from bikeways to bicycle parking areas and building entrances.
- Long-term bicycle parking should be fully enclosed or located indoors. If accommodated in a parking garage, long-term bicycle parking should be located near a building entrance or pedestrian pathway, in a well-lit, visible area.



Examples of bike storage and parking

5.3 Pedestrian Network

Pedestrian facilities in the Plan Area include the Escondido Creek Trail and sidewalks along all public roadways. The General Plan envisions a pedestrian-friendly environment where public spaces, including sidewalks and off-street paths, offer a level of convenience, safety, and attractiveness to the pedestrian that will encourage and reward the choice to walk.

To support this vision, the EVSP includes a network of sidewalks, trails and linear parks organized around the grid network of public roadways. Section 2.2.4, Mobility Goals and Policies, includes policies intended to improve pedestrian comfort and mobility, such as mid-block pedestrian crossings and installation of sidewalk amenities. The sidewalks and planting areas included in the pedestrian zone shall comply with the following sidewalk standards in Table 5-1, Sidewalk Standards.

Table 5-1 Sidewalk Standards

TYPE OF ROADWAY	MINIMUM SIDEWALK WIDTH	MINIMUM PLANTING AREA WIDTH	CONTIGUOUS OR NON-CONTIGUOUS
Major Roads with Parking	5'	5'	Non-contiguous
Major Roads without Parking	5'	7'	Non-contiguous
Collector Streets	5’	5’	Non-contiguous
Private Drives	5’	6’	Contiguous



Examples of pedestrian networks

5.4 Transit Network

Public transit is an important component of the mobility network, providing access to both local and regional destinations. Escondido is served by Metropolitan Transit System ("MTS") and North County Transit District ("NCTD").

The Escondido Transit Center is a regional transit hub, located approximately 0.7 miles northwest of the Plan Area. The Escondido Transit Center is a comprehensive transit hub providing both bus and rail access serving as the eastern terminus for the NCTD Sprinter light rail line and the northern terminus of the MTS Breeze Rapid bus transit line. NCTD operates the BREEZE bus system, with bus stops located throughout the City, and also manages the SPRINTER light rail line that provides passenger service from Escondido to Oceanside. MTS and NCTD services connects users to key locations in East Valley and in surrounding jurisdictions, such as Palomar College, Escondido High School, the YMCA, Kaiser/Senior Center, Downtown Escondido, and the Escondido Public Library. NCTD has bus stops along East Valley Parkway, Grand Avenue, and East Washington Avenue, as shown in Figure 5-6, Public Transit. On-demand public transit, like taxis or ride-sharing services, also provide additional flexibility for users while still allowing them to travel without a car.

The City is continuously coordinating with MTS and NCTD to review potential bus stop locations, promoting changes and improvements to service over time as new development occurs.

Ash Street, which has significant potential for development and provides an efficient north-south connection, is a potential transit route street. Section 2.2.4, Mobility Goals and Policies, includes policies intended to improve transit efficiency and rider comfort; including implementation of transit priority treatments, extended bus platforms, and comfortable waiting spaces for riders that includes wayfinding, transit information, and other amenities. Public right-of-way along Four-Lane Major Roads shall allow for these types of transit enhancements and amenities.

Public transit cannot perform to its highest potential if it lacks safe accessibility. Unfortunately, people who walk to transit may be more susceptible to traffic violence. People who ride transit, especially those who depend on it such as youth, seniors, and people with disabilities, deserve safe routes to transit. Speeding, dangerous vehicle turning behaviors, and failing to yield to pedestrians may create dangerous conditions for people walking to transit stops. Engaging the community to shape projects that meet the needs of the many people walking and taking transit in the Plan Area is an important component of a successful specific plan. Section 2.2.4 Mobility Goals and Policies includes policies intended to create safe routes to transit.





Examples of transit providers in Escondido with access to the Plan Area

5.4.1 East Valley Shuttle

To link Downtown with East Valley, a shuttle system would serve as a local connector for both community residents and visitors or tourists. The shuttle could include non-rail transportation methods such as: electric jitneys, Bus Rapid Transit (BRT), or a streetcar. The route would follow the boundaries of the Plan Area and connect to East Valley Parkway and Grand Avenue, as shown in Figure 5-6, Public Transit. The East Valley Shuttle is expected to be developed at such time when it is appropriate and feasible.

5.5 Transportation Demand Management

Transportation demand management ("TDM") measures can be used to mitigate transportation impacts associated with new development and provide transportation choices for residents and visitors of the Plan Area. The TDM measures included in this section are intended to reduce the overall number of vehicle miles traveled (VMT) by providing better opportunities to choose alternative modes. The following TDM measures build off the General Plan TDM policies and are separated by public improvements and private development.

5.5.1 Public Improvements

Public improvement projects carried out by the City shall strive to implement the following TDM strategies:

1. Develop and implement a Safe Routes to Transit Plan.
2. Participate in the City's commuter program that includes subsidized transit passes, preferred parking spots for carpool or vanpool, bike racks, showers on-site, teleworking, and flexible work schedules.
3. Encourage employers to offer programs, facilities, and incentives to their employees that would promote carpooling, transit use, and use of other alternative modes. Provide businesses and business organizations, such as Chambers of Commerce, with information on iCommute.
4. Provide information on commuting resources. Install a kiosk with information on commute alternatives and provide information on Web sites and newsletters.
5. Participate in and promote annual regional events and campaigns that encourage commute alternatives to driving alone, such as Bike to Work Month, Dump the Pump, Rideshare Week, and Walk and Bike to School Day.

5.5.2 Private Development

Private development projects carried out by private developers shall strive to implement the following TDM strategies:

Residential

1. Provide bicycle parking as required by Table 5-3, Supplemental Parking Standards.
2. Provide six-month transit passes to new residents.
3. Monitor transit use by new residents for the first six months of operation and present monitoring results to the City.

Non-Residential

1. Provide bicycle parking as required by Table 5-3, Supplemental Parking Standards.
2. Provide "end-of-trip" facilities onsite for bicycle commuters (i.e. bicycle parking spaces, showers, changing rooms, and lockers).
3. Provide informational material to employees for carpool and vanpool ride-matching services.
4. Develop alternate workplace, telecommuting, and/or alternate work schedule programs.

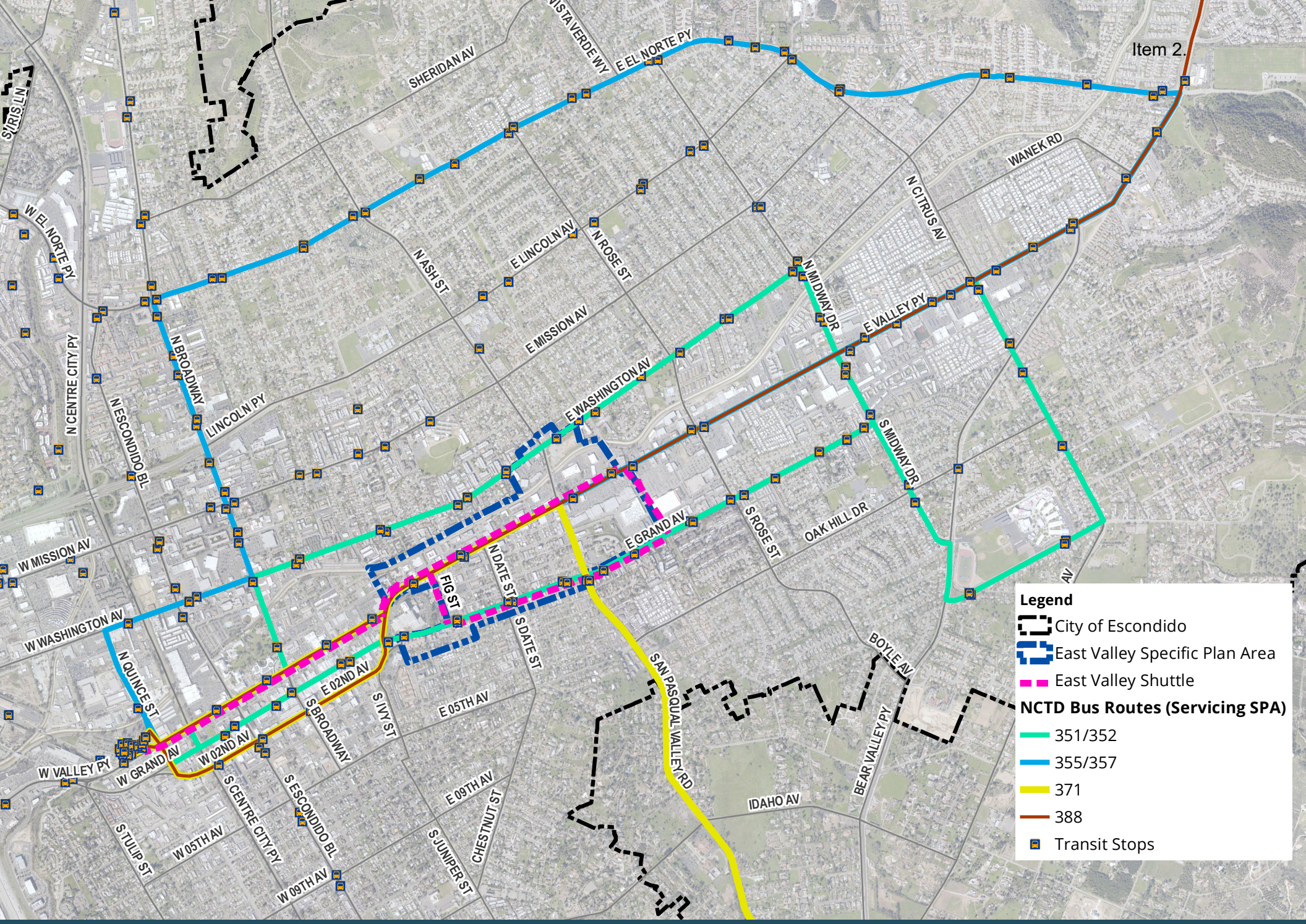


FIGURE 5-6 Public Transit

5.6 Parking Standards

5.6.1 Motor Vehicle Parking Standards

Off-street parking shall be provided according to Article 39 of the Escondido Zoning Code, in conjunction with the provisions stipulated in this chapter. The number of off-street automobiles may be provided as covered or uncovered, but shall be no more than that set forth in Table 5-2, Motor Vehicle Parking Standards, or no more than what is regulated by Article 39 of the Escondido Zoning Code, whichever is less. Where the parking requirements for a use are not specifically defined herein, the parking requirements for such use shall be determined by the Director of Community Development. Such determination shall be based upon the following:

1. The parking requirements for the most comparable use specified in this chapter; and/or
2. A parking study or other evidence satisfactory to the Director of Community Development.

Table 5-2 Motor Vehicle Parking Standards

USE[1]	MINIMUM RESIDENTIAL PARKING SPACES REQUIRED (COVERED OR UNCOVERED)
Single-Family, Two-Family, Three-Family, and Multi-Family Dwelling Units	Studio: One (1) parking space per unit. One bedroom: 1.25 parking space per unit, and 0.3 guest parking spaces per unit. Two bedroom: 1.75 parking space per unit, and 0.3 guest parking spaces per unit. Three or more bedroom: 2 parking spaces per unit, and 0.5 guest parking spaces per unit.
Artisan Loft or Live-Work Dwelling Units	One (1) parking spaces per unit. Adequate provisions for loading and unloading or pick-up and drop-off zones shall be accommodated.
Rooming houses, lodging houses, social clubs and fraternal organizations with sleeping rooms	One (1) parking space for each three (3) sleeping rooms.
Senior Housing	Two (2) parking spaces, plus 0.5 parking spaces per unit. Senior housing must also provide adequate provisions for loading and unloading or pick-up and drop-off zones.
Small and Large Residential Care Facility	One (1) space for every two employees on the largest shift at the facility, plus one parking space for each five (5) sleeping rooms.
Transitional and Supportive Housing	0.5 spaces per unit
Mixed-Use Residential	See applicable parking standards for separate uses and provide parking accordingly.

[1] *Modifications to the parking requirements may be requested pursuant to the applicable provisions of the Escondido Zoning Code.*

Table 5-2 Motor Vehicle Parking Standards (***Continued***)

USE	MAXIMUM NON-RESIDENTIAL PARKING SPACES PERMITTED [2]
Mixed-Use Commercial	See applicable parking standards for separate uses and provide parking accordingly.
Restaurant with or without alcoholic beverages; drive-through fast food, coffee, quick service retail establishments or kiosks; drinking establishments (on-sale beer and wine, etc.) including bars; tasting rooms; and taverns with or without craft-processing brewery, distillery, or winery (light production)	One (1) space for each 100 square feet of gross floor area.
Retail and Office	One (1) space for each 250 square feet of gross floor area.
Recreation	One (1) space for each 100 square feet of gross floor area.

[1] *Modifications to the parking requirements may be requested pursuant to the applicable provisions of the Escondido Zoning Code.*

[2] *An increase of up to 25% of the maximum parking allowance may be requested through the adminstration adjustment process.*

5.6.2 Supplemental Parking Standards

In order to promote a reduction in vehicle emissions and vehicle miles traveled, the following standards are provided to accommodate alternatives to motor vehicle transportation and reductions in emissions. A further purpose is to add to the safety and convenience of residents and visitors by providing adequate, attractively designed, and functional facilities for off-street parking and loading.

Electric Vehicle Charging Stations

Electric Vehicles ("EVs") operate either partially or exclusively on electrical energy from the electrical grid. EV charging stations shall be provided in new developments or remodeling or expansions of existing development as required by the California Building Code.

Bicycle Parking

Bicycle parking facilities provides either short- or long-term storage opportunities for residents and/or visitors to safely lock or store their bicycles onsite. The standards below classify a Class 1 bicycle parking facility, which includes a locker, individually locked enclosure within a building or parking structure providing protection for each bicycle therein from theft, vandalism and weather. A Class 2 bicycle parking facility includes a stand or other device constructed to enable users to lock the frame and one wheel of each bicycle parked therein. Bicycle parking should be located in close proximity to the building's entrance in highly-visible, well-lit areas. Bicycle parking facilities shall not impede pedestrian or vehicular circulation and should be harmonious with their environment both in color and design.

Loading / Unloading Spaces

Ride-sharing, ride-hailing, and delivery services have influenced the demand for loading/unloading spaces for many uses. Loading/unloading areas for the temporary parking of commercial vehicles for the loading or unloading of people or merchandise shall be provided in compliance with the standards included in Table 5-3, Supplemental Parking Standards.

These loading and unloading requirements are in addition to those parking standards required by Table 5-2, Motor Vehicle Parking Standards. That is, the required number of loading and unloading spaces must be calculated separately from other on-site parking provisions.

Table 5-3 Supplemental Parking Standards

USE	MIN. BICYCLE PARKING	MIN. LOADING / UNLOADING SPACES
RESIDENTIAL		
Hotel and Motel	One (1) Class 2 space / 20 units or three (3) Class 2 spaces, whichever is less	One (1) loading space for every 10 units or four (4) loading spaces, whichever is less
Multi-Family Dwelling Units (excluding duplexes)	One (1) Class 1 space / 10 attached units or three (3) Class 1 spaces, whichever is less - AND - One (1) Class 2 space / 5 residential units or 10 Class 2 spaces, whichever is less	Projects with more than 10 units must provide one (1) loading space for every 10 units or four (4) loading spaces, whichever is less
Artisan Loft or Live-Work Dwelling Units	One (1) Class 2 space / unit or three (3) Class 2 spaces per project, whichever is less	One (1) loading space for every five (5) units or five (5) loading spaces, whichever is less.
Rooming houses, lodging houses, clubs and fraternities having sleeping rooms	One (1) Class 2 space / 5 sleeping rooms or three (3) Class 2 spaces, whichever is less	One (1) loading space for projects with 10 or fewer sleeping rooms, or two (2) loading spaces, whichever is less
NON-RESIDENTIAL		
Commercial	One (1) Class 2 space / 1,400 sf or five (5) Class 2 spaces, whichever is less	One (1) usable loading space / 1,400 sf or two (2) Class 2 spaces per tenant, whichever is less.
Restaurants/Food	One (1) Class 2 space / 500 sf or five (5) Class 2 spaces per tenant space, whichever is less	One (1) usable loading space / 1,400 sf or four (4) loading spaces per tenant space, whichever is less
Retail	One (1) Class 2 space / 1,000 sf or five (5) Class 2 spaces per tenant space, whichever is less	One (1) usable loading space / 3,000 sf or three (3) loading spaces per tenant, whichever is less
Recreation	One (1) Class 2 space / 1,000 square feet of usable indoor or outdoor recreation area or 10 Class 2 spaces, whichever is less	One (1) usable loading space / 2,000 sf of usable indoor or outdoor recreation area or two (2) loading spaces, whichever is less
Education and Childcare	Three (3) Class 2 spaces per classroom serving adults and children five (5) years of age or older	Half of one (0.5) usable loading space per classroom, rounded up to the nearest whole number[1]
Mixed-use	Same as specfied above for each use.	

[1] *Loading / unloading space shall be reviewed and may be adjusted as part of a CUP application for the development application.*



6.0 Public Services & Infrastructure

This chapter of the EVSP is intended to identify and address the most relevant public services and infrastructure systems within the Plan Area. In addition, this chapter offers thresholds and targets to maintain adequate level of service and safety as growth occurs.

Local government agencies provide the Plan Area with fire and emergency services, police services, schools, and libraries, as shown in Figure 6-1, Public Services. Public infrastructure associated with the EVSP consists of water, wastewater, and stormwater systems. With consideration to the strain in which the EVSP may put on these public services and infrastructure, it is important to proactively prepare for future demands on these services. Each of the public services and infrastructure systems are discussed in this chapter, as they relate to the Plan Area.

6.1 Public Services

Future development would be dependent on the availability of the necessary facilities, staff, and equipment to maintain adequate response times or services for fire and police. As such, the EVSP may trigger the need for new or expanded services and facilities to provide acceptable service levels for municipal services. In other words, additional staffing and/or facilities may be required to serve new development in the Plan Area.

In conjunction with development, there are opportunities to require new and/or expanded public service facilities or services. Development in the Plan Area shall comply with required development impact fees and General Plan policies, which would reduce impacts on fire, police, and emergency facilities, as well as schools, community centers, and libraries. Collection of development impact fees would incrementally fund expansion or construction of new facilities as growth is accommodated. There is also the opportunity to coordinate with agencies to make sure the EVSP complies with codes and requirements regarding fire protection, police protection, education, and community services.

Residential projects shall also fund the on-going operational cost of providing municipal services required for the project, through either an agreement to form or annex into a Community Facilities District or the establishment of another lawful funding mechanism reasonably accepted by the City.

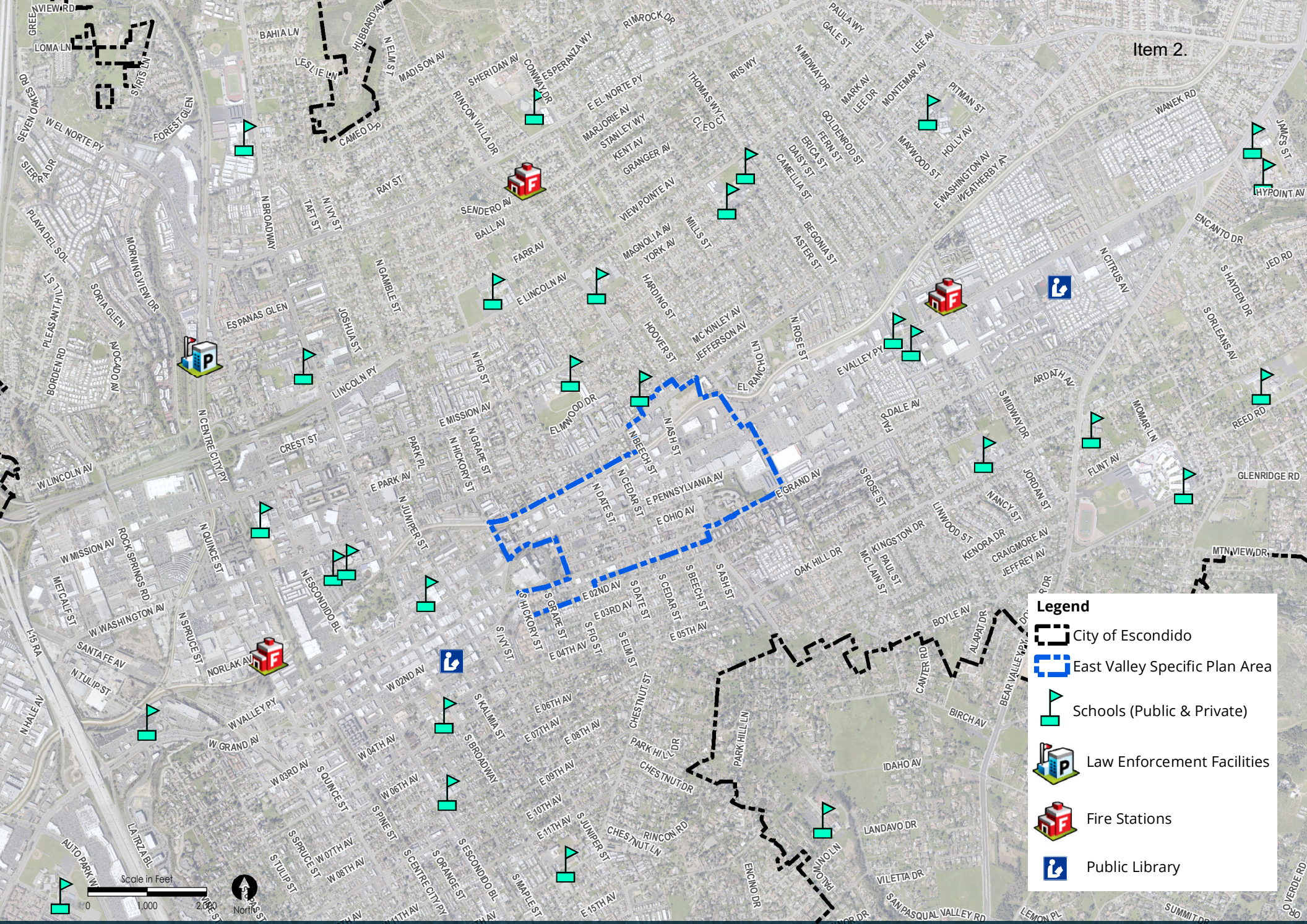


FIGURE 6-1 PUBLIC SERVICES

6.1.1 Fire and Emergency Medical Services

The potential for wildland fires presents a hazard where development is adjacent to open space or within close proximity to wildland fuels or designated fire severity zones. Steep hillsides and varied topography within portions of the City also contribute to the risk of wildland fires. According to the City's Wildland–Urban Interface Fire Severity Zones, the Plan Area is not mapped in a high or very high fire severity zone. In case of fire or other natural disaster, the General Plan includes an emergency evacuation route plan, which designates both East Valley Parkway and Ash Street as evacuation routes. As discussed in Chapter 5.0 Mobility, East Valley Parkway and Ash Street shall be designed and constructed to the requirements of the City Engineer and Fire Marshal.

The Escondido Fire Department ("EFD") provides fire protection and emergency medical services to the City of Escondido through a contractual arrangement established in 1984 with the Rincon Del Diablo Fire Protection District. EFD currently has seven fire stations that house emergency response personnel and equipment, the nearest station to the Plan Area is Fire Station #2 at 421 North Midway Drive, as noted in Figure 6-1, Public Services. The department also has fire stations with paramedic units located throughout the community. EFD addresses fire emergencies, medical aid emergencies, special rescue emergencies, hazardous materials incidents, and mass disaster incidents.

The EVSP would result in increased demand for emergency responses. However, new development shall be subject to development impact fees which contribute to the EFD's ability to provide adequate response times.

6.1.2 Police

The Escondido Police Department central operations are located at 1163 North Centre City Parkway. As discussed in the General Plan, intensification of land uses have tremendous influence on the demand for police services. Changes in population, additional recreational facilities, increased traffic volumes, expanded city limits, and new businesses all increase the pressure on maintaining and supporting law enforcement services. The General Plan states, "The city shall maintain personnel staffing levels based on community-generated workloads and officer availability. Resources will be adjusted to maintain an initial response time for Priority 1 calls (crimes in progress or life threatening) of no more than five (5) minutes and an initial response time for Priority 2 calls (serious calls requiring rapid response but not life threatening incidents) of no more than six and one-half (6.5) minutes."

New development within the Plan Area shall be subject to development impact fees which contribute to the Escondido Police Department's ability to maintain appropriate staffing levels.





Examples of ermergency services vehicles

6.1.3 Schools

The Plan Area is serviced by the Escondido Unified School District ("EUSD") and the Escondido Union High School District ("EUHSD"). The Plan Area is served by Central Elementary School to the west, Farr Elementary School to the north, Oak Hill Elementary School to the east, Del Dios Middle School to the west, Mission Middle School to the north, Orange Glen High School to the east, and Escondido High School to the north. In addition, several charter and private schools serve the community. The 2018–2019 school capacities are shown in Table 6-1 School Capacities. In addition, Palomar Community College maintains a local campus on East Valley Parkway, and California State University, San Marcos is located five miles east of Escondido.

Table 6-1 School Capacities

SCHOOL	2018-2019 CAPACITY (STUDENTS)[1]
Central Elementary	855
Farr Elementary	720
Oak Hill Elementary	795
Del Dios Middle School	810
Mission Middle School	1170
Orange Glen High School	2,400[2]
Escondido High School	2,800

6.1.4 Libraries

The City of Escondido currently operates one public library: the Escondido Library located at 239 South Kalmia Street, approximately 0.3 miles southwest of the Plan Area. The library offers a wide variety of print, media and online resources as well as public computers, community programs, and meeting space. As the City's General Plan Quality of Life Standard for library services states, "The public library system shall maintain a stock and staffing of two (2) collection items per capita and three (3) public library staff per 8,000 residents of the city of Escondido. The city shall provide appropriate library facilities with a minimum of 1.6 square feet of library facility floor area per dwelling unit of the city prior to build out of the General Plan where feasible. The city shall continue to expand the role of technology in providing library services and resources to Escondido residents."

Under this standard, at 2035 Specific Plan Buildout (as discussed in Section 3.3 Development Potential), the EVSP would generate an additional need to maintain 5,246 collection items, 1.31 library staff, and 9,862 square feet of library facility floor area. To accommodate anticipated growth, the General Plan recommends the expansion of the City's existing library facilities to meet the needs of Escondido's expanding population.

New development and redevelopment within the Plan Area would be subject to development impact fees which incrementally contribute to expansion or construction of new library facilities and help the City maintain the quality of life standards.

[1] *Appendix P of Palomar Heights EIR*
[2] *Data provided via email correspondence with EUHSD (October 26, 2020)*

6.2 Public Infrastructure

As the Plan Area redevelops, public infrastructure needs must respond to changing conditions. Public infrastructure such as water, stormwater, and sewer systems are vital considerations for comprehensive planning, as they provide the basic services for development. This section sets targets to meet future demands while providing a more sustainable system to serve residents and businesses.

6.2.1 Water

Water is provided to the EVSP area by the City of Escondido. The City of Escondido is a municipal water retailer that treats and delivers the water supplied by Metropolitan Water District of Southern California ("MET") and the County of San Diego Water Authority ("SDCWA") to and from local sources to its customers.

The City's 2015 Urban Water Management Plan ("UWMP") establishes the planned upgrades to the water system within the Plan Area. The UWMP estimates the residential water consumption rate to be approximately 182 gallons per capita per day (gpcd) for the year of 2020.

In order to meet the increase in demand, the City is continuously pursuing a variety of projects that would enhance the City's local water supply, expanding recycled water facilities and implementing potable reuse. These additional supplies will provide a reliable local water source for the City and will assist in reducing dependence on supplies that are purchased from San Diego County Water Authority, which are largely imported[1].

Section 8.2, Recommended Programs and Public Improvements, provides guidance in accommodating the water demands from new development and redevelopment with implementation of the EVSP.

6.2.2 Stormwater

The Plan Area storm drain system consists of a network of curbs/gutters, pipes, culverts, and concrete channels, maintained by the Public Works Department. The City has identified a need to: (1) retrofit areas of existing development that do not have water quality treatment measures incorporated into their designs and (2) rehabilitate streams, channels, and habitats within City boundaries.

As shown in Figure 6-2, FEMA Flood Zones, portions of the Plan Area along Escondido Creek are within the FEMA Flood Zone X; meaning the area has a 0.2% annual chance of flood. Escondido Creek, east of Ash Street is FEMA Flood Zone A, meaning there is no base flood elevations determined. East of Ash Street and south of Escondido Creek is Flood Zone AH up to the Private Road; Zone AH has a flood depth of 1 to 3 feet (usually areas of ponding).

The City's Capital Improvement Plan FY 2022-2023 includes a new storm drain system and upsizing project along East Valley Parkway, east of Ash Street within the FEMA floodplain. This project is estimated to be complete in 2031. This will help ensure East Valley Parkway can properly act as an emergency flood evacuation route.

In addition, the City is in the process of making upgrades to stormwater drain pipes and installing trash screens in City storm drains in accordance with the Statewide Trash Amendments. In addition to these Citywide drainage improvements, the Specific Plan has established standards that require water quality treatment measures for future development.

The Plan Area is already built-out with office, commercial, and residential uses. Since the Plan Area is composed primarily of impervious surfaces (structures, paving, and concrete), it is expected that new development will not significantly increase the overall quantity of impervious surfaces. New development and redevelopment in the Plan Area is subject to City and State drainage and stormwater quality requirements. In addition, any new development or redevelopment within the Plan Area shall comply with the stormwater management policies listed in Section 2.2.7, Public Services and Infrastructure Goals and Policies. Therefore, stormwater runoff quantities are not expected to increase and the storm drainage system will not require upgrades to increase capacity.

[1] *City of Escondido. May 2016. 2015 Urban Water Management Plan. https://www.escondido.org/Data/Sites/1/media/PDFs/Utilities/water/Escondido2015UWMP_Final.pdf*

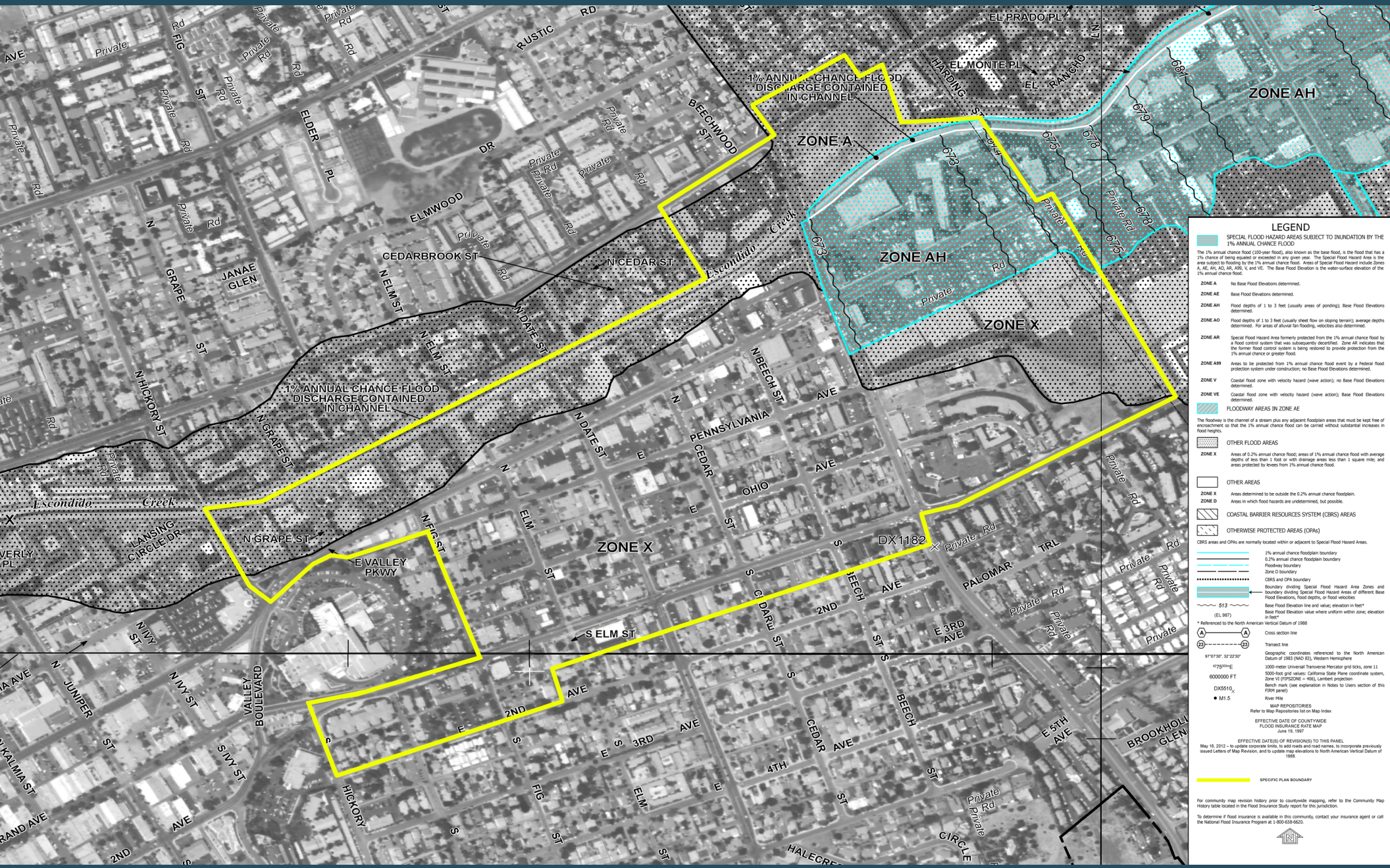


FIGURE 6-2 FEMA FLOOD ZONES

6.2.3 Wastewater System

The Wastewater Division of the City of Escondido Utilities Department provides wastewater treatment facilities and services to the Plan Area. The 2012 Wastewater Master Plan identified relevant improvements within the Plan Area including, the replacement of undersized pipeline in sections on East Valley Parkway. Such projects are financed through the sewer fees charged for connection and services, as well as other capital funds available through the City's Capital Improvement Program.

The Escondido 2012 Wastewater Master Plan estimates the average daily wastewater flow for the City of Escondido in 2030 is approximately 14.4 million gallons per day (mgd). The 2012 Wastewater Master Plan also forecasts for 2035 buildout of the General Plan, including buildout of the East Valley Plan Area. The 2012 Wastewater Master Plan estimates wastewater generation rates using the metrics: 55 gpcd for residential population, and 38 gpcd for employment population.

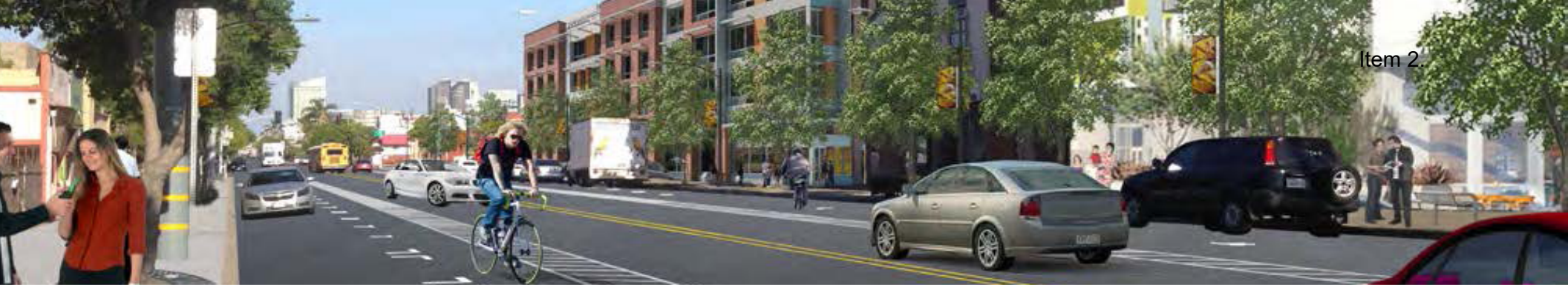
As shown in Table 6-2, Estimated Wastewater Generation, the 2035 EVSP Buildout would generate a wastewater discharge of approximately 674,888 gpcd, a net increase of 478,779 gpcd from the existing wastewater generation. This increase will require the upsizing of some wastewater mains serving new development and redevelopment. To help accommodate the increase in wastewater generation, the City of Escondido is currently in the process of constructing a recycled water system running adjacent to the existing sewer trunk main to serve the farming areas east of the Plan Area. Future expansion of the current Recycled Water system is anticipated via Capital Improvement Projects and new development projects.

In addition, any new development or redevelopment within the Plan Area shall comply with the wastewater management policies listed in Section 2.2.7, Public Services and Infrastructure Goals and Policies. Lastly, Section 8.2, Recommended Programs and Public Improvements, provides City guidance to accommodating the wastewater demands from new development and redevelopment with implementation of the EVSP.

Table 6-2 Estimated Wastewater Generation

GENERATION TYPE	EXISTING CONDITIONS (GPCD)	2035 GENERAL PLAN BUILDOUT (GPCD)	2035 EVSP BUILDOUT (GPCD)
Residential Population	110,495	145,750	547,360
Employment Population	85,614	74,214	127,528
Total	196,109	219,964	674,888

Sources: City of Escondido2012 Wastewater Master Plan, UrbanFootprint, 2010 US Census Bureau



7.0 Development Standards & Design Guidelines

The Development Standards & Design Guidelines chapter of the EVSP is intended to help achieve the vision for the EVSP by setting standards and guidelines for future development. This chapter complements other citywide guidance such as the Escondido Municipal Code, which provides regulations for a variety of design topics such as setbacks, landscaping, and parking. The EVSP provides development standards and guidelines that are intended to supplement the City's provisions with more specific guidance for how to achieve the unique vision for the Plan Area. The following design guidelines and standards apply to future public improvements and private development in the Plan Area. These guidelines and standards also address the design of new buildings and renovations to existing structures. Where conflicts between the EVSP and the Escondido Municipal Code exist, the requirements of the EVSP shall take precedence.

7.1 Development Standards

Development standards are provided herein to regulate the size, location and physical dimensions of buildings or places. The purpose of establishing development standards is to ensure future design of development is aligned with the vision of the Specific Plan as a livable, pedestrian-oriented community. See Table 7-1 Development Standards for standards for each land use designation and area.

7.1.1 Building Conversion

Any project looking to convert an existing building to a new use will be subject to design review to assess appropriateness of the proposed use and any proposed changes in relation to the area, the building, and the site.

Any project seeking to convert a building will also need to meet the California Building Code.

7.1.2 Open Space

Open space is required for each new development. These open spaces shall include elements such as shade, seating, water features, and public art. As used in this section, "public open space" is open space accessible by the public at-large; "common open space" is open space available for general use of a project's residents and their guests; and "private open spaces" is open space restricted for use by residents of a specific dwelling unit and their guests.

New development or redevelopment of residential dwelling units shall comply with the following standards:

- 200 square feet of useable open space area shall be provided per dwelling unit. This number may be reduced to 125 square feet of usable open space for properties which meet or exceed the target production point.
- A minimum of 50 square feet per unit of the required useable open space shall be common or public open space.
- A minimum of 50 square feet of private open space for 50 percent of the dwelling units.
- Dedications to linear parks and Creekside areas can be counted toward the public and common open spaces.
- Design public and common open spaces to be visible and accessible from buildings, as well as streets and pedestrian and bicycle networks. They may be designed as forecourts or along linear parks or the Escondido Creek Trail to support pedestrian activity and connect to the public realm.

- Design common open spaces as cortiles or atriums with good connectivity within a site, with clear and safe point of access; or in other areas that encourage circulation opportunities between adjacent uses.
- Public and common open spaces should provide high quality landscaping and high quality paving materials, such as stone, concrete with tile, etc.; and pedestrian-scaled lighting to encourage pedestrian use of the space.
- Public and common open spaces should account for climatic factors such as sun orientation.
- Public and common open spaces should utilize outdoor furniture and coordinate with site building design to provide variegated types of seating, low walls, trash receptacles, landscape screening and tree canopy, bike racks and other elements.
- Public and common open spaces spaces should incorporate methods to reduce stormwater runoff. However, green stormwater solutions should contribute towards the utility of the courtyard and publicly accessible space. Design interventions to capture, clean and recycle stormwater runoff should minimize impacts on semi-public spaces (i.e. stormwater channels and basins are not allowed to encroach into semi-public or private open space).

The City will consider exceptions to the maximum FAR for new or redevelopment that allocate public open space greater than the required minimum established in this section. See Section 4.4, Public Open Space Incentive Program for details.

7.1.3 Retail Corners & Frontages

Retail Corners, Active Frontages, and Creek Frontages are identified throughout the Plan Area, see Figure 7-1 Frontages.

- Retail Corners - road intersections focused on activating the economic activity in the Plan Area. Intersections include:
  - East Valley Parkway and Ash Street
  - East Valley Parkway and Date Street
  - East Valley Parkway and Fig Street
- Active Frontage - corridors focused on providing a safe and alluring atmosphere. Corridors include:
  - Ash Street
  - East Valley Parkway
- Creek Frontage - multi-use trail focused on stimulating the use of Escondido Creek. The Escondido Creek Trail generally runs east-west in the Plan Area, north of East Valley Parkway. See Table 7-1, Development Standards, for the setback along the Escondido Creek.

For areas designated as residential and mixed-use, ground-floor residential is permitted. The following criteria shall apply to new development that proposes ground-floor residential uses in the mixed-use land use designation:

- The development provides places of interaction with small plazas and courtyards or cafe seating to help animate the street.
- The exterior and interior design of the first floor is designed to be retail-ready with an interior ground-floor height of 16 feet, a minimum unit depth of the greater of 25 feet or 25% of the building depth, and oversized storefront windows accommodated on the ground-floor facing the public right-of-way.
- Place shared amenities such as workout rooms, game rooms, and other social facilities where they will be visible from street view on the ground-floor.
- The building standards applied to the ground-floor space must adhere to the most restrictive use and occupancy classification anticipated based on the purpose or purposes for which they may be used; and shall comply with the rating that reflects multiple occupancy groups so that an area, room, or space may be occupied at different times with different uses.

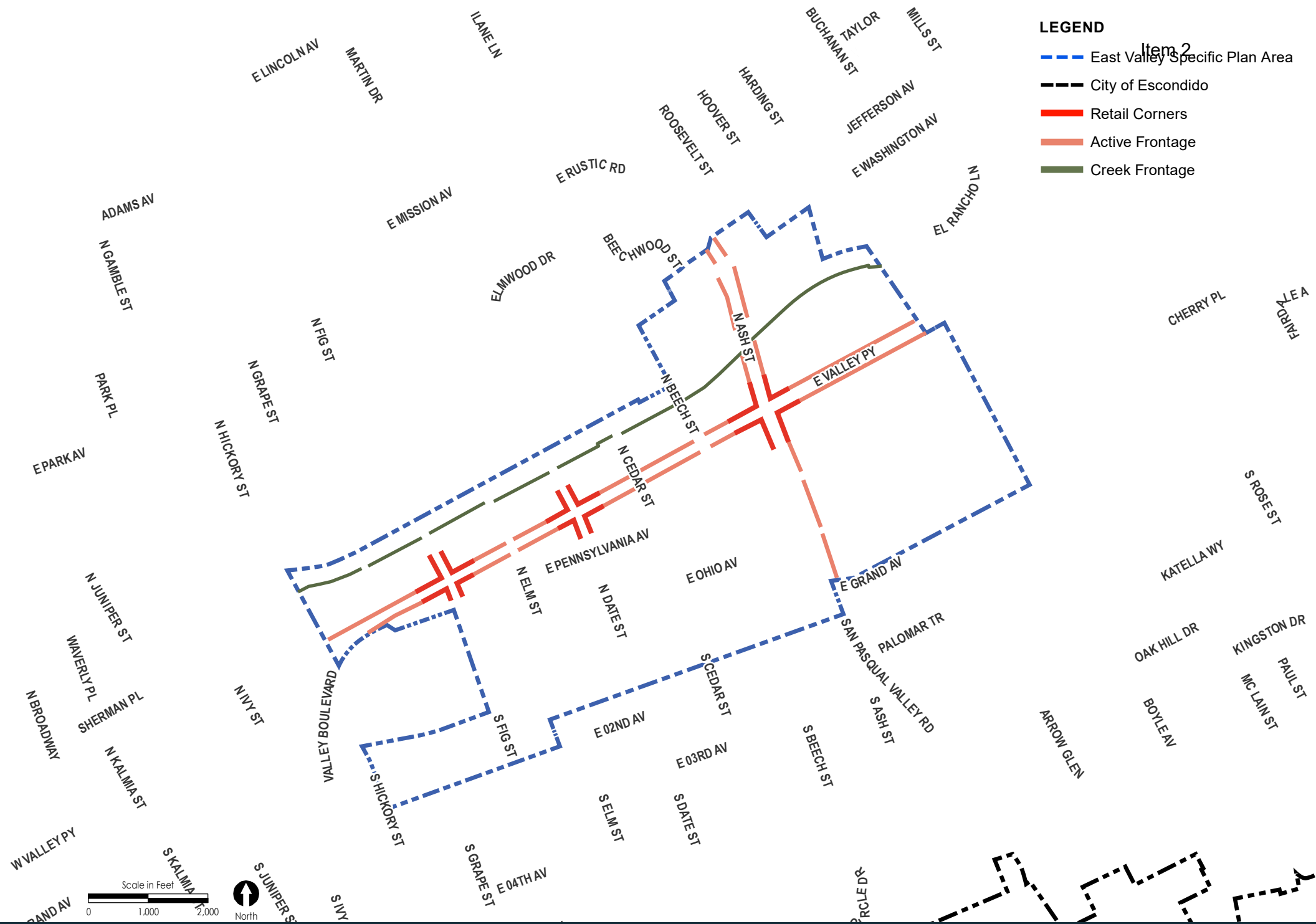


FIGURE 7-1 Frontages

7.1.4 Landscaping

The percentage of required landscaped area of proposed development is included in Table 7-1, Development Standards. In addition to that standard, landscaping within public right-of-way shall comply with the following:

- Street tree spacing should be 20 feet.
- Tree canopy coverage shall be determined for proposed projects by calculating the area of the proposed tree canopy at 75% of tree maturity. Tree canopy maturity can be determined by referencing the Sunset Western Garden book or a comparable botanical reference. When tree canopy maturity is given as a range then the designer shall use the average.
- Tree canopy coverage shall be 25% of the Landscaped Area in Urban IV/V; 15% in Mixed Use; and 25% in General Commercial. See Table 7-1, Development Standards for Landscaped Area requirements.
- Stormwater channels and basins shall not be permitted in the landscaped area of public right-of-way.
- Vertical gardening elements or screened landscaping shall be provided for any ground level exterior wall face or façade of the building (that measures 15 feet or more on residential structures and 25 feet on non-residential structures) that does not include windows, doors, columns, pilasters, or other articulation greater than 12 inches in depth or a substantial material change (paint color is not considered a substantial change).

7.1.5 Building Design Standards

The following building design standards shall apply to new development to enhance the visual character of the Specific Plan Area:

- Building heights shall be varied by a minimum of 10 feet. See Section 7.4.4 Architectural Design for guidelines on building articulation.

7.1.6 Additional Requirements & Performance Standards

In addition to the standards included in Table 7-1, Development Standards, the following shall apply, where applicable:

- Individual residential dwelling units shall include a washer and dryer and 80 cubic square feet of storage space per unit. Storage space shall be provided on-site and not be located within a bedroom closet.
- Development shall comply with the signage requirements of the Escondido Zoning Code except that no freestanding sign shall exceed eight (8) feet in height.
- Unless otherwise specified, development projects are to refer to the Escondido Zoning Code and development regulations for all additional requirements and performance measurements.





Table 7-1 Development Standards

DEVELOPMENT STANDARD	LAND USE / AREA			
	URBAN IV/V	MIXED USE	GENERAL COMMERCIAL	ESCONDIDO CREEK TRAIL
Setback[1]: the minimum horizontal distance between a lot line and the nearest part of any building or structure on the lot.	Front: 8' Rear: 8' Alley [3]: 5' Side Internal[1]: 0' Side Street: 8'	Front: 8' Rear: 8' Alley [3]: 5' Side Internal: 0' Side Street: 8'	Front: 10' Rear: 10' Side Internal: 0'' Side Street: 10'	Creekside building or structure: 20' Creekside wall or fence[4]: 10'
Landscaped Area[2]**:** the landscape area is calculated as a minimum area of pervious surface designed to contain plant material (ground covers, shrubs, trees). These areas are required to be irrigated with an automatic irrigation system.	25% minimum	20% minimum	15% minimum	-
Building Placement: the massing and location of structures on individual parcels	-	-	-	Buildings shall be designed with dual orientation in order to provide access and a public face to both the Escondido Creek frontage and side frontages
Building Height[5]**:** the vertical distance measured from the average level of the highest and lowest point of that portion of the lot covered by the building or structure to the top of the building or structure (see Section 7.4.4 Architectural Design for building height design guidelines)	55' maximum or 35' maximum	75' maximum	75' maximum	75' maximum

[1] *Side internal setbacks shall comply with access requirements per the Fire Code for ladder access based on the occupancy and egress points.*
[2] *Landscaped area may occur within setbacks. See Section 7.1.4, Landscaping, for additional standards for landscaping within public right-of-way.*
[3] *Alley setbacks shall apply to buildings, walls, or fences.*
[4] *The creekside wall or fence setback may be reduced at the discretion of City application review if the site design warrants the placement of the fence at the property line because of the need to enclose a tot lot or dog play area.*
[5] *Maximum building height in the Urban IV/V district is dependant on location; see Figure 7-2, Building Height.*

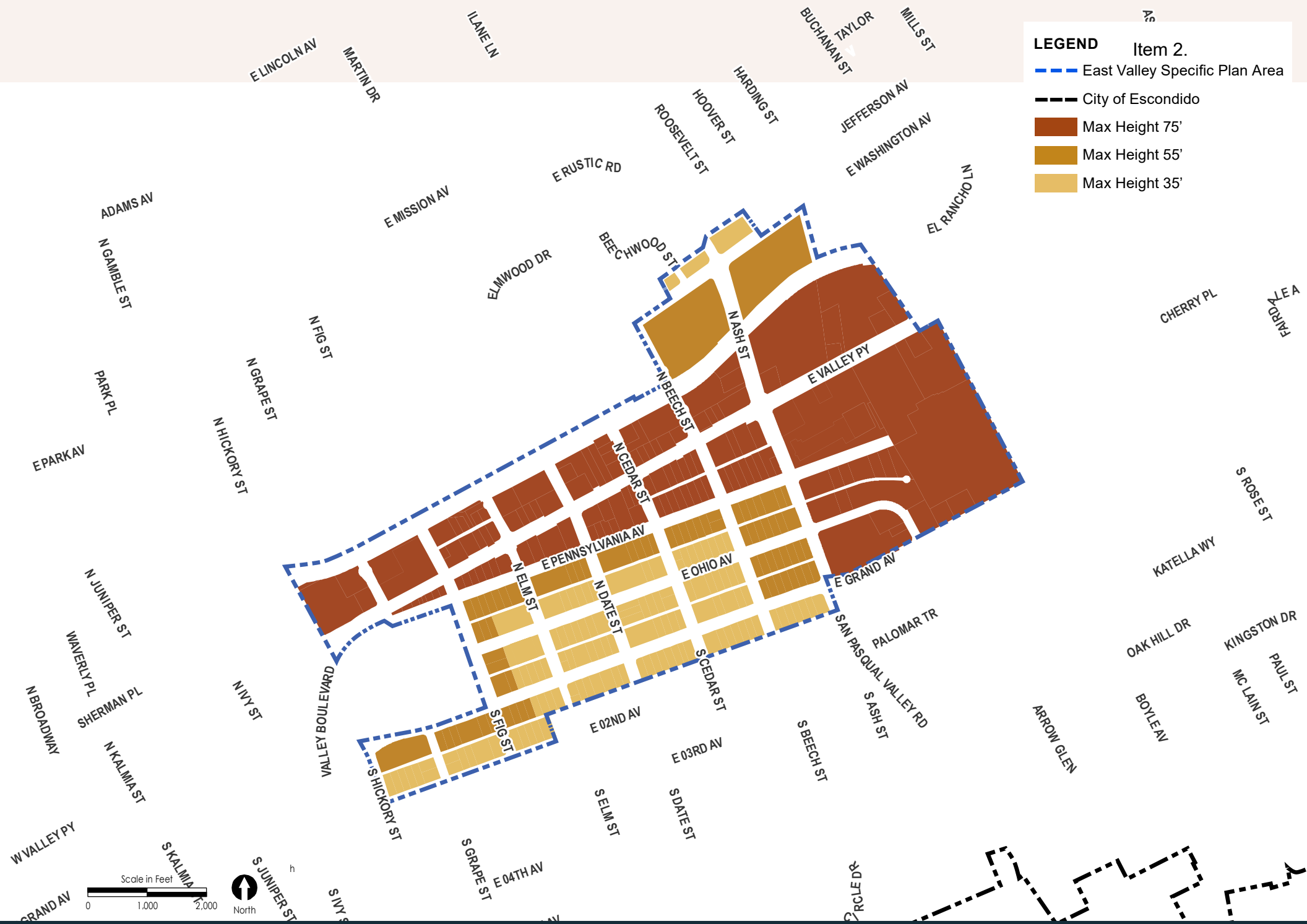


FIGURE 7-2 Building Height

7.2 Permitted & Conditional Uses

Table 7-2 presents the permitted uses allowed in each land use designation. Permitted uses are intended to support the vision for the Plan Area. Land uses shall be considered prohibited unless they are determined to be similar to listed uses. The Director of Community Development shall make a determination regarding whether a requested use that is not listed is similar in function and intensity to one that is listed. The Director of Community Development shall have the responsibility and authority to interpret the meaning and applicability of all provisions and requirements of this Chapter, which may include determining the applicability of use categories or determining that a land use classification is similar to the listed uses permitted, or conditionally permitted, within various zones. Such interpretations are subject to the terms and limitations of sections 33-6 and 33-13 of the Escondido Zoning Code. Conditional Use Permits (CUPs) and Minor CUPs, listed in Table 7-2, Permitted & Conditional Uses, are subject to the consideration and approval of the Zoning Administrator in accordance with the provisions of the Zoning Code.

An administrative adjustment or variance may be requested as authorized per Article 61 of the Escondido Zoning Code for the following property development standards:

- Up to a twenty-five (25) percent reduction of required yards/setbacks for parking, outdoor dining, free standing signage, architectural elements with no habitable space, and common open space.
- Reductions up to twenty-five (25) percent of the required number of parking spaces for uses in non-residential zones, pursuant to section 33-764 of the Zoning Code.
- Modifications of the identified front, street side, side and rear lot lines of a lot in order to facilitate orderly development on a parcel subject to unusual circumstances, including but not limited to, topography, grading, drainage and stormwater treatment, utility facilities, easements, access and other site constraints or development requirements.
- Other adjustments as specified by Article 61 of the Escondido Zoning Code.

Table 7-2 Permitted & Conditional Uses

P=Permitted; C=Subject to CUP; MC=Subject to Minor CUP; *=Subject to special regulations of Zoning Code; --- = Prohibited Use

USE	GENERAL COMMERCIAL (EV-CG)	URBAN IV/V (EV-U5)[1]	MIXED USE (EV-MU)[1]	PARK OVERLAY ZONE (EV-POZ)[2]
Residential and Lodging				
Bed and Breakfast (Article 32*)	---	C	C	---
Hotels and Motels (Article 32 and 63*)	C	---	C	---
Single-Family Dwelling Units[3]	---	P	---	---
Mobile home or travel trailer parks (Articles 45 & 46*)	---	---	---	---
Two-Family, Three-Family, and Multi-Family Dwelling Units	---	P	P	---
Two-Family, Three-Family, and Multi-Family Dwelling Units as part of a Mixed-Use Project	---	P	P	---
Artisan Loft or Live-Work Dwelling Units	---	---	MC	---

[1] *Accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs) are subject to the provisions of Article 70 of the Escondido Zoning Code.*

[2] *For areas within the EV-POZ, the underlying land use shall apply; the uses shown as permitted in the EV-POZ are in addition to the permitted uses indicated in the underlying land use.*

[3] *Existing single-family dwelling units will be considered conforming, provisionally, with the goal to promote their conversion to a higher density. Existing single-family dwelling units shall maintain limited conforming status to allow full use of the property (i.e. occupancy and/or make improvements to the structure) unless/until the dwelling unit is considered abandoned pursuant to section 33-1242(a) of the Escondido Zoning Code. At which time, an abandoned use shall be discontinued and no further occupancy of improvements to the building shall be allowed.*

Table 7-2 Permitted & Conditional Uses *(Continued)*

P=Permitted; C=Subject to CUP; MC=Subject to Minor CUP; *=Subject to special regulations of Zoning Code; --- = Prohibited Use

USE	GENERAL COMMERCIAL (EV-CG)	URBAN IV/V (EV-U5)[1]	MIXED USE (EV-MU)[1]	PARK OVERLAY ZONE (EV-POZ)[2]
Small Residential Care Facility / Transitional Housing	---	P	P	---
Large Residential Care Facility / Transitional Housing	---	C	C	---
Supportive Housing	---	P	P	---
Retail Trade and Sales				
Artisan crafts (might include light production and assembly)	P	---	P	---
ATM kiosk	P	---	P	---
Bargain basement store	---	---	---	---
Cabaret (with or without alcohol), including music, comedy, and magic clubs	C	---	C	---
Commercial and medical cannabis sales	---	---	---	---
Consignment stores (Article 57*)	C*	---	---	---
Drinking establishments (on-sale beer and wine, etc.) including bars; tasting rooms; and taverns with or without craft-processing brewery, distillery, or winery (light production)	C	---	C	---
Drive-through establishment (Section 33-341*)	C	---	---	---
Electric vehicle charging station (for fee)	P	---	P	---
Farmers' market / community garden with for-sale plots or produce (roadside sales)	C	C	C	C
Firearms dealer	---	---	---	---
Food stores	P	---	P	---
General retail	P	---	P	---
Liquor store	---	---	---	---
Outdoor retail as a principal use (including nurseries)	C*	---	---	---
Pawn shops, second hand stores, and thrift shops	---	---	---	---
Pharmacy and drug stores	P	---	P	
Restaurant with or without alcoholic beverages	P	---	P	---
Smoker's Lounge	---	---	---	---
Sporting goods store (includes ammunition and firearms)	C	---	C	---
Sporting goods store (excludes ammunition and firearms but includes fishing, hunting, golf, playground equipment, etc.)	P	---	P	---

Table 7-2 Permitted & Conditional Uses *(Continued)*

P=Permitted; C=Subject to CUP; MC=Subject to Minor CUP; *=Subject to special regulations of Zoning Code; --- = Prohibited Use

USE	GENERAL COMMERCIAL (EV-CG)	URBAN IV/V (EV-U5)[1]	MIXED USE (EV-MU)[1]	PARK OVERLAY ZONE (EV-POZ)[2]
Tobacco product store	---	---	---	---
Services				
Adult entertainment (Article 42*)	---	---	---	---
Animal care, excluding daycare and boarding	P	---	C	---
Animal care, animal daycare, and boarding	C	---	---	---
Barber/beauty services, excluding tattoo parlor or body piercing	P	---	P	---
Business services (general)	P	---	P	---
Churches, synagogues, temples missions, etc.; professional and social service organizations; and youth organizations	C	C	C	---
Crematoriums, mortuary, mausoleums, etc.	---	---	---	---
Cultural services and entertainment (including museums)	P	P	P	---
Dry cleaning, drop-off and pick up only (Articles 13 and 57*)	P	---	P	---
Dry cleaning, commercial press or on-site pressing (Articles 13 and 57*)	---	---	---	---
Duplicating services (including screen printing, blueprinting, printing, and photocopying)	P	---	P	---
Child care center (Article 57*)	C*	C*	C*	---
Primary and secondary education (including kindergarten, elementary, junior, and high schools) (Article 57*)	C	---	C	---
Post K-12 education (including professional and trade schools)	C	---	C	---
Group counseling services and other special training (including art, music, dance, drama, etc.)	P	---	P	---
Employment training services	P	---	P	---
Entertainment and assembly, including arcades, dance halls, theaters, miniature golf etc.	C	---	C	---
Government services	C	C	C	---
Financial institutions, banks, savings and loans, securities brokers, etc.	P	---	P	
Financial institutions, non-chartered check-cash and pay day loan	---	---	---	---
Florists, gifts, cards, newspapers, and magazines	P	P	P	---
Hospitals, excluding medical clinics	C	---	C	---

Table 7-2 Permitted & Conditional Uses *(Continued)*

P=Permitted; C=Subject to CUP; MC=Subject to Minor CUP; *=Subject to special regulations of Zoning Code; --- = Prohibited Use

USE	GENERAL COMMERCIAL (EV-CG)	URBAN IV/V (EV-U5)[1]	MIXED USE (EV-MU)[1]	PARK OVERLAY ZONE (EV-POZ)[2]
Health and fitness facilities (gyms and venues)	P	---	P	---
Laundry self-service coin operated (Article 57*)	C	---	---	---
Personal services (other)	P	---	P	---
Office, general	P	---	P	---
Massage establishments (Article 38*)	---	---	---	---
Medical, small clinics (including dental, optical, etc.)	P	---	P	---
Medical, large clinics and service organizations (including blood banks and healthcare establishments)	P	---	C	---
Park – private, semi-private or publicly accessible open space on private property	P	P	P	P
Park – public	---	---	---	P
Repair services shop (including small appliance repair, watch/clock repair, etc.)	P	---	P	---
Recycling services	---	---	---	---
Studios and galleries (including photography, art, printing, etc.)	P	---	P	---
Transportation services as a primary use (including car or bike sharing station, helipad, park and ride facilities, municipal parking lots and parking structures, taxicab or shuttle station, transit stations etc.)	C	C	C	---
Automotive Services				
Auto oriented drive-in, drive-through (Section 33-341*)	C*	---	---	---
Automotive car and vehicle sales (car dealership) (Article 57*)	---	---	---	---
Automotive car wash, polishing, vacuuming, detailing as a primary use (Article 57*)	C	---	---	---
Automotive vehicle repair, limited (Article 57*)	C*	---	---	---
Automotive vehicle repair, general and commercial (including tire retreading/recapping, tow services) (Article 57*)	---	---	---	---
Boutique car sales (No more than one on the same location; two cars maximum) (Article 57*)	C*	---	C*	---
Gasoline service station with or without alcohol sales (Article 57*)	C*	---	---	---
Industrial, Manufacturing, and Storage				

Table 7-2 Permitted & Conditional Uses *(Continued)*

P=Permitted; C=Subject to CUP; MC=Subject to Minor CUP; *=Subject to special regulations of Zoning Code; --- = Prohibited Use

USE	GENERAL COMMERCIAL (EV-CG)	URBAN IV/V (EV-U5)[1]	MIXED USE (EV-MU)[1]	PARK OVERLAY ZONE (EV-POZ)[2]
Electric generating facilities as a primary use (Article 57*)	C	---	C	---
Industrial and manufacturing	---	---	---	---
Mini-warehousing and storage facilities (Article 57*)	---	---	---	---
Outdoor storage as a primary use, including building materials and equipment	---	---	---	---
Outdoor storage, vehicles and fleet vehicle storage (overnight or after normal business hours, or for rent)	---	---	---	---
Utilities (including central processing, regulating, generating, distribution, etc.)	C	---	C	---
Tow yard and junk yard	---	---	---	---

7.3 Accessory Uses

Accessory uses are permitted as specified, provided they are incidental to, and do not substantially alter the operating character of the permitted principal use or structure as determined by the Director of Community Development. When provided by these regulations, it shall be the Director to determine if a proposed accessory use is necessary and customarily associated with, and is appropriate, incidental, and subordinate to the principal use, based on the Director's evaluation of the resemblance of the proposed accessory use to those uses specifically identified as accessory to the principal uses and the relationship between the proposed accessory use and principal use.

Temporary and accessory uses provided for within this section do not apply to the minor or major use of land or activities coordinated within the public right-of-way.

Table 7-3 Accessory Uses

P=Permitted; C=Subject to CUP; *=Subject to special regulations of Zoning Code; ---=Prohibited Use

ACCESSORY USE	GENERAL COMMERCIAL (C-G)	URBAN IV/V (R-5-30)	MIXED USE (M-U)	PARK OVERLAY ZONE (POZ)
Accessory dwelling units (Article 70*)	---	P	P	---
Arts and crafts (Article 57*)	P	P	P	P
ATM kiosk with drive-through	C*	---	C*	---
Car or bike sharing station	P	P	P	P[1]
Drive-through as an accessory use	C	---	---	---
Electric vehicle charging stations (Article 57*)	P	P	P	P
Florists, gifts, cards, newspapers, and magazines with drive through (Section 33-341)*	C	---	C	
Home occupation - minor (Article 44*)	---	P	P	---
Home occupation – major (Article 44*)	---	P[2]	P[2]	---
Live entertainment	C*	---	C*	---
Public art displays, murals, sculptures, and other visual art	P	P	P	P
Outdoor display (Article 73*)	P	---	P	---
Outdoor sales (Article 73*)	P	---	P	---
Outdoor storage, miscellaneous storage fully screened	P	---	---	---
Outdoor storage, vehicles and fleet vehicle storage (overnight or after normal business hours, or for rent) less than or equal to 10 percent of all parking provided for that use	P	---	C	---

[1] *Bike sharing only.*
[2] *Shall only apply to properties with one single family residence and/or single-family residence with an accessory unit.*

Table 7-3 Accessory Uses (*Continued*)

P=Permitted; C=Subject to CUP; *=Subject to special regulations of Zoning Code; Blank = Prohibited Use

ACCESSORY USE	GENERAL COMMERCIAL (C-G)	URBAN IV/V (R-5-30)	MIXED USE (M-U)	PARK OVERLAY ZONE (POZ)
Outdoor storage, vehicles and fleet vehicle storage (overnight or after normal business hours, or for rent) more than 10 percent of all parking provided for that use)	C*	---	C*	---
Outdoor storage, vehicles used for business operations and deliveries during normal business hours only.	P	---	P	---
Recycling facilities (including reverse vending and small collection) (Article 33*)	P	---	P	---
Temporary uses and special events (Article 73*)	P	P	P	P
Urban agriculture / community gardens	P	P	P	P
Wireless communication facilities, micro and macro cell towers (Article 34*)	P	C	P	C
Wireless communication facilities, other communications (Article 34*)	P	P	P	P

7.4 Design Guidelines

The following section provides design guidelines to achieve the vision for East Valley. This section is intended to complement the development standards included in Section 7.3, as well as supplement existing City and State provisions with more specific guidance for how to achieve the unique vision for East Valley.

7.4.1 Streets & Rights-of-Way

Design for multi-mobility

- Develop complete streets that include suitable infrastructure for walking, biking, along with other travel modes.
- Reduce vehicular parking in lots and increase on street parallel parking.
- On Major Roads, restrict vehicular lane widths to eleven (11) feet to slow vehicular traffic.
- Provide sidewalks at a minimum width of five (5) feet, even on private drives.
- Prioritize intersection crossing for pedestrians along East Valley Parkway and Ash Street.
- Increase bulb outs along Major Roads to provide additional pedestrian space and visibility.
- Place street furniture at ¼-mile intervals along sidewalks for pedestrian comfort and use. Streetscape improvements should be prioritized in accordance with Figure 7-3, Streetscapes and Gateways.
- Provide continued landscape parkway along all the streets to create a more attractive, inviting pedestrian realm.
- Parkway planting should be used to buffer the street from the pedestrian zone and minimize paving where curb-to-building sidewalks are not needed, along Local Collectors.
- District gateways should be considered at the locations shown in Figure 7-3, Streetscapes and Gateways. These gateways may include subtle elements such as medallions in the paving, or more prominent elements such as signs or public art.
- Minimize the number of drive approaches along a block to reduce conflicts between pedestrians and automobiles; curb cuts should be consolidated and placed at mid-block, or provide alley access for service and parking, where feasible.
- Avoid placing public utilities and streetscape amenities in areas where sidewalk widths are five (5) feet or less in width to avoid conflicts with pedestrians.
- Provide safe and convenient transportation options for people of all ages and abilities.
- Increase access and wayfinding signs to the Escondido Creek Trail.

7.4.2 Parks & Plazas

Design publicly-accessible parks and plazas to enhance the livability of the district

- Where applicable, locate the main entrance to park near a bus stop or crosswalk.
- Place play areas a minimum of fifty (50) feet from the street or parking lot.
- Develop a distinct theme for each park when appropriate, to establish a unique character that is consistent with the park's activities and locations. The theme should be implemented through the use of characteristic architectural details, colors, materials, furnishings, play equipment and plant selection. Provide a unified park design by providing repeated details, colors and materials throughout the park.

See Section 4.3 Amenities, for the recommended park amenities for each public park type.

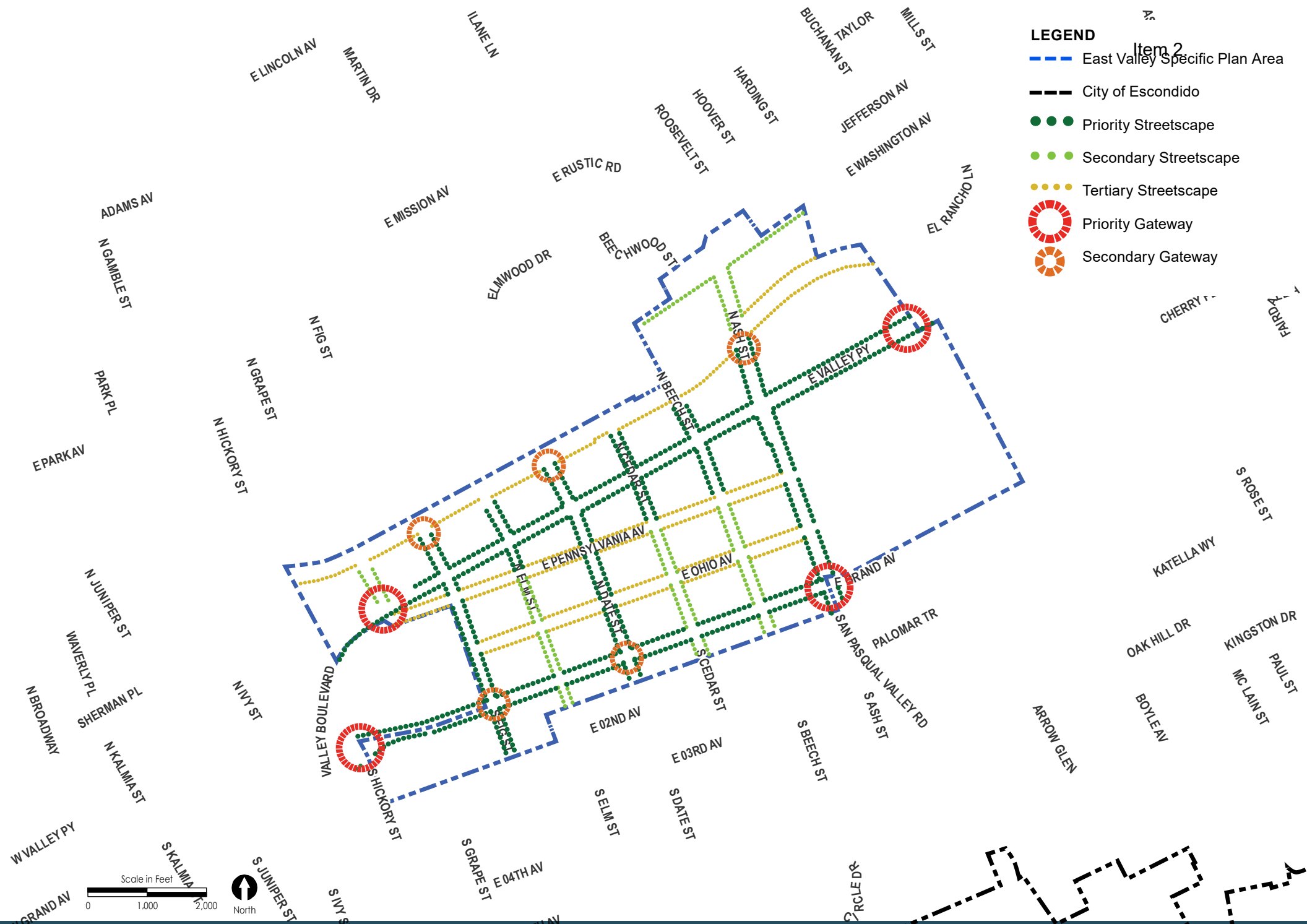


FIGURE 7-3 Streetscapes & Gateways

7.4.3 Site Design

Define public space with architecture and landscape

- Maintain a continuous building street wall and limit spatial gaps to those necessary to accommodate vehicular and pedestrian access.
- Link adjoining outdoor spaces with comfortable paths and walkways to create a network of spaces.
- Discourage developments that are internally focused at the expense of an active street environment, or developments that result in "left-over" space.
- Frame important views of natural and man-made landmarks, and look for opportunities to open new views of landmark buildings and features.
- Encourage the presence of well-defined outdoor space, such as on-site plazas, interior courtyards, patios, terraces and gardens.
- Create visual inlets to improve public safety.

Buffer adjacent sensitive land uses from undesirable impacts

- New buildings should appear similar in mass and scale to traditional buildings, including width and height. The perceived mass of a building should be reduced by dividing it into modules and expressing them in ways that cause them to appear to be a collection of smaller forms.
- Subdivide horizontal mass into portions or segments compatible with the scale of adjacent buildings.
- Provide horizontal expression at lower floor heights to establish a sense of scale.
- Use moldings, a change in material, or an offset in the wall plane to define the scale of lower floors in relation to the street. Employ vertical architectural elements such as columns, pilasters, or other articulation greater than 12 inches in depth to subdivide buildings into small increments at the ground floor and upper stories.
- When a building is to be only two, three, four or more stories entirely, variation in building height should be accomplished by changing cornice and roof lines/forms. Some breaks in the wall planes and "stepped back" design elements will help create open areas and changes to the roofline. Provide a minimum of four feet in setback in order to be effective in reducing scale as seen from the street. This area may be used for street balconies or upper story planter boxes or gardens.
- Recognize the adjacent, existing built environment with respect to scale, including adjacent unbuilt areas.

Limit the impact of parking

- Seek opportunities to reduce surface parking lots and convert them to higher and better uses.
- Locate parking behind buildings or interior to a block to support pedestrian-oriented streets.
- When surface parking lots are needed, break down their scale with an abundance of canopy trees and landscape buffering. Surface parking lots should seek to have 60% canopy coverage.
- Locate parking garages to the interior of a block, where feasible.
- Design parking garages with the same level of attention as a commercial or residential building when they are located adjacent to streets, the Escondido Creek Trail, or rights-of-ways.
  - Hide sloped vehicular ramps from view and design garage façade with horizontal and vertical articulation.
  - Articulate and emphasize pedestrian entrances to garages.
- Direct parking lot lighting away from adjacent properties and use pedestrian-scaled fixtures that emit a warm light.
- Direct parking lot stormwater drainage into planter areas designed as bio-swales before directing water into underground stormwater facilities.

Incorporate sustainable practices into site and building design

- Implement energy conservation programs such as the use of smart grid technology and the installation of solar panels.
- Utilize LED lighting in accordance with Article 35 of the Escondido Zoning Code, Outdoor Lighting.

7.4.4 Architectural Design

Break building massing with articulation

- Horizontal and vertical articulation is important to establish an interesting façade and align important elements with established buildings of character.
- Buildings should be treated architecturally in their entirety. Visually prominent rear elevations should contain design elements utilized in

both side and front elevations.

- Provide a minimum of 30% of building façades with windows that are transparent and prohibit mirrored glass.
- Provide recess windows to provide visual interest.
- Limit window displays and the amount of fixed glazing facing streets.
- Emphasize building presence at major corners, public entrances, or terminus for a view corridor.
  - Include design elements that differentiate them from their mid-block neighbors and integrate special features that accentuate the buildings' presence on the corner and help provide a visual landmark.
- Design buildings with a defined, base, middle and top to help reduce the visual scale and to promote a strong skyline and pedestrian-friendly building relationship to sidewalks and rights-of-way.
  - Design human-scale building bases that appear open and inviting to the public and contain appropriate pedestrian amenities.
  - Encourage recessed main building or shop entrances consistent with a traditional "main street" design that is inviting and does not interrupt street and/or retail continuity.
  - Allow large developments to pull back from the street edge for plazas or gracious entry fore-courts, provided street continuity is not unduly interrupted along the majority of the block .
- Buildings greater than three (3) stories should provide variation by using balconies, fenestration, and sunshades to create an interesting pattern of projections and recesses, light, and shadow. Use moldings, a change in material, and an offset in the wall plane on the third story to define the scale of lower floors in relation to the street.
- Encourage publicly-accessible rooftops for entertainment and dining as a community benefit, with incentives for public access.
- Buildings occupying more than 100 feet for street frontage should provide varied cornice and roof lines/forms on all elevations facing street frontages.
- Step-backs should be a minimum of four (4) feet.

Examine building placement as a way to improve development

- Orient buildings towards public (and private) streets to positively define street edges. Align with primary street frontages and public spaces to frame the pedestrian environment. Buildings located adjacent to both public open space amenities, such as parks, and public streets should be designed with a dual orientation so that they can provide access and a public face to both the primary street frontage and to the public open space.
- Openings in the street wall should be restricted to only those needed to provide for pedestrian paseos, plazas, entry forecourts, and permitted vehicular access driveways.
- Main building entrances should be on the primary street frontage. Buildings located on corner lots should consider siting primary building entrances at the corner to establish an orientation to both the primary and secondary street frontages and symbolically acknowledge the importance of the intersection.

Improve overall visual and structural performance through quality building materials and best practices

- Durable, high quality exterior building materials (i.e. durable and timeless (concrete, brick, stone, stucco, glass etc.) should be used to convey the sense of quality and permanence desired for the Plan Area, minimize maintenance concerns, and promote buildings that will last over time. The use of such materials is especially important at the street level, where they are more visible to the public.
- Building material and colors should be used to unify and provide visual interest to building exteriors, but the number of materials and colors generally should be limited to promote a visual simplicity and harmony.
- Restrict the use of prefabricated buildings to those made of metal or steel.
- Detached buildings and structures should complement the main structure, incorporating compatible details, materials and colors.

Establish a positive edge along rights-of-way

- Unify the street with visual continuity; use design elements that fit into the rhythm of the street rather than "scream for attention."
- Reinforce the architectural context of Escondido.
- Locate and orient buildings to face public streets and civic spaces, such as public plazas, to encourage adjacent ground floor uses
- Limit blank walks.
- Orient buildings towards streets, not toward parking lots.

7.4.5 Landscape Design

Reinforce the public realm with landscape

- Emphasize the consistent use of tree species, size and spacing along a street to create rhythm and reinforce the space of the street.
  - Street tree spacing should be 20 feet on center or less.
  - Prioritize tree plantings over the location of utilities.
- Maximize and protect the root zone area.
  - Plan for a minimum of 1,000 cubic feet of soil for trees.
  - Where possible provide 2,000 cubic feet of soil for trees.
  - Along streets providing for continuous impervious rooting space.
  - Utilize space behind sidewalks in addition to parkways for tree. plantings to promote maximum tree canopy.
  - Utilize suspended sidewalks to increase root zone area.

Promote healthy soils and tree health

- Limit soil compaction and mono-cultures.
- Protect the base of trees by avoiding tree grates unless absolutely necessary.

Utilize drought tolerate plantings

- Promote a landscape palette that reflects the history, culture, and climate of Escondido.
- Landscaping shall comply with the City of Escondido Approved Street Tree List, and Article 62 of the Escondido Municipal Code, which states that all plant materials shall conform to the requirements described in the latest edition of American Standards for Nursery Stock published by the American Association of Nurserymen and shall use water conserving plant materials that are a native to the San Diego region or are adapted to a hot dry summer/cool winter climate.
- Group plant material according to water needs/hydrozones.
- Restrict the use of turf for active recreational purposes only.
- Promote plant species that attract butterflies, birds, and other indigenous animals.

Provide landscape the promotes human comfort and safety

- Restrict ground-level landscaping that conflicts with building entrances and window displays.
- Encourage the use of on-site planting, furniture, lighting and site details that respect the landscape character of the immediate area and support the design intentions of the building architecture.
- Design public realms so they provide clear sightlines for safety and eliminate spaces that cannot be seen from right-of-ways.
- Consider different design solutions based on wind, solar exposure, noise, and adjacent land uses.

Provide and plan for maintenance while limiting costs

- Require automatic watering systems.
- Establish a landscape maintenance budget at the beginning of the design process rather than at the end.

7.4.6 Signage

Signage should be clear and effective

- Information on signs shall be brief, clear, and simple with appropriately sized lettering, and a clear information hierarchy. When appropriate, symbols can be used in place of text. Supplementary signage, such as wayfinding signage should communicate their message in a clear, legible fashion with letters at least 3 inches in height.
- Landmarks and views help residents and visitors alike orient themselves and find their destinations. However, the presence of signs, maps, and other wayfinding tools in the public realm is also important. Environmental graphics orient vehicles and pedestrians, point out places of interest; add visual interest to the street, contribute to a sense of place, and encourage further exploration of the area.
- Signs shall enhance the public realm and aid in the creation of a street's character. Signs shall not impede pedestrian traffic, block sight lines along roadways, or disturb adjacent residences.
- **Signage should reinforce the brand and character of the district**
- The color, material, scale, lettering, and lighting shall complement the surrounding street environment and building(s) that the sign addresses.
- Signs shall never overpower the building, and shall fit comfortably into the architecture of the storefront. Signs shall be mounted in a manner that does not detract from building. Signs shall comply with Article 66 of the Escondido Municipal Code.

- Signs shall be designed with durable materials and be well maintained.
- Alley walkways and intra-block passages should also receive signage that interests and attracts pedestrians.
- Reference and simulate the City's existing signage for commercial and residential signage.

7.4.7 Outdoor Lighting

Limit overly bright outdoor lighting

- Limit hot spots where things are over lit.
- Utilize warm rather than cool light.
- Place the brightest lights near entrances to buildings in order to guide pedestrians.

Emphasize lighting that is pedestrian-scaled and oriented

- Large, cobra head fixtures communicate that the street is the car's domain, whereas smaller, human-scaled fixtures suggest that the street is safe to walk.
- Street lighting should assure that sidewalks are the pedestrian's realm.
- Include lighting along all streets, sidewalks, pedestrian connections, and on private property to ensure comfort and safety.

7.4.8 Creekside Development

Improve the user experience along the Creek Trail

- Integrate new fences and low-profile walls (48 inches or less) only where necessary; reduce height and select a more decorative fence or soften with landscape. Fences should use similar materials, span dimensions, heights, and construction techniques as the fencing used at the top of the Creek Channel: black tubular steel or black metal wire fencing with top rail. If pilasters and screen walls are necessary, they should be low-profile and be architecturally compatible with the main building and the design context of the Escondido Creek Trail.
- Install trail gateways, monuments, and signage at each roadway intersection.
- Provide trash and recycling receptacles, dog waste bag stations, water filling stations, and shaded benches at approximately ¼-mile intervals.
- Include activity stations, such as parcourse and kid's play structures, along the Creek Trail at approximately ½-mile intervals.
- Provide bicycle racks at roadway intersections and bicycle repair stations at approximately ½-mile intervals.
- Install consistent trail lighting.
- Accentuate all entries facing the Escondido Creek Trail with strong architectural definition such as recessed entry and/or direct access with building design features such as moldings, lighting, overhangs, and/or awnings.

Encourage development adjacent to the Creek Trail to interact with and amplify the Creek Trail.

- Use a hierarchy of planting sizes and materials to mark the transition between the horizontal ground plane at the trail and the vertical frontages of the buildings.
- Accent gateway or entry points with distinctive trees and plants.
- Adjacent development to the Creek Trail should:
  - Avoid the use of solid fencing along the Creekside boundary of the property; instead, utilize landscaping as privacy mechanisms.
  - Utilize the 20' Creekside setback for semi-public amenities such as picnic tables, enclosed turf dog parks, bicycle racks and kid's play structures.
  - Provide an abundance of tree canopy of approximately 50 percent shade coverage within the 20' Creekside setback.

See Escondido Creek Trail Concept on the following page.



Escondido Creek Trail Concept

The illustrated creek trail concept is intended solely to illustrate typical amenities, setbacks, and landscaping that may occur adjacent to the creek.



8.0 Implementation

The EVSP sets forth implementation measures in the form of the process provisions, funding mechanisms, and actions that provide a framework for implementation of future development and adoption of the Specific Plan. To achieve the vision of the EVSP, the goals and policies must be reviewed, adhered to, and implemented in a systematic and consistent manner to successfully serve the purpose of the EVSP. Implementation of the EVSP will occur through subsequent reviews and approvals of development permits by the City to ensure that development is consistent with the EVSP and other applicable requirements.

The vision for the EVSP can be achieved through a concerted and cooperative public-private partnership. Implementation by the City of Escondido can help streamline the development process, plan for a mix of uses that will result in a vibrant community and improve circulation and mobility options. This will encourage the private sector to capitalize on the many opportunities of the East Valley neighborhood, and in turn help create an improved quality of place, vibrant mixed-use districts, high quality parks and open spaces, and unique employment opportunities. The EVSP directly affects private property primarily through the regulation of land uses and physical property improvements.

Implementation of these regulations shall be achieved largely through the planning approval and design review process utilizing the decision-making authority of the Director of Community Development, Planning Commission, Zoning Administrator, and City Council. The City will also need to collaborate with local agencies such as school districts as well as other public and private agencies regarding implementation programs that affect their areas of jurisdiction.

All construction and development within the EVSP area shall comply with the provisions of the EVSP. If any issues arise which are not covered by this document, the most applicable provision of the Escondido Municipal Code shall prevail, as determined by the Director of Community Development. All regulations, conditions, standards, and policies in the EVSP shall be deemed distinct and independent provisions. If any section, clause, phrase, or portion of this document is determined to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the EVSP.

8.1 Design Review & Permit Process

This section describes the procedures required for the timely implementation of development within the Plan Area. To ensure compliance with all applicable requirements of this Plan, all development projects (unless specifically exempt) shall be subject to design review by staff, Planning Commission, and/or Zoning Administration process to potentially determine conformance with the design guidelines and policies provided in this document.

8.1.1 Design Review & Permit Process

The design review and permit process shall include the following steps:

A. Initial Meetings

Meet with City staff to discuss plans and any documentation that illustrates the proposed work. An initial meeting is required for all new development and significant redevelopment projects.

B. Application Submittal

Submit the plans to the Planning Division. Staff shall review the project for compliance with the EVSP, CEQA document, and CAP Checklist and to determine completeness.

C. Minor Projects - Design Review

Projects that include restoration, exterior changes to structures, exterior painting, minor demolitions, minor changes to the site (grading, paving, landscaping, etc.), or placement or removal of exterior objects, shall be reviewed by the Planning Division staff for compliance with this document. Staff will issue a Certificate of Appropriateness, or letter of approval, or record of action, if the project complies with the guidelines.

D. Major Projects

Projects including all new construction (of a primary structure, an outbuilding, or an addition), demolition, relocation, significant changes to the site (grading, paving, landscaping, etc.); public right-of-way improvements, or any project requiring a Planned Development Permit or Plot Plan Approval, will be reviewed by staff, and the Planning Commission when applicable, based on the design guidelines outlined in this document and either:

- Issue a Recommendation of Approval or Conditional Approval; or
- Disapprove the proposed work and provide the applicant with a written statement either giving the reasons for disapproval; or identifying recommended modifications.

E. Project Requiring Conditional Use Permit or Minor Conditional Use Permit

Projects that require a Conditional Use Permit (CUP) or Minor CUP, as indicated in Table 7-2, Permitted & Conditional Uses, will be reviewed by the Zoning Administrator who will review the project based on the design guidelines outlined in this document and either approve, disapprove, or condition the permit.

F. Project Requiring Building Permits

In addition to the requirements listed elsewhere in this section, building permits are required for all new construction, additions, exterior changes to a structure, demolition, relocation, or placement or removal of exterior objects, and as otherwise specified in the California Building Code. The Building Division shall route the plans to the Engineering Division to determine necessary public improvements if the value of the work exceeds preset standards. The Building Division shall issue a Building Permit or return the plans to the applicant for necessary modifications.

G. Projects Requiring Grading Permits

Projects that require a Grading and/or an Encroachment Permit shall be submitted for review by the Engineering Division. An Encroachment Permit shall be required for any work within the public right-of-way, including work on driveways, curb cuts, sidewalks, curb and gutter, or street pavement.

H. Project Completion

The Building Inspector shall check the work for compliance to the approved plans upon completion of the project.

8.1.2 Environmental Review Process

Projects adhering to the land use regulations and design standards of this Plan may not require an extensive California Environmental Quality Act ("CEQA") review process.

Projects that implement the applicable mitigation measures as conditions or project design features may be able to obtain streamlined, ministerial approvals. Projects that do not include the applicable mitigation measures as conditions or project design features may be required to prepare separate site specific analysis. Please refer to the mitigation measures included in the East Valley Specific Plan Programmatic Environmental Impact Report ("PEIR") for additional detail.

8.1.3 Transportation Fair Share Contribution Program

The Project has incorporated a Transportation Fair Share Contribution Program that the City has committed to in order to address the potential roadway deficiencies that may result from implementation of the East Valley Specific Plan. When specific developments are proposed in the EVSP Area, the average daily trips (ADT) would be determined and the development's "fair-share" contribution to the overall improvements would be calculated. The Transportation Fair Share Contribution Program includes the transportation improvements such as signalizing intersections, dedicated turn-lanes, and signal timing modifications. Please refer to the Transportation Analysis (Appendix G) of the PEIR.

8.1.4 Public Hearing Process

Projects that require a Public Hearing, such as projects submitting a Planned Development application, shall be scheduled for Planning Commission consideration (and City Council, as appropriate). The Planning Commission (and City Council, as appropriate) shall:

A. Approve or Conditionally Approve the Project

If conditionally approved, the applicant shall be provided with a list of applicable conditions.

B. Deny the Project

The applicant shall be provided with a written statement providing the reasons for denial.

The Zoning Administrator is authorized to consider and approve, disapprove or modify application and/or issue use permits, for certain projects seeking a Conditional Use Permit, and all projects seeking a Minor Conditional Use Permit, variance, grading exemption, and other actions pursuant to Section 33-1319 of the Escondido Zoning Code. If the Zoning Administrator's decision is appealed, the project shall be scheduled for Planning Commission consideration.

8.1.5 Minor Modifications

The following minor modifications to the EVSP do not require a Specific Plan Amendment and are subject to review and approval by the Director of Community Development. Although a formal amendment to the Specific Plan is not required in the following cases, any such minor modifications shall be identified as part of the required development application.

- Consolidation of parcels provided that:
  - Parcels are contiguous.
  - Parcels have the same land use designation.
  - If the total site after consolidation is greater than or equal to five (5) acres, the required supporting infrastructure and recreational amenities must be provided on-site.
- Development of park and open space in lieu of underlying EVSP land use designation.
- Density/intensity transfers provided that:
  - The proposed number of dwelling units in the planning area receiving the density transfer does not exceed the maximum residential density specified by the planning area's land use designation.
  - Following the density transfer, the residential density within the planning area where units would be transferred from does not fall below the minimum density range as specified for that planning area's land use designation.

8.1.6 Specific Plan Amendments

All substantive Plan modifications that do not meet the criteria of a Minor Modification as defined in Section 8.1.5 shall require a formal Specific Plan Amendment.

Projects that require a Specific Plan Amendment shall be scheduled for a City Council hearing for initiation prior to formal application submittal. The City Council shall consider whether the requested amendment satisfies the criteria identified in Section 2.2, Goals and Policies, as well as the Development Standards and Design Guidelines identified in Chapter 7.0. The City Council shall either:

A. Initiate the amendment

Staff shall receive the project for processing. Projects initiated for processing shall be evaluated by the Planning Commission prior to formal City Council consideration.

B. Deny the initiation request

Staff shall perform no additional processing of the application.

8.2 Potential Funding Mechanisms

The EVSP implementation will take place over several years. Early actions are needed from the City to help remove constraints, establish the appropriate policy and regulatory framework, and make improvements that attract and encourage private investment. The implementation approach will rely on both public and private sector funding. Public investment is likely required in the initial phases of implementation to entice private investment. Implementation will rely on several public funding sources with the recognition that flexibility is needed as changes occur over time. State and Federal funding sources are likely to fluctuate making local market conditions and private investment more important for long term implementation.

This section identifies a series of funding mechanisms that can assist with the implementation of various components of the EVSP.

8.2.1 Financing Tools

- Business Improvement District ("BID"): A BID is a public/private partnership created to perform marketing, provide a variety of enhanced services, and complete minor capital improvements in order to improve commercial neighborhoods. The BID allows the governing body (City Council) to levy an additional tax on property owners or businesses within a designated area and to utilize the revenues for improvements and programs, subject to a majority vote of the property owners or business owners, within the proposed district. Establishing a BID is voluntary. A BID can perform a variety of activities including, but not limited to:
  - Improvements, such as the acquisition, construction, installation, or maintenance of any tangible property with an estimated useful life of five years or more, including, but not limited to: parking facilities, benches, trash receptacles, street lighting, decorations, parks, and fountains.
  - Activities, including, but not limited to, the following:
  - Promotion of public events which benefit businesses in the area and which take place on or in public places within the area.
  - Activities which benefit businesses located and operating in the area.
- Community Facilities District ("CFD"), also known as Mello-Roos, is an ad hoc California tax district created to finance an infrastructure project. A district may be created only with the approval of two-thirds of voters and permits a special tax to be assessed on its residents. The state law allowing such districts was implemented in 1982 as a way for local governments to bypass the state's 1978 cap on property tax increases. A CFD may be created by a city, county, or school district. A CFD allows a local county or city government or school district to sell bonds in order to finance a specific project or service. Projects permitted under California law range from infrastructure improvements to police and fire services, schools, parks, and childcare facilities.
- Landscape and Lighting District ("LLD"): LLDs may be used for installation, maintenance and servicing of landscaping and lighting, through annual assessments on benefiting properties. LLD's also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards as maintained through general fund revenues.

8.2.2 Funding Sources

FEDERAL SOURCES

- Community Development Block Grants ("CDBGs")
- U.S. Department of Transportation Pedestrian and Bicycle Funding Opportunities
  - BUILD: Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
  - INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
  - TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
  - FTA: Federal Transit Administration Capital Funds
  - ATI: Associated Transit Improvement (1% set-aside of FTA)
  - CMAQ: Congestion Mitigation and Air Quality Improvement Program
  - HSIP: Highway Safety Improvement Program
  - NHPP: National Highway Performance Program
  - STBG: Surface Transportation Block Grant Program
  - Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
  - RTP: Recreational Trails Program
  - SRTS: Safe Routes to School Program / Activities
  - PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
  - NHTSA 402: State and Community Highway Safety Grant Program
  - NHTSA 405: National Priority Safety Programs (Nonmotorized safety)
  - FLTTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)
  - National Park Service: Tax Incentives for Preserving Historic Properties
  - Preservation Tax Incentives encourage private investment in rehabilitating historic properties to generate jobs and low- and moderate-income housing.
  - Our Town: The National Endowment for the Arts' creative placemaking grants program.

STATE SOURCES

- California Infrastructure and Economic Development Bank ("IBANK")
- California Office of Traffic Safety
- Caltrans Transportation Planning Grant Program
- State Transportation Improvement Program
- Highway Safety Improvement Program ("HSIP")
- Regional Surface Transportation Program
- Active Transportation Program
- Transformative Climate Communities
- Urban Greening Program
- Affordable Housing and Sustainable Communities Program

LOCAL SOURCES

Escondido has adopted many citywide plans and programs that focus attention on various types of city programs, services, and facilities. These citywide plans and programs provide another implementation tool to ensure growth and changes occur in a consistent manner with the direction of the General Plan.

- City Council Action Plan
- Municipal Budget
- Capital Improvement Program
- Economic Development Plan

8.3 Implementation Strategy

The list of actions identified in Table 8-1, Implementation Strategy help to ensure that the vision of the EVSP continually drives change and investment. The Implementation Strategy summarizes each action by topic area and provides a priority timeframe, primary responsibilities and partners, approximate costs, and potential funding sources. Phasing and cost estimates may change over time based on development activity, funding availability, and staffing resources.

Table 8-1 Implementation Strategy

#	ACTIONS	TIMEFRAME	RESPONSIBILITY	COST	POTENTIAL FUNDING										
					INFRASTRUCTURE FOR REBUILDING AMERICA DISCRETIONARY GRANT PROGRAM	TIFIA LOANS	STIP	RECREATIONAL TRAIL PROGRAM	LOCAL TRANSPORTATION FUND	DEVELOPER CONTRIBUTIONS AND IMPACT FEES	FUNDING FROM PRIVATE LAND OWNER	HOA FEES	LOCAL TRANSPORTATION FUND	CITY OF ESCONDIDO	COMMUNITY DEVELOPMENT BLOCK GRANTS
1	Four Lane Collector Streets Complete Streets Improvements (Various Segments). Include Complete Streets improvements that provide enhanced mobility for bicycles, transit, and pedestrians and support the continual improvement and potential redevelopment of surrounding land uses. Complete Streets address the safe accommodation of all users, including motorists, public transit users, bicyclists, and pedestrians of all ages and abilities. The sections and descriptions included in Chapter 5.0 Mobility outline the specific Complete Streets concepts for Four Lane Collector Streets.	5 – 30 Years	Fronting Property Owner	Greater than $1 million	X	X	X		X	X					
2	Improve drainage capacities and elevate properties above the floodplain in accordance with design standards.	0-30 Years	Projects that trigger LOS impacts	Greater than $1 million						X					
3	Implement Transportation Fair Share Contribution Program.	5 – 30 Years	Projects that increase ADT	Varies						X					
4	Implement Level of Service Improvements consistent with the General Plan.	5 – 15 Years	Developers; Private Landowners / HOAs	Varies						X					
5	Complete identified trail connections from local streets and neighborhoods to the Escondido Creek Trail.	5 – 15 Years	Developers; HOAs; Public Works Department	$50,000 - $250,000				X		X		X	X		
6	Prepare site-specific peak-hour traffic-management plans (as part of development review process).	1 – 5 Years	Developers	$50,000 - $250,000						X					
7	Promote ride-sharing and carpooling for residents and non-residents through preferential parking designations.	1 – 5 Years	Public Works Department	$250,000 - $500,000										X	

#	ACTIONS	TIMEFRAME	RESPONSIBILITY	COST	POTENTIAL FUNDING										
					INFRASTRUCTURE FOR REBUILDING AMERICA DISCRETIONARY GRANT PROGRAM	TIFIA LOANS	STIP	RECREATIONAL TRAIL PROGRAM	LOCAL TRANSPORTATION FUND	DEVELOPER CONTRIBUTIONS AND IMPACT FEES	FUNDING FROM PRIVATE LAND OWNER	HOA FEES	LOCAL TRANSPORTATION FUND	CITY OF ESCONDIDO	COMMUNITY DEVELOPMENT BLOCK GRANTS
8	Encourage employers to offer programs, facilities, and incentives to their employees that would promote carpooling, transit use, and use of other alternative modes. Provide businesses and business organizations, such as Chambers of Commerce, with information on iCommute.	1 – 5 Years	Community Development Department	Less than $50,000										X	
9	Provide information on commuting resources. Install kiosks in East Valley with information on commute alternatives and provide information on websites and newsletters.	1 – 5 Years	Community Development Department	$50,000 - $250,000										X	
10	Participate in and promote annual regional events and campaigns that encourage commute alternatives to driving alone such as Bike to Work Month, Dump the Pump, Rideshare Week, and Walk and Bike to School Day.	1 – 5 Years	Community Development Department	Less than $50,000										X	
11	Develop marketing and promotional materials geared to attracting businesses to locate in the East Valley area.	1 – 5 Years	Community Development Department	Less than $50,000										X	
12	Develop incentive programs, including density bonuses or expedited review for development proposals, to promote investment in the East Valley area.	1 – 5 Years	Community Development Department	Less than $50,000										X	
13	Complete various park and open space improvements within Park Overlay Zones identified within the Plan Area.	5 – 15 Years	Developers; Recreation Division	Greater than $1 Million						X				X	X
14	Complete an audit of existing city infrastructure in the East Valley area (including water, sewer, and dry utilities) to identify opportunities to install sustainable environmental technologies.	1 – 5 Years	Public Works Department	$50,000 - $250,000										X	
15	Install water management technologies in the existing water infrastructure in the East Valley area.	1 – 5 Years	Community Development Department	$250,000 - $500,000										X	



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EXHIBIT "C"

PLANNING CASE NO. PHG20-0028
FINDINGS OF FACT

Rezone Determinations:

1. The public health, safety and welfare will not be adversely affected by the proposed change because:

    a. The Rezone would establish the East Valley Specific Plan ("EVSP"), which is a new specific plan, in a manner consistent with Article 18 of the Escondido Zoning Code and applicable provisions of the Escondido General Plan.

    b. The EVSP area ("EVSP Area") is within an urbanized area of the City and all necessary services are either available or will be made available through the implementation of the EVSP.

    c. The land uses allowed within the EVSP would be similar in nature to those allowed in surrounding zoning districts. Special land use restrictions would be applied to uses determined to have the potential to adversely impact the public health, safety and welfare through a Conditional Use Permit ("CUP") process.

2. The property involved is suitable for the uses permitted by the proposed zone because:

    a. The EVSP contains development standards and land use restrictions that would be compatible with the guideing priciples for the area established by the East Valley Parkway Target Area ("Target Area") in the Escondido General Plan Land Use and Community Form chapter, and the EVSP area would be limited to that portion of the Target Area which is encumbered by a Mixed-Use Overlay.

3. The uses permitted by the proposed zone would not be detrimental to surrounding properties because:

    a. The EVSP implements the proposed Specific Plan ("S-P") zone and the uses permitted in the EVSP would be similar in density and intensity to uses in the vicinity.

b. The EVSP contains land use restrictions and development standards that place commercial uses to areas already designated to such uses, and contain provisions to address any potentially adverse impacts of such uses through requirments for CUPs as necessary.

c. The EVSP also contains land use restrictions and development standards that focus the highest density residential uses along major roadways and serve to extend allowances for similar densities in the Downtown Specific Plan immediately to the west of the EVSP. Lower densities would be provided in areas closest to existing residential neighborhoods, and maximim permissible building heights would be reduced in these areas as well.

4. The proposed change is consistent with the adopted general plan in that:

   a. The Land Use and Community Form chapter of the Escondido General Plan includes a Mixed-Use Overlay for the EVSP Area, and the EVSP would serve to implement this overlay. Uses permitted within the EVSP are consistent with those already permitted through application of the Mixed-Use Overlay and underlying general plan land use designations which allow a mixture of commercial uses and residential uses with densities of at least 30 dwelling units per acre.

   b. The Suitable Sites Inventory in the Housing Element of the Escondido General Plan anticipates development of a significant number of dwelling untis within the EVSP Area at densities consistent with the densities identified in the EVSP. Further, the EVSP establishes a Target Production Point (“TPP”) in order to achieve residential densities appropriate for construction of housing affordable to households at the various income levels specified in the Housing Element.

   c. Minor revisions will be made to the Land Use and Community Form chapter of the Escondido General Plan for clarity purposes, however the Rezone will not be inconsistent with the general plan.

5. The proposed change of zone does not establish a residential density below seventy (70) percent of the maximum permitted density of any lot or parcel of land previously zoned R-3, R-4, or R-5 unless the exceptions regarding dwelling unit density can be made pursuant to the provisions set forth in Article 6 because:

   a. The rezone would expand the amount of land permitted to be used for residential purposes through the application of an Urban IV/V district which

is consistent with the densities permitted in the R-4 and R-5 zones. The minimum density permitted in the Urban IV/V district would be 70% of the maximum allowed in the R-5 zone, and the TPP establishes a density goal that is 83% of the maximum allowed in the R-5 zone.

6. The relationship of the proposed change is applicable to specific plans because:
    a. The rezone would establish a new specific plan and all uses and development standards would be applicable throughout that specific plan.
7. The Rezone is consistent with the provisions contained in Section 65450 of the Government code which allows for preparation of specific plans in order to implement provisions of the general plan in that specific plan contains text and diagrams consistent with the provision of the Government Code.

CITY OF ESCONDIDO

STAFF REPORT

Agenda Item No. 3
July 6, 2023
Tentative Future Agenda Items

DATE: July 6, 2023

TO: Planning Commissioners

FROM: Adam Finestone, City Planner

SUBJECT: Tentative Future Agenda Items

The items listed below are anticipated to be brought to the Planning Commission for consideration, discussion, and/or recommendation to the City Council over the next several months. Because there are factors out of City staff's control, this list is subject to change. The intent is to provide visibility regarding projects that the Commission should expect to see in the near future. (Items are listed in no particular order.)

Additionally, these items shall not be considered to be agenda items for this meeting so no discussion is permitted other than clarification of what the item is.

Private Development Projects:

- Bear Valley Parkway Wireless Facility
- Christ Community Reform Church (additional classroom space)
- In-n-Out / Coffee Bean & Tea Leaf
- Goal Line Energy (battery storage facility)
- Vermont Street Apartments (Plot Plan modification)

Policy Work:

- Downtown Specific Plan Amendment – Land Use Matrix
- Sign Ordinance Update
- Environmental Justice Element – Policy Language Discussion
- Short-Term Rental Ordinance
- General Plan Amendment – EVSP Follow-Up

Informational Presentations:

- Community Facilities Districts
- North County Mall
- Comprehensive Economic Development Strategy
- California Environmental Quality Act