

CITY OF ESCONDIDO

Planning Commission and Staff Seating



- A. CALL TO ORDER: 7 p.m.
- B. FLAG SALUTE
- C. ROLL CALL:
- D. MINUTES: [03/23/21](#)

The Brown Act provides an opportunity for members of the public to directly address the Planning Commission on any item of interest to the public before or during the Planning Commission's consideration of the item. If you wish to speak regarding an agenda item, please fill out a speaker's slip and give it to the Minutes Clerk who will forward it to the Chair.

Pursuant to Governor Newsom's Executive Orders, including N-25-20 and N-29-20: Certain Brown Act requirements for the holding of a public meeting have been temporarily suspended and members of the Planning Commission and staff will participate in this meeting via teleconference. In the interest of reducing the spread of COVID-19, members of the public are encouraged to submit their agenda and non-agenda comments online at the following link <https://www.escondido.org/public-comment-form.aspx>. Council Chambers will be closed, no public allowed.

Public Comment: To submit comments in writing, please do so at the following link: <https://www.escondido.org/public-comment-form.aspx>. If you would like to have the comment read out loud at the meeting (not to exceed three minutes), please write "Read Out Loud" in the subject line. All comments received from the public will be made a part of the record of the meeting. The meeting will be available for viewing via public television on Cox Communications Channel 19 and AT&T u-verse Channel 99 (Escondido only). The meeting will also be live streamed online at the following link: <https://www.escondido.org/> and click on the graphic showing "live stream - meeting in progress".

To watch the archived Planning Commission meeting(s) please visit:
<https://escondido.12milesout.com/presentations/boards-and-commissions-and-state-of-the-city-videos>

Availability of supplemental materials after agenda posting: any supplemental writings or documents provided to the Planning Commission regarding any item on this agenda will be made available for public inspection in the Planning Division located at 201 N. Broadway during normal business hours, or in the Council Chambers while the meeting is in session.

The City of Escondido recognizes its obligation to provide equal access to public services for individuals with disabilities. Please contact the A.D.A. Coordinator, (760) 839-4643 with any requests for reasonable accommodation at least 24 hours prior to the meeting.

The Planning Division is the coordinating division for the Planning Commission. For information, call (760) 839-4671.

E. 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.

1. Future Neighborhood Meetings

F. ORAL COMMUNICATIONS:

Under state law, all items under Oral Communications can have no action, and may 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.

G. PUBLIC HEARINGS:

Please try to limit your testimony to three minutes.

1. TENTATIVE SUBDIVISION MAP, MASTER AND PRECISE DEVELOPMENT PLAN, AND SPECIFIC PLAN AMENDMENT– SUB 20-0001, PHG 20-0009, and ENV 20-0001:

REQUEST: Tentative Subdivision Map, and Master and Precise Development Plan for the development of two, four-story buildings (up to approx. 65 feet in height) to accommodate up to 120 air-space condominium units with a density of approximately 51.5 dwelling units per acre. The design includes a mix of studio, one-bedroom and two-bedroom units. 179 parking spaces are proposed that include a combination of enclosed garages with open tandem parking in front; on-site covered and uncovered spaces; angled parking along the S. Pine Street frontage; and perpendicular spaces along the W. 3rd Avenue frontage. Vacation of a portion of W. 3rd Avenue, S. Pine Street and public alley along the project frontages is requested. The proposed Planned Development includes a request for an approximately 14% (29 space) reduction in required parking from the required 208 spaces; allow a 49 percent reduction in the overall open space requirement and payment of in-lieu fees to off-set the reduction; minor encroachment into the 2nd Avenue setback to accommodate a screen wall; allow additional wall sign area up to 70 square feet; and reduction in covered parking spaces. An Amendment to the Downtown Specific Plan is requested to eliminate the ground-floor commercial requirement and permit ground floor residential units. All of the existing structures would be demolished. (The project is located on City-owned property and will require approval of a Purchase and Sale Agreement, as a concurrent discretionary action to be presented at the time the project is presented to the City Council.)

PROPERTY SIZE AND LOCATION: The approximately 2.33-acre site fronts onto 2nd Avenue, Pine Street, 3rd Avenue and Quince Street. Centre City Parkway is located to the east. The site is located within the Mercado District of the Downtown Specific Planning Area and is comprised of 11 parcels (APNs, 233-032-07-00, 233-032-08-00, 233-032-10-00, 233-032-11-00, 233-032-12-00, 233-032-13-00, 233-032-14-00, 233-032-17-00, 233-032-18-00, 233-032-19-00, and 233-032-21-00). The reference address is 235 S. Pine Street.

ENVIRONMENTAL STATUS: The Project is categorically exempt pursuant to California Environmental Quality Act (CEQA) Guidelines section 15332 (In-Fill Development Projects).

APPLICANT: Renovation Realty, Inc.

STAFF RECOMMENDATION: Approval

COMMISSION ACTION:

PROJECTED COUNCIL HEARING DATE:

H. CURRENT BUSINESS:

Note: Current Business items are those that under state law and local ordinances do not require either public notice or public hearings. Public comments will be limited to a maximum time of three minutes per person.

1. Housing and Community Investment Study

Staff will provide an informational report and status update to the Commission.

2. Placing Items on Future Planning Commission Agendas and Commission Annual Work Plan

Receive, file, and initiate preparation of the Commission's Annual Work

3. Discussion and direction regarding a "Green Infrastructure Plan" and related details such as staff support (Commissioner Barba)

4. Communication logistics with the Planning Commissioners

Discussion on how members of the public can contact or send comments to the Planning Commissioners and recommended approach from Planning and the City Attorney's Office to submitting public comments. (Commissioner Doan)

I. ORAL COMMUNICATIONS:

Under state law, all items under Oral Communications can have no action and may be referred to 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.

J. PLANNING COMMISSIONERS

K. ADJOURNMENT

CITY OF ESCONDIDO

**ACTION MINUTES OF THE REGULAR MEETING OF THE
ESCONDIDO PLANNING COMMISSION
VIDEO/VIRTUAL CONFERENCE**

March 23, 2021

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

Commissioners present: Stan Weiler, Chair; Ingrid Rainey, Vice-Chair; Katharine Barba, Commissioner; Dao Doan, Commissioner; Rick Paul, Commissioner; Herminia Ramirez, Commissioner; and Nathan Serrato, Commissioner.

Commissioners absent: None.

Welcome to the new Planning Commissioner, Herminia Ramirez.

Staff present: Mike Strong, Director of Community Development; Kurt Whitman, Senior Deputy City Attorney; Adam Finestone, City Planner; Owen Tunnell, Assistant City Engineer; Jay Paul, Senior Planner; Darren Parker, Associate Planner; Jessica Relucio, Assistant Planner I; and Joanne Tasher, Minutes Clerk.

MINUTES:

1) The Commission was asked to re-vote on the 12/08/2020 Minutes:

Moved by Vice-Chair Rainey and seconded by Commissioner Barba to approve the Action Minutes of the December 8, 2020, Planning Commission meeting. Motion carried unanimously (6-0, Commissioner Ramirez abstained).

2) 01/12/2021 Minutes:

Moved by Vice-Chair Rainey and seconded by Commissioner Paul to approve the Action Minutes of the January 12, 2021, Planning Commission meeting. Motion carried unanimously (6-0, Commissioner Ramirez abstained).

WRITTEN COMMUNICATIONS: Received.

Communication from the Sierra Club North County Group was submitted for the Housing and Community Investment Study, Agenda Item H.1 and read aloud into the record.

FUTURE NEIGHBORHOOD MEETINGS: None.

ORAL COMMUNICATIONS: Received.

Letter from James P. Nelson regarding the impending closure of the YMCA was read aloud into the record.

PUBLIC HEARINGS:

1. TENTATIVE SUBDIVISION MAP, CONDOMINIUM PERMIT AND GRADING EXEMPTION – SUB 20-0006, PHG 20-0034-AND ENV 20-0005:

REQUEST: A Tentative Subdivision Map, Condominium Permit, and Grading Exemption, for the development of 62 air-space condominium units. The Project (“Project”) consists of 10 buildings, each containing between five and seven individual units within each building. Each unit includes a two-car garage. A total of 33 additional parking spaces are provided onsite as well. Units range in size from approximately 1,200 square feet to 1,900 square feet and include a mix of 2-, 3- and 4-bedroom units. The Grading Exemption is requested for a retaining wall up to 12 feet in height and fill slope up to 15 feet in height toward the southeastern area of the site. The project will include a request for a boundary adjustment between the project site and two adjacent residential parcels on the east. Off-site grading is proposed on the adjacent residential parcels on the east (APNs 236-390-52 and -51) to create a flat pad area. South Escondido Boulevard would be widened across the project frontage to include curb, gutter, and sidewalk,

and the street widened and striped to include a dedicated left-turn lane into the project driveway. The project also will provide an ADA-compliant path of travel (approximately 600 feet in length) to connect the proposed project sidewalk to an existing sidewalk located north of the project site. All buildings and structures on site would be demolished.

PROPERTY SIZE AND LOCATION: Approximately 3.47 acres generally located on the southern side of S. Escondido Boulevard, north of Brotherton Road, addressed as 2200, 2208, 2210, 2222, & 2224 S. Escondido Boulevard, Assessor Parcel Nos.: 236-390-02-00; 236-390-03-00; 236-390-52-00; 236-390-53-00; 236-390-54-00.

ENVIRONMENTAL STATUS:The Project is categorically exempt pursuant to California Environmental Quality Act (CEQA) Guidelines section 15332 (In-Fill Development Projects).

STAFF RECOMMENDATION: Approval

COMMISSIONER DISCUSSION:

The commissioners discussed various elements of the project including the two access points along South Escondido Boulevard and vehicle turn movements/restrictions; walls along the eastern and northern property boundaries, amount of open space provided by the project and large open space amenity within the eastern area of the site; type and amount of trees provided, and off-site ADA sidewalk that would be constructed north of the project site.

PUBLIC COMMENTS (SUBMITTED WRITTEN COMMENTS):

Cynthia Esparza, submitted comments regarding the possible release of particulates into the air during the demolition of existing structures. Was neither opposed nor in favor of the project.

Irene Shaw, submitted comments regarding possible impacts the project may have on the surrounding area. Was neither opposed nor in favor of the project.

COMMISSION ACTION:

Motion by Chair Weiler and seconded by Commissioner Paul to approve the project with the two added Fire Department Conditions as presented by staff and agreed to by the Applicant, Motion carried unanimously (6-1; Doan voted no).

CURRENT BUSINESS:

1. Housing and Community Investment Study

Staff provided an informational report and status update to the Commission.

COMMISSIONER DISCUSSION:

The Commissioners discussed the three different portions of the HCIS – Housing Element, Sector Feasibility Study, and creation of the East Valley Parkway Specific Plan.

COMMISSION ACTION:

No action was taken, information was presented and discussed.

2. General Plan Annual Progress Report

Staff provided an informational report to the Commission.

COMMISSIONER DISCUSSION:

The Commissioners discussed the General Plan and would like to see the issue of social/environmental justice addressed in the update.

COMMISSION ACTION:

No action was taken, information was presented and discussed.

ORAL COMMUNICATIONS: None.

PLANNING COMMISSIONERS:

Commissioner Barba would like the Commission to be able to add discussion items to future Planning Commission agendas.

Chair Weiler again welcomed the newest Planning Commissioner, Herminia Ramirez and thanked her for serving.

ADJOURNMENT:

Chair Weiler adjourned the meeting at 9:24 p.m.

Mike Strong, Secretary to the
Escondido Planning Commission

Joanne Tasher, Minutes Clerk

PLANNING COMMISSION

Agenda Item No.: G.1
Date: April 13, 2021

PROJECT NUMBER / NAME: SUB 20-0001, PHG 20-0009 and ENV 20-0001 / Casa Mercado

REQUEST: Tentative Subdivision Map, and Master and Precise Development Plan for the development of two, four-story buildings to accommodate up to 120 air-space condominium units. The project includes a request for a reduction in open space and parking. An amendment to the Downtown Specific Plan is requested to eliminate the ground-floor commercial requirement and permit ground floor residential units through a Planned Development Permit process. The project is located on City-owned property and will require approval of a Purchase and Sale Agreement, as a concurrent discretionary action to be presented at the time the project is presented to the City Council. Vacation of a portion of W. 3rd Avenue, S. Pine Street and public alley across the project frontages also is requested.

LOCATION: 235 S. Pine Street and surrounding properties

APN / APNS: 233-032-07-00, 233-032-08-00, 233-032-10-00, 233-032-11-00, 233-032-12-00, 233-032-13-00, 233-032-14-00, 233-032-17-00, 233-032-18-00, 233-032-19-00, and 233-032-21-00

GENERAL PLAN / ZONING: Specific Plan Area (SPA 9) / Specific Plan (Downtown Specific Plan – Mercado District)

APPLICANT: Renovation Realty, Inc.

PRIMARY REPRESENTATIVE: Cannon Christian, Renovation Realty, Inc.

DISCRETIONARY ACTIONS REQUESTED: Tentative Subdivision Map, Master and Precise Development Plan, and Specific Plan Amendment

PREVIOUS ACTIONS: N/A

PROJECT PLANNER: Jay Paul, Senior Planner

CEQA RECOMMENDATION: Approve the Categorical Exemption pursuant to CEQA Guidelines section 15332 (In-fill Development Projects)

STAFF RECOMMENDATION: Approval

REQUESTED ACTION: Approve Planning Commission Resolution No. 2021-02

CITY COUNCIL HEARING REQUIRED: YES NO

REPORT APPROVALS:

Mike Strong, Community Development Director
 Adam Finestone, City Planner

BACKGROUND:

The approximately 2.33-acre Project site (which includes the vacated street sections) is comprised of 11 parcels and has been previously developed with a variety of residential and commercial uses. The site contains structures older than 50 years in age, including a 1955 contemporary-style commercial structure (Estrada's Restaurant); 1951 unframed single-story stucco-clad adobe structure previously used as a Sunday school with a small outbuilding; 1958 Minimal Traditional single-story stucco-clad residence; 1915 vernacular style wooden-clad single-story residence; and a 1980s residential structure currently used to support a pallet storage operation. Lopez Market grocery store, which was located at the northeastern corner of 2nd Avenue and Pine Street, was demolished in 2014, with fragments of slab and the flooring remaining. None of the structures are listed on the City's Historic Sites Survey. Only one of the existing residential structures on the site remains occupied.

The Project site is relatively flat, and drains to the southwest. The property fronts onto, and takes access from, W. 2nd Avenue on the north, S. Quince Street on the west, W. 3rd Avenue on the south, and S. Pine Street on the east. The site is bisected (east/west) by a 20-foot-wide paved public alley. Surrounding land uses include commercial and residential uses to the north, commercial and industrial uses to the south and west, a restaurant to the northwest (Mi Guadalajara), and multi-family residential development to the east (across Centre City Parkway). Vegetation on the site primarily consists of ornamental landscaping associated with the previous uses and a variety of mature trees. The site does not contain any sensitive habitat or resources.

A. SUMMARY OF REQUEST:

Renovation Realty, Inc. ("Applicant") submitted an application for a Tentative Subdivision Map and a Master and Precise Development Plan for the development of two, four story buildings (up to approx. 65 feet in height) to accommodate 120 air-space condominium units with a density of approximately 51.5 dwelling units per acre within the Mercado District of the Downtown Specific Plan (see Attachment 1). The design includes a mix of studio, one-bedroom, and two-bedroom units. 179 parking spaces are proposed, which include a combination of enclosed garages with open tandem parking in front, on-site covered and uncovered spaces, angled parking along the S. Pine Street frontage, and perpendicular spaces along the W. 3rd Avenue frontage. Vacation of a portion of W. 3rd Avenue and S. Pine Street along the project frontage also is requested, along with the alley that bisects the site. An amendment to the Downtown Specific Plan is requested to eliminate the ground-floor commercial requirement and permit ground-floor residential units along W. 2nd Avenue through a Planned Development Permit process. (Note that the remainder of the site already allows ground-floor residential uses through the Planned Development Permit process.) The proposed Planned Development, consisting of a Master and Precise Development Plan, includes a request for a parking reduction from the required 208 spaces to 179 spaces (a reduction of 29 spaces or 14%), a 49% reduction in the overall open space requirement, and the allowance of ground-floor residential uses throughout the project site. The Planned Development also includes a request to allow up to 70 square feet in wall signage; minor setback encroachment for screen wall along 2nd Avenue, and reduction in covered parking spaces from 120 (one per unit) to 73 covered spaces. All of the existing structures would be demolished in order to accommodate the project.

B. SUPPLEMENTAL DETAILS OF REQUEST:

1. Property Size:	2.33 acres (this figure includes vacated street sections)	
2. Number of Units:	120 air-space condominium units	
	<u>Required:</u>	<u>Provided:</u>
3. Unit Sizes:	N/A in DSP or for Planned Developments	Range from 525 sq. ft. – 1,119 sq. ft.
4. Unit Types:	N/A	20 studios 69 one bedroom <u>31 two bedroom</u> 120 total units
5. Density:	100 du/ac maximum	51.5 du/ac
6. Lot Coverage / Floor Area Ratio:	N/A (per specific plan)	N/A
7. Building Height:	Up to 60' and 4 stories	4 stories, 47.5' to main roof parapet, 54' to 65' roof and tower elements. The Zoning Code allows certain non-habitable architectural features to exceed height limits, such as towers, parapets and mechanical screens.
8. Vehicle Parking:	<u>208 total spaces</u> 178 resident spaces and <u>30 guest spaces</u> (Including one covered space per unit required)	179 (31 single-car garages with 29 tandem spaces in front of garages (up to 25% tandem spaces allowed), 42 covered space (carports), 14 uncovered open spaces, 42 private-use spaces along W. 3rd Avenue and 20 private-use spaces along S. Pine Street. One dedicated loading/unloading space is also provided.

9. Bicycle Parking:	Per CBC	Per CBC, includes secured bicycle parking room.
10. Setbacks		
a) Front Yard and Street Side	14' face of curb	14' min. face of curb
b) Rear Yard (W. 3 rd Ave)	5' surface parking	5' min provided for perpendicular parking spaces provided along 3rd Ave.
c) Interior Side Yard	None	None (alley considered the interior side yard)
11. Useable Open Space	36,000 SF min. (300 SF per unit)	18,333 SF total (11,800 SF common) (6,533 SF of private patios/decks for 1 and 2-bedroom units)
12. Signage:	Wall signs: per DSP max. 60 SF per project; max. 30 SF per sign	Building signage consisting of one wall sign with individual letters ("Casa Mercado") on arched entry element facing Pine Street driveway, up to 70 SF.
13. Trash:	Trash enclosures provided	
14. Lighting:	Per Escondido Zoning Code (Article 35) and Building Code	
15. Heating and Ventilation:	Roof-Mounted HVAC units with screening proposed for units.	

C. PROJECT ANALYSIS:

1. General Plan Conformance:

The City's General Plan land-use designation for the project site is Specific Plan Area (SPA 9). Multi-family residential development of up to 100 dwelling units per acre, with a maximum height of up to four stories and 60 feet, is permitted within the Mercado District. Based on the size of the project site (2.33 acres), the underlying zoning would allow up to 233 units. The request to construct 120 units resulting in an overall density of 51.5 dwelling units per acre, with four-story structures up to approximately 60 feet in height, is consistent with the land use density and development requirements envisioned for this area.

The City is taking steps to encourage, promote, and facilitate the development of housing consistent with policies 1.1 and 2.1 of the Housing Element of the General Plan, while accommodating the City's share of regional housing needs, consistent with Government Code section 65584. No Net Loss Law (Government Code section 65863) ensures development opportunities remain available throughout the planning period to accommodate a jurisdiction's Regional Housing Needs Allocation ("RHNA"), especially for lower- and moderate-income households. In general, jurisdictions cannot approve new housing at significantly lower densities or at different income categories than was projected in the Housing Element without making specific findings and identifying other sites that could accommodate these units and affordability levels "lost" as a result of the approval. The so-called "no net loss" provisions apply when a site is included in the jurisdiction's Housing Element's inventory of sites and is either rezoned to a lower residential density or is approved at a lower residential density than shown in the Housing Element. (Gov't Code § 65863(b).)

As noted previously, the Applicant proposes to construct 120 units on the subject property. The underlying zoning would allow up to 233 units. Although the subject property permits residential development through its underlying zoning designation, the Project site is not identified in the vacant/underutilized sites land inventory of the City's Fifth Cycle (current) Housing Element. Because the provision of "no net loss" applies to housing located on any site listed in the City's Housing Element, the City does not need to determine if this Project or a decision related to this Project would be subject to No Net Loss Law and its remedies. Additionally, no net loss provisions do not apply to projects that are already under review prior to adoption of the City's Sixth Cycle Housing Element (currently in process).

Specific Plan Conformance:

The proposed Project would be consistent with the goals and objectives of the Mercado District of the Downtown Specific Plan, which encourages opportunities for residential development around a local commercial node. The land use concept for the Mercado District accommodates a housing type for those who do not want or need a traditional detached single-family home with yard, but who may prefer an urban area. The District offers flexibility to allow new higher-density housing options. The Project would redevelop an underutilized parcel and abandoned uses. The Project also would increase the residential population within the area, thereby increasing the volume of shoppers, frequency of diners, and patrons to local businesses. The additional residents along the corridor ultimately would continue to improve the overall economics of the area and the business community while providing additional ownership opportunities.

2. Climate Action Plan Consistency:

The City's ability to grow its population and economy while meeting reduction targets for greenhouse gas ("GHG") emissions will require broad-based community participation. The Climate Action Plan ("CAP") is intended to achieve reductions from all sources and sectors, existing and new. This is emphasized by the fact that the City's GHG reduction targets are a reduction below baseline GHG emissions. Therefore, GHG emissions in the City need to be reduced below existing levels, while additional GHG emissions are generated by growth

through 2035. As such, new development can contribute its fair share of GHG reductions by complying with CAP strategies, goals, and actions that were determined to be applicable through the Checklist development process outlined in the CAP, or through a self-developed program.

For land use development requests, when a proposed project is compared with an adopted plan, such as the CAP, the analysis generally examines the existing physical conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced as well as the occurrence of the potential future conditions discussed in the plan. The City updated its 2013 Climate Action Plan (“2013 CAP”) on March 10, 2021, through City Council Resolution No. 2021-37 (“2021 CAP”). The adoption of the 2021 CAP subsequent to the date the Project application was deemed complete shall not constitute a valid basis to disapprove or condition approval of the Project. Rather, the 2013 CAP shall be used as a basis to review and consider the Project. The 2013 CAP established a screening threshold of 2,500 metric tons carbon dioxide equivalent (“MTCO_{2e}”) per year for new development projects in order to determine if a project would need to demonstrate consistency with the CAP through the Consistency Checklist and/or a self-developed program. Projects that are projected to emit fewer than 2,500 MTCO_{2e} annually would not make a considerable contribution to the cumulative impact of climate change, and therefore, such Projects do not need to demonstrate consistency with the 2013 CAP. The Project emits fewer than 2,500 MTCO_{2e}, and is consistent with the land use assumptions utilized to create business-as-usual estimates for future year analysis. Therefore, the Project is consistent with the 2013 CAP.

3. Site Design:

a) Project Access, Circulation and Parking:

The project site is L-shaped and fronts onto public streets on all sides. The Project design includes an interior courtyard for parking that includes covered and uncovered spaces, garages, and access to trash facilities and other utilities. A dedicated area also would be provided for moving and other larger trucks. Access to the courtyard parking area would be provided from the existing alley that bisects the project site from east to west (taking access from S. Quince Street and S. Pine Street). The alley is proposed to be vacated along a portion the project frontage, but retained along the adjacent restaurant (Mi Guadalajara) frontage. An emergency access and utility easement would be retained along the alley. A portion of S. Pine Street and W. 3rd Avenue is also proposed to be vacated across the project frontages, and is intended to provide on-site parking spaces for the residents, guests and service vehicles. The City will retain public utility easements over these vacated areas along with a public use easement along the sidewalks. On-street parking also would be provided along 2nd Avenue, but these would be open to general public use.

Parking Requirements for Multi-Family Housing Projects

The Applicant has requested a reduction in the required number of parking spaces (208 spaces required in accordance with the DSP parking requirements) to provide a total of 179 spaces on-site for residents and guests. This results in a reduction of 29 spaces. The project would provide two dedicated parking spaces, consisting of a single-car garage and tandem space in front, for each of the 31, two-bedroom units. One parking space would be available for each of the studio and one-bedroom units (total of 89 spaces) with 57 spaces remaining to be allocated to specific units, guests, and service vehicles. The parking spaces (angled and perpendicular) located along W. 3rd Avenue and S. Pine Street would be posted for resident and resident-guest parking only. Striped spaces along 2nd Avenue are located within the public right-of-way and are available for public use. The Downtown Specific Plan allows for a reduction in parking spaces subject to justification based on a parking assessment.

The Downtown Specific Plan encourages a shift in orientation away from streets primarily designed for automobile use in an effort to facilitate a shift toward a multimodal transportation network. The requested parking reduction encourages the use of alternate transportation options such as bus and rail transit, bicycling, and walking. The project is located within 1/3 mile (an approximately 8-minute walk) of the Escondido Transit Center. The Escondido Transit Center is a multi-modal station that is serviced by North County Transit District (NCTD) that includes various bus lines/services and the Sprinter light rail. Within the vicinity of the site, Class II bicycle lanes are provided on Centre City Parkway, and there are Class I bicycle paths that connect the Escondido Creek Trail at the transit center to the Inland Rail Trail regional bikeway system. Section III.B.1 "Parking" of the Downtown Specific Plan allows for modifications to the parking requirements through the Planned Development process, with appropriate justification.

A Parking Assessment was prepared for the project by Linscott, Law & Greenspan (Attachment 3 to this staff report). The assessment evaluates alternate parking rates based on SANDAGs Smart Growth parking rates/strategies that specify various parking demand rates for higher density developments in close proximity to transit. According to the SANDAG Smart Growth Concept Map, the Project site is located within the Town Center Smart Growth Opportunity Area, which features numerous civic and cultural features anchored by the Escondido Transit Center. The assessment indicates that smart growth development that features dense, mixed land uses with pedestrian and bicycle amenities, especially areas within 1/3 mile of a light rail station, generate a lower parking demand than elsewhere in the San Diego region and have a number of owned vehicles per household (between 1.0 – 1.3 per household) substantially lower than the national average (2.0 vehicles per household). Therefore, the parking assessment recommended a parking supply rate of 1.25 spaces per unit or a minimum of 150 spaces, and the project would provide 179 on-site spaces (1.49 ratio).

Based on the parking analysis and proximity to transit services, staff supports the requested reduction in parking. However, the project would implement additional measures as part of a parking management plan to ensure sufficient parking is provided.

Parking Management Plan (to include):

- Parking Assignment Plan for all residents for the studio, one- and two-bedroom units (at least one space for each unit, with two spaces for the two-bed units)
- Potential flex spaces for guest parking during certain timeframes
- Secure bicycle parking (short and long term)
- Parking Monitoring Plan to adjust the parking management plan as needed.
- Transit Pass Assistance Program where the developer provides incentives for residents and employees who utilize monthly transit passes.

b) Open Space and Landscaping:

A minimum of 300 square feet of open space is required per unit, which equates to 36,000 square feet of open space for the 120-unit Project. The Project would provide a combination of private and common open space areas totaling 18,333 square feet. Active open space areas include indoor and outdoor area such as indoor fitness room and separate lounges, outdoor pool/spa and seating area, and roof deck seating, landscape and BBQ entertainment counter space with wooden overhead trellis. The Project also includes private, ground-floor patios for select units and private balconies/decks on upper stories. The W. 2nd Avenue, S. Pine Street., W. 3rd Avenue, and S. Quince Street frontages will include a combination of shrubs, groundcover, and street trees.

In order to accommodate the Project's site design and achieve the desired density, the Project proposes a 49 percent reduction in open space from 300 square feet per unit to 152 square feet per unit. Collectively, the Project provides functional common and private open space areas that enhance the quality of life for the occupants. However, due to the density, the project has a deficiency of up to 17,667 square feet of open space. As of this writing, the DSP allows for a reduction in required open space (up to 50 percent) to be considered on a case-by-case basis through the Planned Development Permit process, in exchange for alternative open space benefiting the public such as paying a per-square-foot in-lieu that contributes toward the cost of installing, improving and/ or expanding parkland or facilities in the downtown area or providing on-site publically accessible outdoor, street-level open space.

In order to satisfy the DSP open space reduction requirement, the Applicant would be required to pay an in-lieu fee of \$12.50 per square foot reduction of open space for the total amount of space deficiency. The proposed reduction of 17,667 SF of open space amounts to an in-lieu fee of \$220,837. In staff's opinion, the project meets the spirit of the open space provisions contained in the Downtown Specific Plan and contributes a

reasonable amount of open space on a per-unit basis that contributes to a cleaner environment and a healthier, more livable project setting.

It should be noted that the City is currently investigating an amendment to the Downtown Specific Plan to right-size open space requirements based on project density. In anticipation of the potential amendment, the Applicant is requesting to use 200 square feet as a baseline for determining the in-lieu fee. This would equate to a minimum of 24,000 square feet of required open space and a 5,667 square foot deficiency (rather than the 17,667 square foot deficiency previously identified) resulting in an in-lieu fee of \$70,837 (rather than \$220,837). The City Council has previously indicated it would consider reductions in open space requirements on a case-by-case basis within the Downtown Specific Planning Area.

4. Building Design:

a) Architectural Design, Colors/Materials and Unit Mix:

The Project consists of two, 4-story structures that include studio, one-, and two-bedroom units. Unit sizes range from 523 square feet for the studio units to 1,119 square feet for the two-bedroom units. Access to the units are provided from an interior hallway. A single-car-garage and additional tandem parking space in front of the garage would be provided for each of the two-bedroom units. The buildings are approximately 47.5 feet in height to the top of roof parapets, with limited rooftop tower elements ranging from 54 to 65 feet in height. The Project utilizes a California/Mediterranean style of architecture with varying wall planes and rooflines, S-type tile roofs, white and earth tone stucco exterior and trim colors, exposed rafter tails and wooden window elements, fabric window awnings and arched entryways with tile accents. Private upper-story decks and/or ground-floor patios are provided for certain units. A leasing office, office entry and interior lounge area are located at the corner of W. 2nd Avenue and S. Pine Street, along with a pedestrian plaza to provide a more commercial storefront type element at this corner. A small encroachment into the front setback along 2nd Avenue is proposed to accommodate a corner of the screen wall for the pool/spa areas. Modifications to setback provisions are permitted through the Planned Development process. Project plans are included with this staff report as Exhibit "D" to draft Planning Commission Resolution No. 2021-01.

b) Project Signage:

Signage for residential development within the Mercado District is limited to 2 square feet per unit and maximum of 60 square feet per project and 30 square feet per sign. The project proposes one wall sign which would consist of individual letters located over the main arched entry feature/driveway fronting onto S. Pine Street. The sign would be approximately 70 square feet in size, which staff believes is appropriate and in scale with the overall size of the building. The Master and Precise Development Plan does not include details on additional signage, but the plan would include additional allocation for leasing office signage, directional signage in accordance with

the Sign Ordinance (Article 66), along with the allowance for any freestanding monument type signage in accordance with the Downtown Specific Plan provisions.

5. Specific Plan Amendment – Downtown Specific Plan

The Downtown Specific Plan currently requires ground-floor commercial uses within the portion of the project site fronting on W. 2nd Avenue. Ground-floor residential is permitted on the remainder of the project site subject to the processing of a Planned Development Permit. The proposed amendment would allow ground-floor residential uses throughout the project site through a Planned Development Permit process. Commercial uses would still be allowed on the ground floor, however residential uses could also be proposed. The project would locate the leasing office and certain open space/recreational amenities within the ground floor area at the corner of W. 2nd Avenue and S. Pine Street to maintain the commercial look along this retail corridor. The Planned Development Permit process gives a property owner flexibility in determining how best to develop or redevelop his or her property, but also allows the City to maintain a level of control that would ensure that ground floor residential uses are designed in a manner that is appropriate for the surrounding environment. The amendment would require a revision to Figure II-4 of the Downtown Specific Plan (Attachment 3) to designate the site as allowing ground-floor residential land uses.

D. FISCAL ANALYSIS:

New development can provide a significant benefit to a city or county. As part of the overall decision-making process to move forward with a proposed development Project, it is important to evaluate the contributions and demands that development will place upon a public agency's general fund and the city or county's ability to provide ongoing public services. To avoid the need for a city or county to subsidize new development, cities and counties can establish or require special funding mechanisms to ensure that new development pays for itself.

In 2019, the City of Escondido hired a financial consultant who conducted a Fiscal Impact Analysis ("FIA") and determined that future ongoing revenue received as a result of new residential units throughout the City is less than the cost to provide municipal services, including police, fire and infrastructure maintenance, to those new units. In January 2020, the results of the FIA were presented to the City Council. On April 8, 2020, a Resolution was passed declaring the City's intent to form a Community Facilities District (collectively referred to herein as the "CFD") to offset the cost of governmental services associated with new development, as identified in the FIA.

CFD No. 2020-1, CityWide Services, was formed by the City Council on May 13, 2020. The special tax that will be assessed on properties as a result of the development of new residential units is based upon the FIA that was prepared to support the creation of CFD No. 2020-01. Developers to whom these residential project entitlements are assigned are responsible to establish an otherwise lawful funding mechanism to provide a source of funds for the on-going municipal services required for the project. The benefit of voluntarily entering CFD No. 2020-01

as the chosen funding mechanism is that the process is significantly streamlined, which saves staff time and costs to Developers.

Based on the Resolution adopting CFD No. 2020-1, the subject property falls under the Downtown Specific Plan rate (>30 du/ac) at \$783 per unit per year through June 30, 2021. Based on a 120-unit development, the current estimated annual amount for ongoing services is \$93,960, subject to annual adjustments.

The Applicant has suggested that the Project may not be subject to CFD No. 2020-01 based on the timing of the application. However, conditions have been added to Exhibit "D" to Resolution No. 2021-02 to require that the Project fund the ongoing costs of municipal services in the amount determined by the City through annexing into the CityWide Services CFD. In the alternative, the Applicant could propose another funding mechanism to pay for the costs of future, ongoing public services required by the Project. All costs for forming and implementing an alternative funding mechanism, including costs for consultants, elections, and any legal challenge, are to be at the Applicant's sole expense. If the Applicant chooses to pursue an alternative funding source rather than annexing into CFD No. 2020-01, the City needs to determine and ensure that the Project pays for any additional fiscal burdens placed upon the City's operational budget as a result of the future development. The payment of development impact fees, as well as annexation into the CFD or establishment of another funding mechanism, is necessary to avoid or lessen the likelihood of future impacts related to the provision of public services, as well as to maintain General Plan conformance to enable Project approval and implementation.

E. ENVIRONMENTAL STATUS:

California Environmental Quality Act (CEQA) Guidelines list classes of projects that have been determined not to have a significant effect on the environment and as a result are exempt from further environmental review under CEQA. The Project qualifies for an exemption under CEQA Guidelines section 15332 (In-fill Development Projects). The CEQA Notice of Exemption prepared for the Project (included as Attachment 4 to the Planning Commission staff report) demonstrates that the Project qualifies for the exemption and does not have a significant effect on the environment.

F. PUBLIC INPUT:

Staff has not received any correspondence from the public regarding the project as of the writing of this report.

G. CONCLUSION AND RECOMMENDATION:

The proposed Project is consistent with the General Plan and the Downtown Specific Plan because it encourages higher density urban residential growth within the Mercado District. The Project would further the Land Use and Community Form goals in Chapter II of the Escondido General Plan, including those related to community character and smart growth, as well as the

Project Name: SUB 20-0001, PHG 20-0009 and ENV 20-0001
Planning Commission Meeting
Date: April 13, 2021

Housing goals in Chapter IV of the General Plan, which include planning for sustainable growth and providing housing opportunities for all income groups and household types.

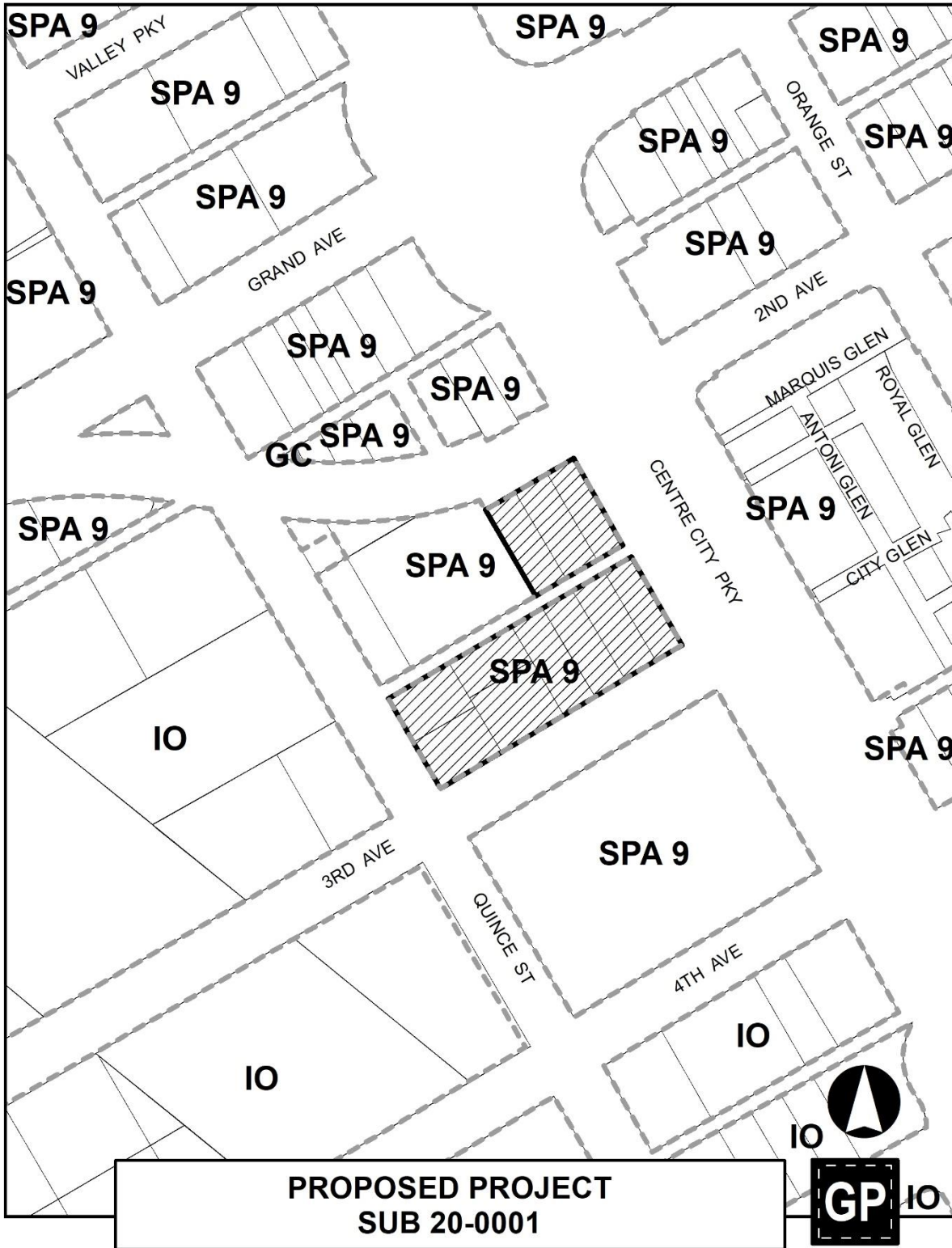
All land use development applications that consist of a Tentative Subdivision Map, Master and Precise Development Plan, and Specific Plan Amendment are subject to design review and the final decision-maker is the City Council. The proposed Project is consistent with the guiding principles for the Downtown Specific Plan identified in the Land Use and Community Form Element of the Escondido General Plan because such principles accommodate the type of high-density urban development envisioned for the area. The proposed Project also provides for a well-designed, residential development that will be beneficial to its future residents and provide visual appeal in an area that is currently undergoing significant revitalization.

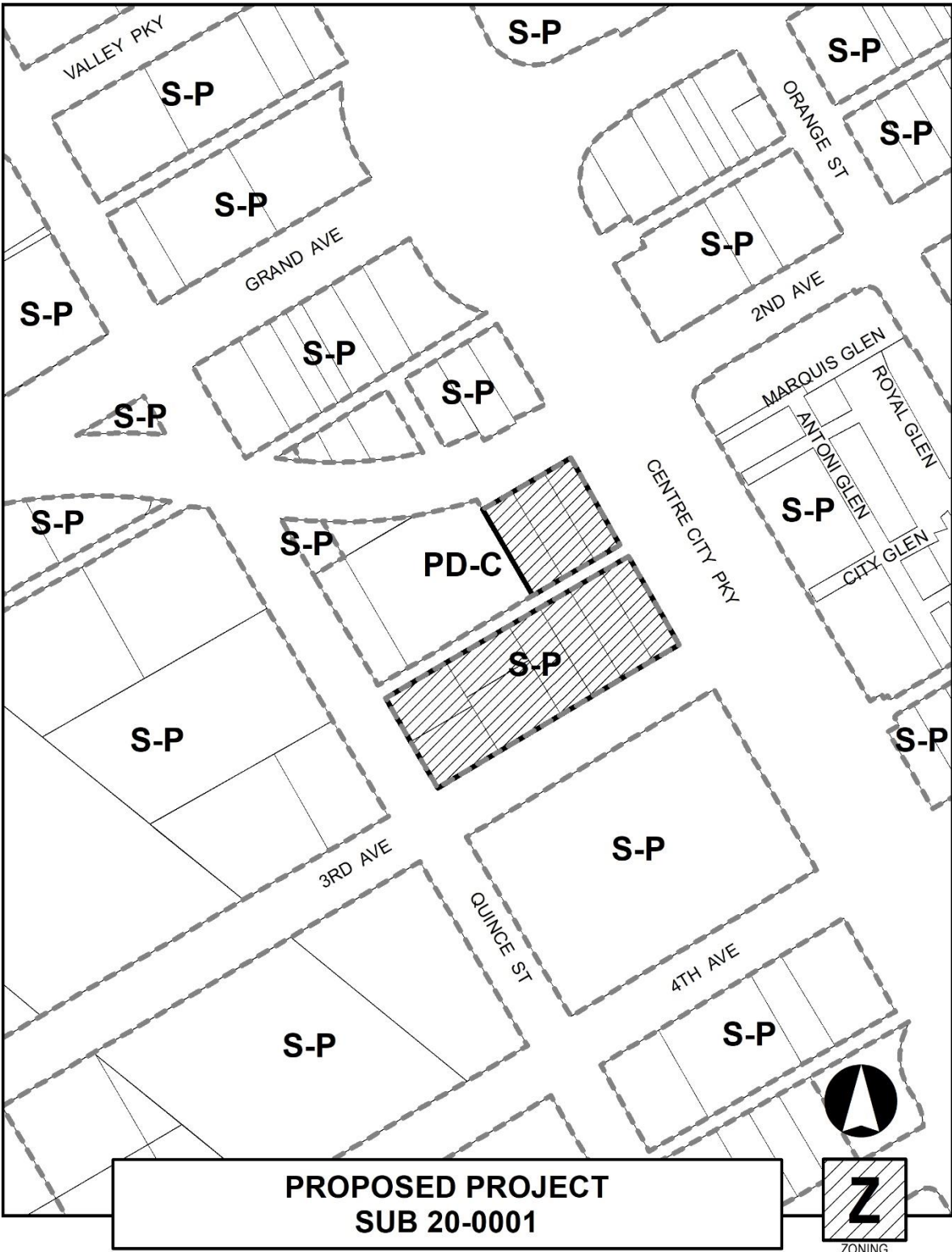
Staff recommends that the Planning Commission adopt Resolution 2021-02, recommending that the City Council approve the proposed Tentative Subdivision Map, Master and Precise Development Plan, and Specific Plan Amendment, as described in this staff report and as detailed in Exhibits "A" through "D" to Draft Planning Commission Resolution No. 2021-02.

ATTACHMENTS:

1. Location and General Plan Map
2. Parking Assessment
3. Downtown Specific Plan Amendment
4. Categorical Exemption
5. Draft Planning Commission Resolution No. 2021- 02 – Exhibits A, B, C and D

ATTACHMENT 1





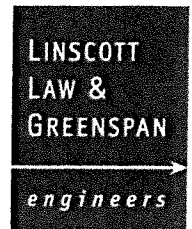


**PROPOSED PROJECT
SUB 20-0001**

A

AERIAL

ATTACHMENT 2



April 24, 2020

Mr. Jay Paul
Senior Planner
City of Escondido
201 N. Broadway
Escondido, CA 92025

Subject: **Second and Pine Apartments Project Parking Assessment**

Dear Mr. Paul:

Introduction

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to provide parking consulting services associated with proposed Second and Pine Apartments Project.

The Project proposes the construction of 120 multi-family dwelling units within two four-story buildings at a density of 68.7 du/acre prior to proposed street and alley vacations. Parking is proposed with access provided from the alley between W. 2nd Avenue and W. 3rd Avenue. A total of 179 parking spaces are planned to be provided within a combination of ground-level covered garages, tandem parking spaces, carports, diagonal street parking on S. Pine Street, and street parking on W. 3rd Avenue. The northern half of W. 3rd Avenue is planned to be vacated to accommodate private on-street parking.

The Project's site plan is included in *Attachment A*.

City of Escondido Code Requirements

The Project proposes 20-studios, 69-one-bedroom units, and 31-two-bedroom units. Based on the City of Escondido's Parking Requirement for Multiple Residential Dwelling Units as outlined in the Escondido Municipal Code, a total of 208 parking spaces would need to be provided, as summarized in *Table A*. This equates to approximately 1.73 parking spaces per unit.

Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Philip M. Linscott, PE (1924-2009)
William A. Law, PE (1921-2018)
Jack M. Greenspan, PE (Ret.)
Paul W. Wilkinson, PE (Ret.)
John P. Keating, PE
David S. Shender, PE
John A. Boardman, PE
Clare M. Look Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
Walter B. Musial, PE
An LGZWB Company Founded 1956

Table A
Required Parking ^a

Unit Type	Units	Parking Rate	Parking Spaces Required
Studio	20	1 / Unit	20
One-Bedroom	69	1.5 / Unit	104
Two-Bedroom	31	1.75 / Unit	54
Guest Parking	120	0.25 / Unit	30
Total			208

Footnotes:

- a. Based on the City of Escondido's Parking Requirement for Multiple Residential Dwelling Units as outlined in the Escondido Municipal Code. Each unit shall have a minimum of one (1) covered parking space. In addition, there shall be provided a guest parking space for each four (4) units or fraction thereof. On-street parking spaces, when approved by the staff development committee, may be counted toward fulfilling this requirement. Street frontages abutting the subject property and which are included in the circulation element of the general plan shall not be included in fulfilling this requirement.

The nature of the Project's transit oriented development (TOD), with its higher densities, close proximity to transit, (1/3 of a mile from the Escondido Transit Center) commercial, and retail, as well as the availability of convenient bicycle facilities, encourage lower parking usage than what is currently required in the City's code. Recommended parking management strategies that could support the use of lower parking rates as well as facilitate parking operations are also included in this letter report.

Active Transportation

Public Transit

The Project is located within 1/3 mile of the Escondido Transit Center, an approximate 8-minute walk. The Escondido Transit Center is a multimodal station that is serviced by North County Transit District (NCTD) and provides access to 15 BREEZE bus lines, two San Diego Metropolitan Transit System (MTS) bus lines, Riverside Transit Agency bus route 217, regional Greyhound bus lines, and the SPRINTER light rail line. The SPRINTER typically runs on 30-minute headways Monday through Friday and stops at 15 stations between Escondido and Oceanside including the Escondido Transit Center, the Vista Transit Center, and the Oceanside Transit Center. From the Oceanside Transit Center, riders can access the AMTRAK and COASTER commuter rail services to other regional destinations.

Bicycle Facilities

Within the vicinity of the Project site, Class II bicycle lanes are provided on Center City Parkway in the north/south direction. The Inland Rail Trail links the regional bikeway system of Oceanside, Vista, San Marcos and Escondido to the west and connects to the Escondido Creek Trail at the transit center. The Escondido Creek Trail is a 6.5-mile long paved trail that spans the entire length of Escondido from Valley Center Road to Harmony Grove Road. The recent construction of Class I facilities along Valley Parkway provides a convenient connection from City Hall to the transit center.

According to the City of Escondido Bicycle Master Plan, Class II bicycle lanes are proposed on Quince Street and 2nd Avenue/Crescent Road/Grand Avenue/Valley Parkway near the Project site.

Reduced Parking Requirements

Because of the Project's location near the City's hub for entertainment and retail, with immediate access to the transit center and convenient bicycle and pedestrian facilities, the Project is anticipated to experience a lower parking demand than more suburban areas.

SANDAG Smart Growth

According to the SANDAG Smart Growth Concept Map, the Project site is located within the Town Center Smart Growth Opportunity Area which features numerous civic and cultural features anchored by the Escondido Transit Center. The *SANDAG Parking Strategies for Smart Growth* (June 2010) states that Smart Growth developments which features dense, mixed land uses with pedestrian and bicycle amenities generate a lower parking demand than elsewhere in the San Diego region. In addition, the report states that for areas within 1/3 mile of a light rail station and more than ten miles from a central business district, the average number of owned vehicles per household is between 1.0-1.3 which is substantially lower than the national average of 2.0 vehicles per household (2000 U.S. Census).

SANDAG Parking Strategies for Smart Growth specifies various parking demand rates within transit-oriented developments that average a blended rate of 1.12 parking spaces per dwelling unit regardless of the number of bedrooms. These parking demand rates are based on actual survey data for transit-oriented developments. As recommended in the SANDAG study, a 10% buffer should be applied to the demand rate and therefore recommends a parking supply rate of 1.25 spaces per dwelling unit ($1.12 \times 1.10 = 1.23$, recommends 1.25).

Recommended Parking Supply

Based on a review of SANDAG's Smart Growth parking rates, as well as the location characteristics of the Project with higher densities, proximity to transit, commercial, and retail, as well as access to convenient bicycle and pedestrian facilities, a parking supply rate of 1.25 parking spaces per dwelling unit would be appropriate for this Project.

Using a rate of 1.25 spaces per units, 150 spaces would be necessary for the 120-unit Project. Since 179 spaces are planned to be provided, enough parking would be provided using SANDAG smart growth rates.

Actual Parking Counts

In order to determine if the City of Escondido's Parking Requirement accurately estimates the number of parking spaces needed, a parking survey was conducted at a similar apartment complex. Several different sites in Escondido and San Marcos were surveyed. While it was challenging to find an ungated site without garages, one site was identified.

The parking demand at the Reidy Creek Apartment complex, located at 1350 Morning View Drive in the City of Escondido, was observed over a two-day period. This complex provides 198-units, was 98% occupied, and 289-on-site parking spaces are provided. A total of 60 off-site parking spaces are also available along both sides of Morning View Drive, immediately adjacent to the complex. It is expected that some of the residents of the Reidy Creek apartments utilize a portion of the off-site parking. For the purposes of this study, it was estimated that 50% of the parking demand along Morning View Drive is generated by the Reidy Creek complex, and the remaining 50% is generated by the apartment complexes located across the street.

Parking occupancy counts at the Reidy Creek Apartments were conducted on July 16th and July 17th, 2019 at midnight in order to capture peak parking demand. The maximum demand of 284 vehicles (254 vehicles parked on-site, and 30 Reidy Creek related vehicles parked off-site on Morning View Drive) was observed on July 17th. This equates to an actual demand of approximately 1.47 parking spaces per unit. The two-days of parking observation data is included in *Attachment B*.

Based on the proposed Project's current site plan, a total of 179 parking spaces are planned to be provided within a combination of ground-level covered garages, tandem parking spaces, carports, diagonal street parking on S. Pine Street, and street parking on W. 3rd Avenue. The northern half of W. 3rd Avenue is planned to be vacated to accommodate private on-street parking. This equates to approximately 1.49 parking spaces per unit, which is slightly higher than the actual demand of 1.47 parking spaces per unit observed at the Reidy Creek Apartments.

Parking Management Plan

It is recommended that the Project implement additional measures to further reduce parking demand. The following parking management strategies have been identified to augment and support the use of lower parking rates.

Parking Assignment Plan

The Project should implement a parking assignment plan for all residents. At a minimum, one parking space should be assigned per dwelling unit. Additional spaces should be reserved and assigned to two-bedroom units as requested by individual tenants. The remaining parking spaces should be designated as flex spaces for temporary guest parking during normal business hours (8 AM - 6 PM) and become available for residents overnight. Overnight guests should be provided a temporary use parking permit to park in the flex spaces overnight.

In order to better manage the parking facilities, the Project developer should endeavor to restrict tenant units to 1 or 2 vehicles per unit. Lease agreements for tenants should also include detailed information regarding the following:

- Parking Assignment Plan
- Parking Restrictions
- Guest Parking
- Towing Policy

Bicycles and Pedestrians

In order to promote pedestrian and bicycle activity in the vicinity of the Project site, the Project developer should provide informational kiosks in the leasing office with lists and maps to local destinations within 1/2 mile of the site including entertainment venues, parks and public spaces, restaurants, retail shops, etc. Transit information including BREEZE bus routes and schedules and SPRINTER schedules should also be provided.

In addition, the Project should also encourage active transportation by providing on-site bicycle storage. Short term bike racks as well as long-term bicycle storage within the parking garage should be provided for residents and guests.

Parking Monitoring

The Project developer should monitor parking demand at the Project site over a period of six months during the first year of Project opening. If necessary, the Parking Management Plan should be adjusted to reflect the observed parking demand.

Potential Parking Demand Management Strategies

In addition to the Parking Management Plan discussed above, the Project could consider implementing the following supplemental strategies to further reduce parking demand. Based on the results of the parking monitoring plan, one or more of these

measures should be implemented if the observed parking demand is higher than expected.

Unbundled Parking

Instead of assigning parking spaces to specific units, parking spaces could be unbundled from the lease agreement. Tenants would be required to purchase a parking space in addition to their rent. In traditional bundled parking agreements, the monthly rent includes the hidden cost of parking. By breaking out the fees for parking separate from the lease agreement, the price for renting the apartment would decrease and the parking would be charged separately. Unbundling parking helps tenants understand the true monetary cost of parking and would provide an incentive for reducing their own individual parking demand and may influence their choice of owning a car. This may also make housing more affordable by not forcing residents who do not own a car to pay for parking.

By unbundling parking, on-site parking demand would naturally decrease, however off-site parking demand could potentially increase in the surrounding area. The Project would need to take this into account when considering this strategy.

According to *SANDAG Parking Strategies for Smart Growth*, unbundled parking could potentially reduce parking demand by 5-10%.

Off-Site Joint Use Parking

As described in the *Downtown Specific Plan*, off-site joint use parking agreements can be used to offset parking demand experienced by a site. In order to maximize the potential effectiveness of a joint-use parking agreement, the Project should consider an agreement with a use that experiences peak parking demand at a different time of day than the Project. For example, offices, retail, and banks generally operate during normal business hours and are closed overnight. Residential peak parking typically occurs between the hours of 10 PM and 6 AM when these uses are non-operational.

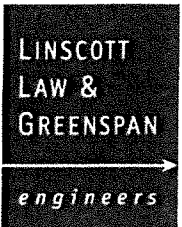
The joint-use parking facility must be within 1/4 mile of the site and there should be no conflicts in the operating hours of the principal use of the joint-use parking facility as described above.

Within the vicinity of the Project site, there are several bank and office sites which may fit the criteria for a joint-use parking agreement.

Transit Pass Assistance Program

In order to encourage the use of public transportation, the Project developer could provide incentives for residents and employees who utilize monthly transit passes. For example, upon the execution of a lease, new residents would be provided with a one-month NCTD pass. The Project is located within 1/3 mile of the Escondido Transit Center. At the time this assessment was conducted, a NCTD pass that was valid for the

Mr. Jay Paul
April 24, 2020
Page 7



SPRINTER and BREEZE had a cost of \$59.00 per month. By providing incentives, such as free passes for new tenants or reimbursement (partial or full), parking demand would inherently be lower due to the reduction in residents' need for a personal vehicle. According to the *SANDAG Parking Strategies for Smart Growth*, transit pass assistance programs could potentially reduce parking demand by 5-20%.

Conclusions

Using *SANDAG Parking Strategies for Smart Growth* parking rates (1.25 spaces per unit), 150 spaces would be required. Since 179 spaces are planned, it can be concluded that sufficient parking will exist. In addition, several parking management plan strategies are recommended to further reduce parking demand. Finally, an actual parking demand survey at a similar site also shows that 179 spaces is adequate.

Please call me if you have any questions.

Sincerely,
Linscott, Law & Greenspan, Engineers

A handwritten signature in black ink, appearing to read "J. Boarman".

John Boarman, P.E.
Principal
California Registration: C50033

SITE PLAN NOTES

1. THE ARCHITECTURAL SITE PLAN IS PROVIDED FOR GENERAL SITE REFERENCE. THE LOCATION OF ITEMS INCLUDED IN THIS SET OF DRAWINGS SHALL BE VERIFIED BY THE CONTRACTOR ON THE GROUND. THIS SITE PLAN IS FOR REFERENCE ONLY. AN ARCHITECTURAL SITE PLAN SHALL NOT BE USED AS A BASIS FOR ANY LEGAL ACTION FOR LOT LINE DIMENSIONS OR HORIZONTAL CONTROL. SEE CIVIL DRAWINGS FOR ALL SITE IMPROVEMENTS, SEE LANDSCAPE DRAWINGS FOR ALL SITE IMPROVEMENTS, SEE LANDSCAPE DRAWINGS FOR "FIRE LANE" DESIGN, SEE CIVIL AND LANDSCAPE DRAWINGS FOR "FIRE LANE" DESIGN, SEE CIVIL AND LANDSCAPE DRAWINGS FOR "FIRE LANE" DESIGN, SEE CIVIL AND LANDSCAPE DRAWINGS FOR "FIRE LANE" DESIGN.
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GENERAL NOTES

1. SEE LANDSCAPE SHEETS FOR LANDSCAPE DETAILS.
2. SEE CIVIL SHEETS FOR CIVIL DETAILS.

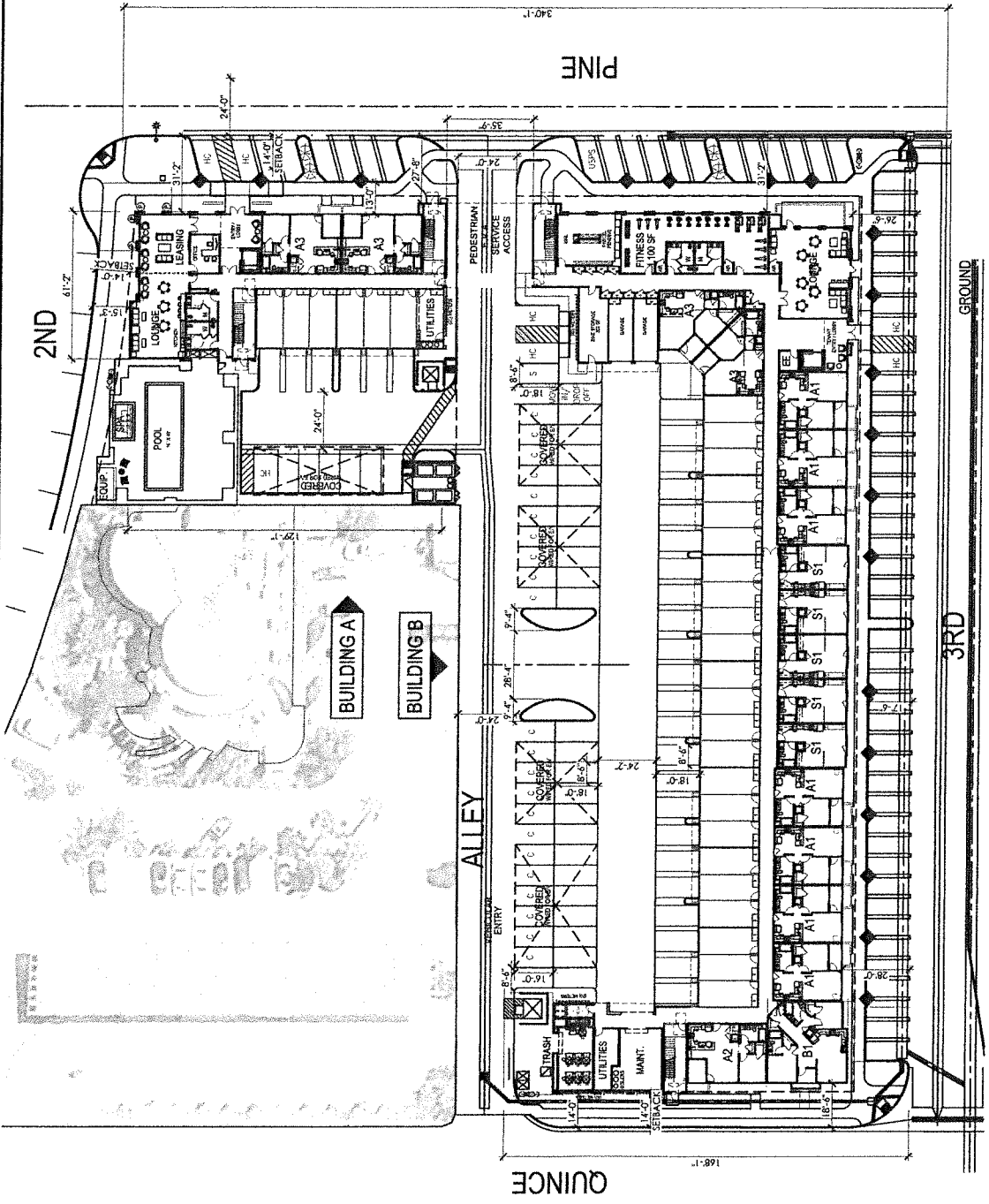
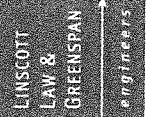


Figure A
Site Plan
PINE STREET APARTMENTS

N:\31900\Figures
Date: 04/16/20



Attachment B

Reidy Creek

Location	1350 Mornig View Drive Escondido, CA 92026	
Units	198	
1 BR	100	
2 BR	98	
Occupancy Rate	98%	
Occupied Units	194	
Max Demand (Spaces)	284	(July 17, 2019)
Parking Rate / Unit	1.47	

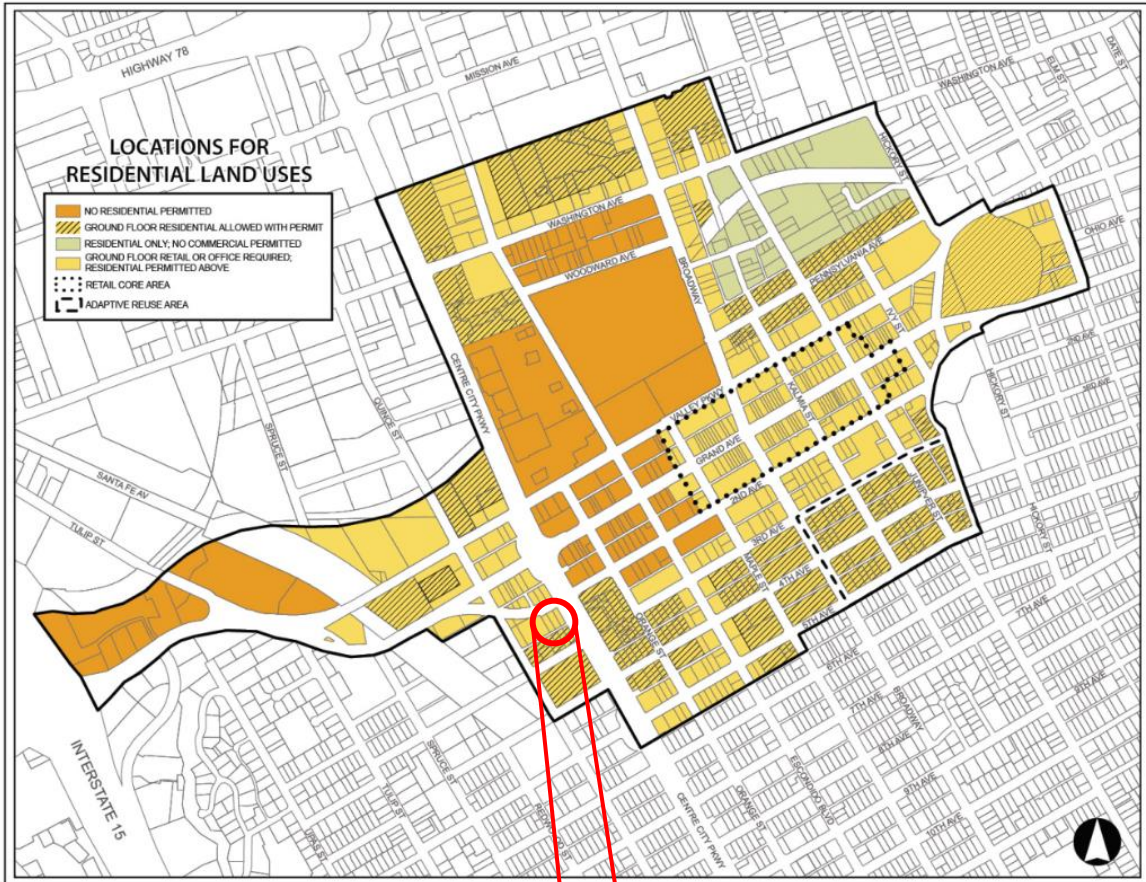
Parking Demand Observations

<u>Date</u>	<u>On-Site Supply</u>	<u>On-site Demand</u>	<u>Total</u>
7/16/2019	289	255	
	<u>Off-Site Supply</u>	<u>Off-site Demand</u>	
	60	55	
		Reidy Creek Demand = 28	283
7/17/2019	289	254	
	<u>Off-Site Supply</u>	<u>Off-site Demand</u>	
	60	60	
		Reidy Creek Demand = 30	284

N:\3091\Parking\Study Locations\Parking Occupancy.xlsx

ATTACHMENT 3

Proposed Amendment to the Downtown Specific Plan to allow ground-floor residential
DSP Figure II-4



Page II-12

LAND USES

FIGURE II-4





ATTACHMENT 4
CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

Notice of Exemption

To: San Diego Assessor/Recorder/County Clerk
Attn: Fish and Wildlife Notices
1600 Pacific Highway, Room 260
San Diego, CA 92101
MS A-33

From: City of Escondido
201 North Broadway
Escondido, CA 92025

Project Title/Case No.: CASA MERCADO / SUB 20-0001, PHG 20-0009, and ENV 20-0001

Project Location - Specific: The approximately 2.33-acre site fronts on W. 2nd Avenue, S. Pine Street, W. 3rd Avenue, and S. Quince Street. The site is located within the Mercado District of the Downtown Specific Planning Area and is comprised of 11 parcels (APNs, 233-032-07-00, 233-032-08-00, 233-032-10-00, 233-032-11-00, 233-032-12-00, 233-032-13-00, 233-032-14-00, 233-032-17-00, 233-032-18-00, 233-032-19-00, and 233-032-21-00). The reference address is 235 S. Pine Street.

Project Location - City: Escondido Project Location - County: San Diego

Description of Project: Tentative Subdivision Map and Master and Precise Development Plan for the development of two, four-story buildings (up to approx. 65 feet in height) to accommodate up to 120 air-space condominium units with a density of approximately 51.5 dwelling units per acre. 179 parking spaces are proposed. Vacation of a portion of W. 3rd Avenue, S. Pine Street, and public alley along the project frontages also is requested. An amendment to the Downtown Specific Plan is requested to eliminate the ground-floor commercial requirement and permit ground-floor residential units through the Planned Development Permit process. All of the existing structures would be demolished. The project is partially located on City-owned property and requires approval of a Purchase and Sale Agreement, as a concurrent discretionary action.

Name of Public Agency Approving Project: City of Escondido

Name of Person or Agency Carrying Out Project:

Name: Renovation Realty, Inc. (Rep: Cannon Christian) Telephone: (858) 243-3621

Address: 4830 Viewridge Avenue, Ste D., San Diego, CA 92123

Private entity School district Local public agency State agency Other special district

Exempt Status: Categorical Exemption. CEQA Guidelines section 15332 (In-Fill Development Projects).

Reasons why project is exempt:

The proposed project qualifies for a categorical exemption pursuant to CEQA Guidelines section 15332, as an in-fill development project meeting all applicable conditions, as further described below.

General Plan and Zoning Consistency

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The City's General Plan land use designation for the project site is Specific Plan (SP). The project site is located within the Mercado District (M) of the Downtown Specific Plan (SPA 9). Multi-family residential and condominium type development up to 100 dwelling units per acre and buildings up to 4 stories and 60 feet in height are permitted within the Mercado District of the Downtown Specific Plan. The Downtown Specific Plan allows for modifications to development standards through the discretionary Planned Development process. The project thus adheres to the criteria of CEQA Guidelines section 15332(a).

Project Location, Size, and Context

Public Resources Code section 21072 defines a “qualified urban use” as “any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.” The project is on a site within City limits that is no more than five acres and substantially surrounded by qualified urban uses.

The approximately 2.33-acre project site is located within an urban downtown area of the City, and has been previously developed with residential and commercial-type development. The site is surrounded by urban development and public streets. The project thus adheres to the criteria of CEQA Guidelines section 15332(b).

Endangered, Rare, or Threatened Species

The project site is located within the highly developed and urban area of the City, and developed with residential and commercial uses. The site is surrounded on all sides by either developed properties and/or city streets. No riparian habitat or other sensitive natural community or potential jurisdictional features were observed within the project site or within a 100-foot boundary from the project site. It was therefore concluded that the project would not result in any significant biological impacts. The project thus adheres to the criteria of CEQA Guidelines section 15332(c).

Traffic

A Traffic Impact Analysis (TIA) was prepared for the project by Linscott, Law & Greenspan (January 2020). The Project is anticipated to generate up to 720 daily trips with 58 trips (12 inbound/46 outbound) in a.m. peak hour and 65 trips (46 inbound/19 outbound) during p.m. peak hour. It was concluded that the project would not result in any significant traffic or transportation related impacts.

Noise

A Noise Technical Report was prepared for the Project by Helix Environmental Planning (August 2019). The proposed condominium development would be compatible with the adjacent uses, and as such, the project is not anticipated to generate any significant increases to the existing ambient noise level. Operational noise sources, would not exceed allowable City limits, and construction-related impacts are short term and would cease once the project is completed. It was therefore concluded that the project would not result in any significant noise impacts.

Air Quality

An Air Quality Technical Report was prepared for the Project by Helix Environmental Planning (August 2019). Due to the residential nature of the project and number of proposed condominium units (120 units), the project would not exceed screening-level criteria thresholds for construction or operational level impacts, nor create any operational related dust or odor-related impacts. Project emissions also would not exceed the GHG screening threshold of 2,500 MT CO₂e established by the City of Escondido Climate Action Plan. It was therefore concluded that the project would not result in any significant air quality or GHG impacts.

Water Quality

A preliminary drainage study and Storm Water Quality Management Plan was prepared for the project. Storm water quality impacts during construction would be prevented through implementation of a grading and erosion control plan that is required by the City’s Grading and Erosion Control Ordinance (Article 55 of the Escondido Municipal Code) and the State General Permit to Discharge Stormwater Associated with Construction Activities (NPDES No. CA2000002), which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer. It was therefore concluded that the project would not result in any significant water quality impacts.

For the foregoing reasons, with respect to traffic, noise, air quality, and water quality, the project adheres to the criteria of CEQA Guidelines section 15332(d).

Utilities and Public Services

The Fire Department indicated that appropriate fire protection can be provided with the implementation of the required building/site design features. Appropriate fire flow would be provided to the project site with the installation of the required water line upgrades and fire hydrants.

Sewer and water would be provided by the City of Escondido. San Diego Gas and Electric (SDG&E) would provide electrical service to the site. The Engineering Division indicated that appropriate utilities will be provided to the project with existing facilities located within existing streets or easements. Escondido Disposal, Inc. would provide trash service.

It was therefore concluded that the project would not result in any significant utility or public service impacts. The project thus adheres to the criteria of CEQA Guidelines section 15332(e).

The proposed project or its circumstances also would not result in any exceptions to categorical exemptions, as identified in CEQA Guidelines section 15300.2, as further described below:

Location: Not applicable to Class 32 exemption

Cumulative Impact: All resource topics associated with the project have been analyzed and were found to pose no significant impact. The project would not make a cumulatively considerable contribution to a significant cumulative impact.

Significant Effect: There are no known unusual circumstances applicable to the project or project site that could result in a significant effect on the environment.

Scenic Highways: The project is not located in the vicinity of any designated or eligible state scenic highway.

Hazardous Waste Sites: There are no on-site hazardous waste sites associated with the project site listed under Government Code section 65962.5.

Historic Resources: A Cultural Resource Study, dated July 2019, was prepared for the project by PanGis. It was concluded the project will not cause a substantial adverse change in the significance of a historical resource. None of the documented cultural resources within the project area are considered historical resources for the purposes of CEQA, and none are considered historic properties under Section 106 of NHPA. Tribal outreach and consultation also were conducted in accordance with State Senate Bill 18 and State Assembly Bill 52.

For the foregoing reasons, the project is categorically exempt pursuant to CEQA Guidelines section 15332, as an in-fill development project.

Lead Agency Contact Person: Jay Paul, Planning Division Area Code/Telephone/Extension (760) 839-4537

Signature: *J Paul* April 8, 2021
Jay Paul, Senior Planner Date

Signed by Lead Agency Date received for filing at OPR: N/A

ATTACHMENT 5

Planning Commission
Hearing Date: April 13, 2021

Effective Date: April 14, 2021

PLANNING COMMISSION RESOLUTION NO. 2021-02

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF ESCONDIDO, CALIFORNIA,
RECOMMING APPROVAL OF A TENTATIVE
SUBDIVISION MAP, MASTER AND PRECISE
DEVELOPMENT PLAN AND SPECIFIC PLAN
AMENDMENT

APPLICANT: Renovation Realty, Inc.

CASE NO: SUB 20-0001; PHG 20-0009

WHEREAS, Renovation Realty, Inc. (“Applicant”), filed a land use development application, Planning Case No. SUB 20-0001 and PHG 20-0009 (“Application”) constituting a request for a Tentative Subdivision Map and Master and Prevised Development Plan for 120 air-space condominium units (“Project”) on an approximately 2.25 acre site located at 235 S. Pine Street (APNs 233-032-07-00, 233-032-08-00, 233-032-10-00, 233-032-11-00, 233-032-12-00, 233-032-13-00, 233-032-14-00, 233-032-17-00, 233-032-18-00, 233-032-19-00, and 233-032-21-00), in the Downtown Specific Plan (SPA 9) Mercado District. The project also includes a request for a reduction in open space and parking, along with an Amendment to the Downtown Specific Plan to eliminate the ground-floor commercial requirement and permit ground floor residential units. The project includes vacation of a portion of 3rd Avenue across the project frontage; and

WHEREAS, the subject property is all that real property described in Exhibit "A," which is attached hereto and made a part hereof by this reference as though fully set forth herein ("Property"); 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, multi-family residential condominium development is a permitted use within the Mercado District, subject to the approval of Tentative Subdivision Map and Master and Precise Development Plan, in accordance with Article 19 of the Escondido Zoning Code; 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, the Planning Division studied the Application, performed necessary investigations, prepared a written report, and hereby recommends approval of the Project as depicted on the plan set shown in Exhibit "B," which is attached 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 April 13, 2021, 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 April 13, 2021, 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. The Planning Commission, in its independent judgment, has determined the Project to be exempt from environmental review pursuant to CEQA Guidelines section 15332 (In-fill Development Projects). All of the requirements of CEQA have been met.

3. After consideration of all evidence presented, and studies and investigations made by the Planning Commission and on its behalf, the Planning Commission makes the following 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.

4. The Planning Commission hereby recommends that the City Council **approve** the Application to use Property for the Project, subject to each and all of the conditions hereinafter set forth in Exhibit "D." The Planning Commission expressly declares that it would not have approved this Application except upon and subject to each and all of said conditions, each and all of which shall run with the land and be binding upon the Applicant, the owner, and all subsequent owners of the Property, and all persons who use the Property for the use permitted hereby.

5. The development plans for the Project are on file in the Planning Division of the Community Development Department and are available for inspection by anyone interested herein, and the development plans are incorporated herein by this reference as if they were fully set forth herein. The Project is conditionally approved as set forth on the Application and Project drawings, all designated as approved by the Planning Commission, and which shall not be altered without the express authorization by the

Planning Division. Any deviations from the approved development plans shall be reviewed by the City for substantial compliance and may require amendment by the appropriate hearing body.

BE IT FURTHER RESOLVED that, pursuant to Government Code section 66020(d)(1):

1. NOTICE IS HEREBY GIVEN that the Project is subject to dedications, reservations, and exactions, as specified in the Conditions of Approval. The Project is subject to certain fees described in the City of Escondido's Development Fee Inventory on file in both the Community Development and Public Works Departments. The Applicant shall be required to pay all development fees of the City then in effect at the time and in such amounts as may prevail when building permits are issued. It is the City's intent that the costs representing future development's share of public facilities and capital improvements be imposed to ensure that new development pays the capital costs associated with growth. The Applicant is advised to review the Planned Fee Updates portion of the web page, www.escondido.org, and regularly monitor and/or review fee-related information to plan for the costs associated with undertaking the Project.

2. NOTICE IS FURTHER GIVEN that the 90-day period during which to protest the imposition of any fee, dedication, reservation, or other exaction described in this Resolution begins on the effective date of this Resolution, and any such protest must be in a manner that complies with Government Code section 66020.

PASSED, ADOPTED, AND APPROVED by a majority vote of the Planning Commission of the City of Escondido, California, at a regular meeting held on the 13th day of April, 2021, by the following vote, to wit:

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

STAN WEILER, Chair
Escondido Planning Commission

ATTEST:

MIKE STRONG, Secretary of the
Escondido Planning Commission

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

JOANNE TASHER, Minutes Clerk
Escondido Planning Commission

EXHIBIT "A"

Legal Description

SUB 20-0001, PHG 20-0009, and ENV 20-0001

The land hereinafter referred to is situated in the City of Escondido, County of San Diego, State of CA, and is described as follows:

Lot 7 and 8, Block 88 of Escondido in the City of Escondido, County of San Diego, State of California according to Map thereof No. 336, filed in the Office of the County Recorder of San Diego County, July 10, 1886. Excepting therefrom the Easterly 6 feet of Lot 8.

APN: 233-032-19-00

APN: 233-032-10-00

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ESCONDIDO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOTS 9 AND 10 IN BLOCK 88, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON JULY 10, 1886.

APN(S): 233-032-07-00; 233-032-08-00

PARCEL 2:

LOTS 3, 4 AND 5 OF BLOCK 88 OF ESCONDIDO, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON JULY 10, 1886.

APN(S): 233-032-12-00; 233-032-13-00; 233-032-14-00

PARCEL 3:

LOTS 7 AND 8 IN BLOCK 88, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON JULY 10, 1886.

EXCEPT THE EASTERLY 6 FEET OF LOT 8.

APN(S): 233-032-10-00; 233-032-19-00

PARCEL 4:

LOT 6 IN BLOCK 88, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON JULY 10, 1886.

APN(S): 233-032-11-00

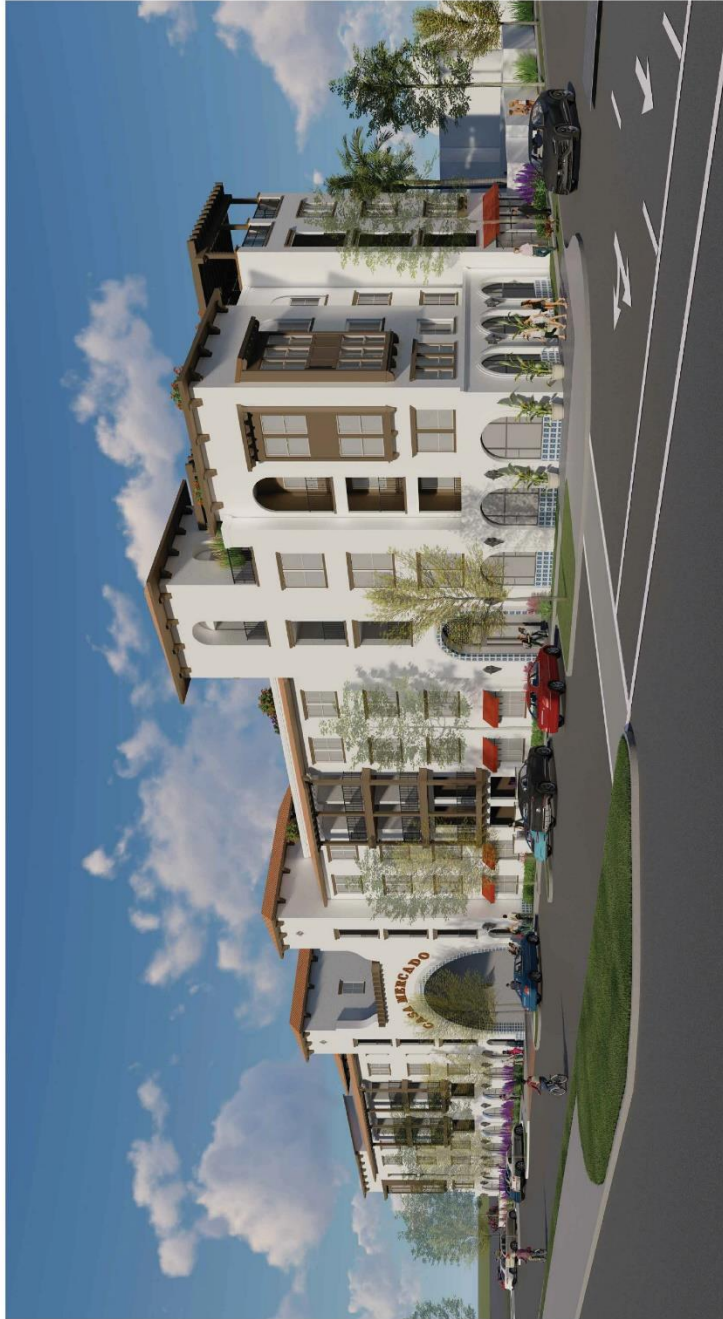
PARCEL 5:

THE SOUTHEASTERLY ONE HALF OF LOTS 1 AND 2 IN BLOCK 88, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 336, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON JULY 10, 1886.

APN(S): 33-032-17-00

EXHIBIT "B"

SUB 20-0001, PHG 20-0009, and ENV 20-0001



LANDSCAPE ARCHITECT
GMP: SORRENTO VALLEY SUITE 200
SAN DIEGO, CA 92121
PHONE: 619.593.4444
WWW: WWW.SORRENTOVA.COM
CONTACT: JOHN PATTERSON

CIVIL ENGINEER
ENGINEERING SOLUTIONS
11000 SAN MARCOS BLVD, SUITE J
CANYON LAKE, CA 92587
PHONE: 951.784.5200
WWW: WWW.ESOLUTIONS.COM
CONTACT: DAVID CURRINGTON

CONSULTING ARCHITECT
SRA ARCHITECTS
10000 VANOVAN BLVD, SUITE 100
VANCOUVER, BC V8V 1T1
PHONE: 604.867.5200
WWW: WWW.SRAARCHITECTS.COM
CONTACT: SOREN RASMUSSEN

RESIDENTIAL ARCHITECT
ARCHITECTS ORANGE
11111 ORANGE BLVD, SUITE 100
ORANGE, CA 92668
PHONE: 714.952.8888
WWW: WWW.AOARCHITECTS.COM
CONTACT: KALLAU, TRAVIS, MANONEY

Project Team
APPLICANT/OWNER
PACIFIC PROPERTIES INC.
11111 ORANGE BLVD, SUITE 100
ORANGE, CA 92668
PHONE: 714.952.8888
WWW: WWW.PACIFICPROPERTIES.COM
CONTACT: PAUL MAYER

PROPOSED PROJECT: SUB 20-0001
TITLE PAGE

**CASA MERCADO APARTMENTS
ESCONDIDO, CA**

PROJECT DESCRIPTION

A FOUR STORY, 120 UNIT APARTMENT PROJECT,
CONSISTING OF 4-STORY TYPE V-A ON GRADE,
WITH FULL 13 AUTOMATIC SPRINKLER SYSTEM

GROSS LAND AREA: 2.33 ACRES
TOTAL UNITS: 120 UNITS
DENSITY: 51.5 DU/AC

EXISTING/PROPOSED USES

EXISTING USES:	COMMERCIAL/ LIGHT INDUSTRIAL
PROPOSED USES:	RESIDENTIAL (120 UNITS)

CODE SUMMARY

CODE	ADOPTED EDITION
BUILDING CODE	2016 CALIFORNIA BUILDING CODE
FIRE CODE	2016 CALIFORNIA FIRE CODE
ENERGY CODE	2016 BUILDING EFFICIENT STANDARDS FOR RESIDENTIAL AND NON-RESIDENTIAL BUILDINGS
MECHANICAL CODE	2016 CALIFORNIA MECHANICAL CODE
PLUMBING CODE	2016 CALIFORNIA PLUMBING CODE
ELECTRICAL CODE	2016 CALIFORNIA CODE
POOL CODE	2017 CALIFORNIA SWIMMING POOL CODE
GREEN CODE	2016 CALIFORNIA GREEN BUILDING STANDARDS

PARKING SUMMARY

Type	Units	Factor	Parking
Residential Units			
1 BR	20	1.00	20
2 BR	89	1.50	104
3 BR	11	1.75	19
	0	0.00	0
	0	0.00	0
	150		149
Guest			
(Included with the required residential (parking requirement)			
120 per unit		Factor	Parking
150 per unit		unit	0
150 per unit		% of total required	0
0 per unit		unit	0
0 per unit		% of total required	0
			0
			0
			0
			0
			0
			0
Total Required Residential Units			150

REQUIRED ACCESSIBLE STALLS

Residential & Auxiliary use	Stalls	Factor	Standard	Minimum	Total
Residential	27	2% (CS 11064.4)	1	1	2
Guest		5% (CS 11064.5)			

REQUIRED ELECTRIC VEHICLE STALLS

Residential & Auxiliary use	Factor	Additional	Total
Residential	0%	0%	0
Guest	0%	0%	0
100% (CS 11064.2)			
100% (CS 11064.2)			
100% (CS 11064.2)			
100% (CS 11064.2)			
100% (CS 11064.2)			
100% (CS 11064.2)			
Total			0

* INCLUDED IN TOTAL PARKING PROVIDED

RESIDENTIAL BUILDING SUMMARY

UNITS	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	%	TOTAL	BLDG A	BLDG B
S1	5	5	5	5	16.7%	20	0	20
STUDIOS	5	5	5	5	14.7%	20	0	20
A1	7	8	8	8	26.6%	31	3	28
A2	3	3	3	3	10.0%	12	8	4
AZ-A1T	0	6	6	6	15.0%	18	3	15
AZ-A2	12	19	19	19	57.8%	69	14	55
B1	1	4	4	4	16.6%	13	3	10
B2	0	3	3	3	7.5%	9	0	9
BZ-A1T	0	3	3	3	7.5%	9	3	6
Z-S1S	0	10	10	10	26.6%	30	3	27
TOTAL	18	34	34	34	100%	120	6	114

UNIT SUMMARY

UNIT TYPE	RENTABLE UNIT FLOOR AREA	NUMBER OF UNITS	TOTAL DSI SF	UNIT %	TOTAL UNIT %
S1	525	20	10,500	16.7%	16.7%
A1	634	31	19,244	28.6%	28.6%
A2	744	12	8,928	10.0%	10.0%
AZ-A1T	801	18	14,418	15.0%	15.0%
AZ-A2	104	6	3,052	6.7%	6.7%
B1	1,007	13	8,333	7.5%	7.5%
BZ-A1T	1,119	9	10,071	7.5%	7.5%
TOTAL	216	120	91,824	100%	100%

TOTAL AMENITY SPACE

AMENITY TYPE	SF
OUTDOOR GRASSY	3,400
INDOOR ROOF DECK	3,900
INDOOR	4,500
TOTAL AMENITY SPACE	11,800
TOTAL COMMON RECD	30,000

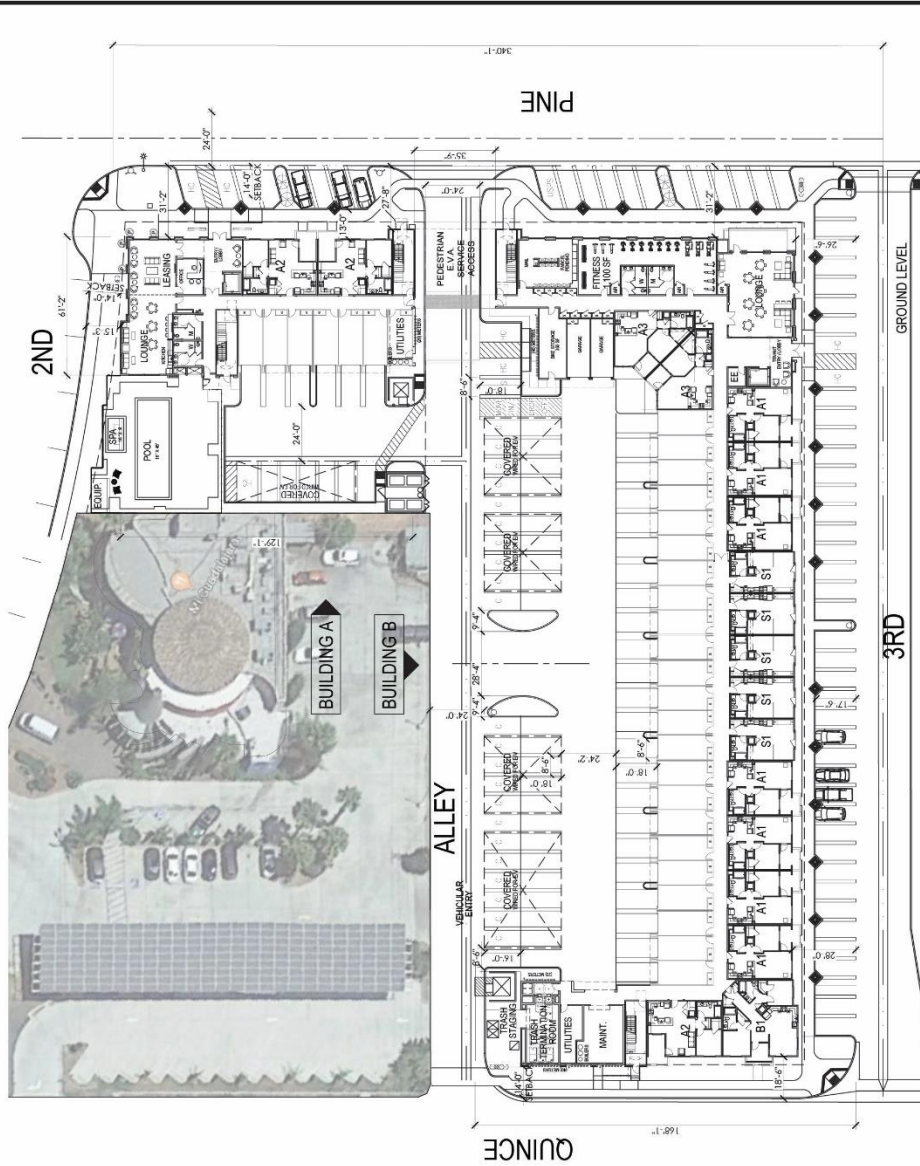
TOTAL STORAGE SPACE

TYPE OF STORAGE	PER UNIT QUANTITY
GARAGES	32
1ST FLOOR	11
2ND FLOOR	20
3RD FLOOR	32
4TH FLOOR	13
B1 UNITS	32
TOTAL STORAGE PROVIDED	128
TOTAL STORAGE REQUIRED	120

PRIVATE OPEN SPACE

UNIT TYPE	DECK AREA	NUMBER OF UNITS	TOTAL DECK AREA
S1	0	20	0
A1	55	31	1,705
A2	70	12	840
AZ-A1T	77	18	1,386
AZ-A2	63	6	378
B1	70	13	910
B2	70	9	630
BZ-A1T	22	9	198
TOTAL	54	120	6,533

**PROPOSED PROJECT: SUB 20-001
PROJECT INFORMATION**

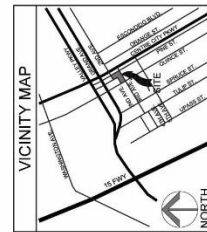


SITE PLAN NOTES

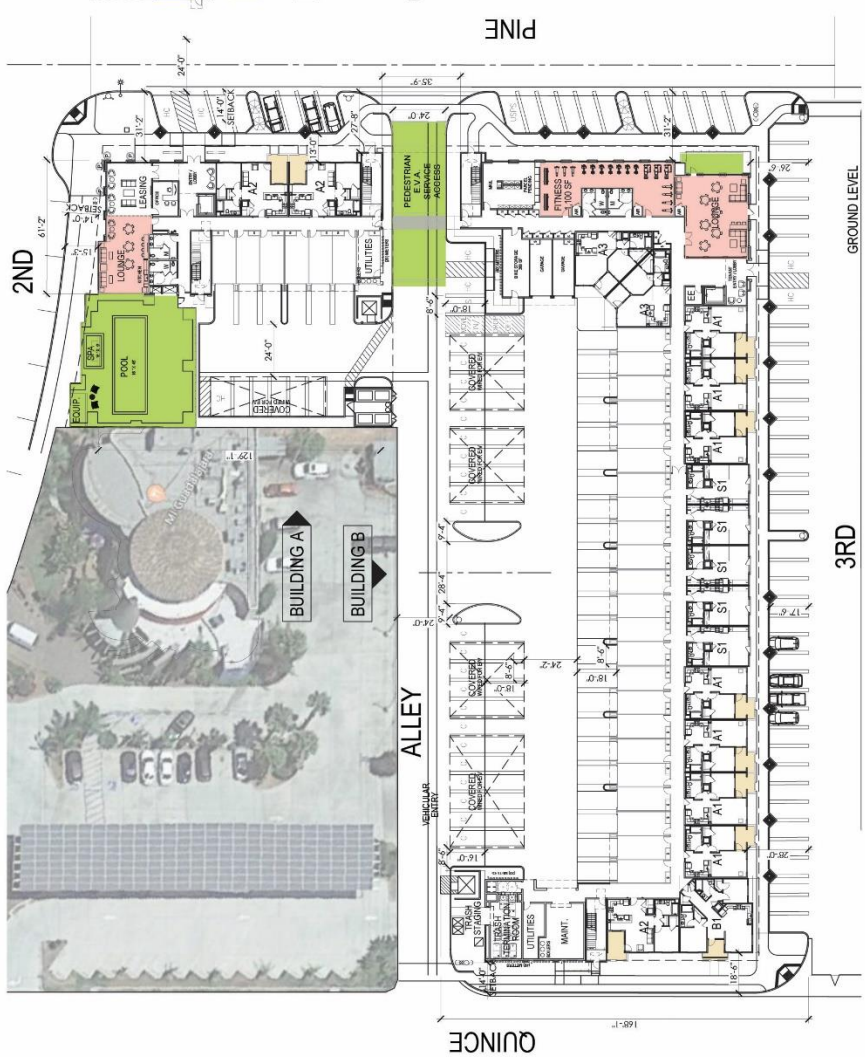
1. THESE ARCHITECTURAL SITE PLAN DIMENSIONS FOR OVERALL SITE PLANNING PURPOSES ARE FOR INFORMATION ONLY. THE DIMENSIONS FOR THE SET OF PLANS SHALL BE THE DIMENSIONS SHOWN ON THE ARCHITECTURAL SET OF PLANS.
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GENERAL NOTES

1. SEE LANDSCAPE NOTES FOR LANDSCAPE DETAILS.
2. SEE CIVIL SHEETS FOR CIVIL DETAILS.



**PROPOSED PROJECT: SUB 20-0001
OVERALL SITE PLAN**



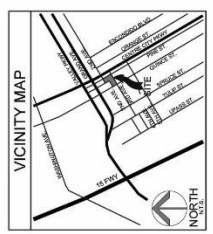
BLDG A ROOF PLAN

TOTAL AMENITY SPACE	
AMENITY FIVE	10
OUTDOOR POOL DECK	1,600
OUTDOOR POOL DECK	1,900
INDOOR POOL DECK	4,500
TOTAL AMENITY SPACE	8,000
TOTAL COMMON FLOOR	10,000

PRIVATE OPEN SPACE			
AREA	TYPE	AREA (SQ. FT.)	AREA (SQ. METERS)
A1	51	1,700	157
A2	79	12	1,100
A3	20	8	750
A4	20	13	1,200
A5	20	13	1,200
A6	20	13	1,200
A7	20	13	1,200
A8	20	13	1,200
A9	20	13	1,200
A10	20	13	1,200
TOTAL	200	100	9,000

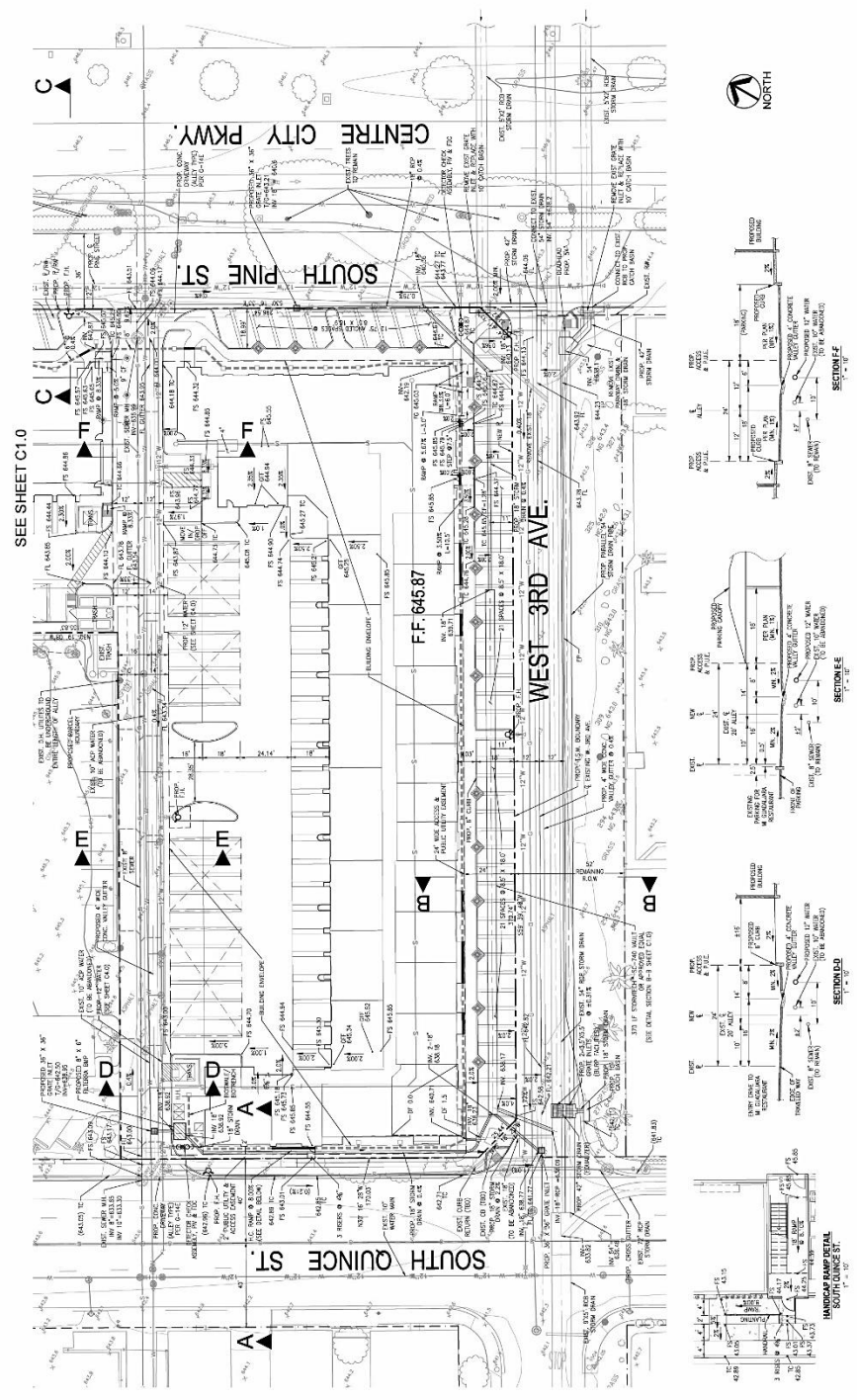
LEGEND

- COMMON OPEN SPACE
- PRIVATE PARK
- RECREATION DECK

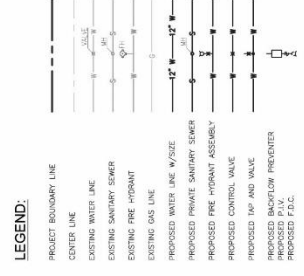


**PROPOSED PROJECT: SUB 20-0001
OVERALL SITE PLAN**

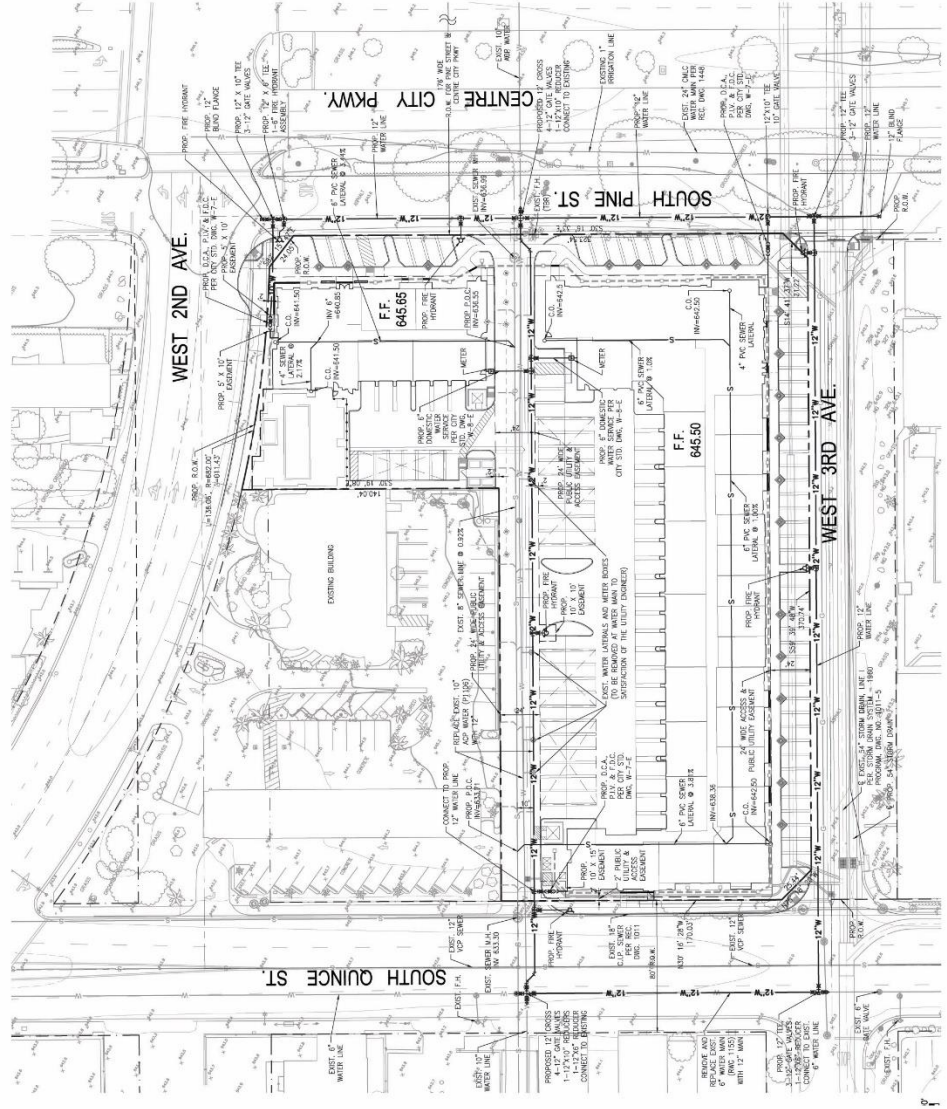
**PROPOSED PROJECT: SUB 20-001
CIVIL SITE PLAN & CONCEPTUAL GRADING & DRAINAGE PLAN**



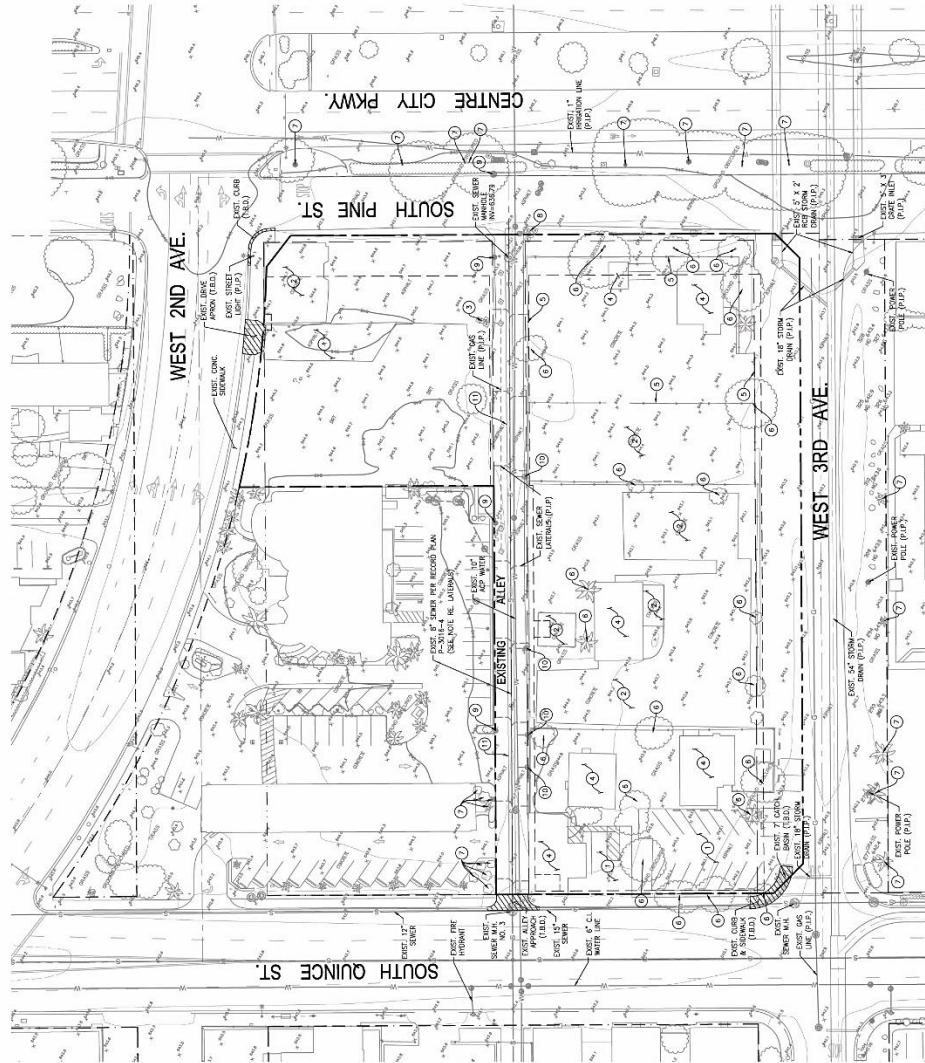
- STANDARD DRAWINGS:**
- C-1-E STANDARD TRENCHES 18" & OVER IN WIDTH
 - C-2-E STANDARD 18"X30" DROPPILL UNDER 18" IN WIDTH
 - S-1-E SEWER MANHOLE 4' & 6" SINKS LATERAL
 - S-2-E 4' & 6" SINKS LATERAL
 - M-3-E 8" FIRE HYDRANT
 - M-4-E GATE VALVE & VALVE CAN
 - M-7-E 3", 4", 6", 8", 10" DETECTOR CHECK ASSEMBLY
 - M-8-E BACKFLOW PREVENTION ASSEMBLY 3" & LARGER



- ABBREVIATIONS:**
- PROOF PROPOSED
 - EXISTING
 - TO
 - TOP OF CURB
 - RCP REINFORCED CONCRETE PIPE
 - TO BE REMOVED
 - TO BE ENLARGED
 - EDS EDGE OF SIDEWALK
 - CSB CATCH BASIN
 - CSB CATCH BASIN COVER
 - FINISH GRADE
 - FINISH FLOOR
 - FINISH FLOOR FINISH
 - RIGHT OF WAY
 - PROPERTY LINE
 - INVERT



**PROPOSED PROJECT: SUB 20-001
CONCEPTUAL WATER & SEWER PLAN**



NOTES:

- 1 EXISTING ASPHALT TO BE DEMOLISHED AND REMOVED TO AN APPROVED ON-SITE RECYCLING PLAN.
- 2 EXISTING CONCRETE TO BE DEMOLISHED AND REMOVED TO AN APPROVED DISPOSAL SITE OR RECYCLED ON-SITE UNDER APPROVED ON-SITE RECYCLING PLAN.
- 3 EXISTING GAS METERS TO BE DISCONNECTED AND DELIVERED TO GAS COMPANY. DEMOLISH EXISTING BOLLARDS, REMOVE EXISTING UNDERGROUND GAS PIPE AND CAP AT MAIN.
- 4 EXISTING STRUCTURE TO BE DEMOLISHED AND REMOVED TO AN APPROVED DISPOSAL SITE.
- 5 EXISTING CHIMNEY TO BE REMOVED AND SALVAGED OR DISPOSED OF.
- 6 EXISTING TREE TO BE REMOVED.
- 7 EXISTING TREE TO BE PROTECTED IN PLACE.
- 8 EXISTING FIRE EXTINGUISHER AND BOLLARDS TO BE RELOCATED.
- 9 EXISTING POWER POLE AND ELECTRICAL LINE TO BE UNDERGROUND.
- 10 EXISTING WATER METER TO BE REMOVED AND RETURNED TO WATER PROVIDER.
- 11 EXISTING CONCRETE CUTTER TO BE DEMOLISHED & DISPOSED OF.

EXISTING SEWER LATERALS ARE SHOWN IN APPROXIMATE LOCATION PER RECORD PLAN P-3018-A. TWO LATERALS SERVE THE NORTH PORTION OF THE SITE. ALL OTHERS ARE TO BE ABANDONED IN PLACE.

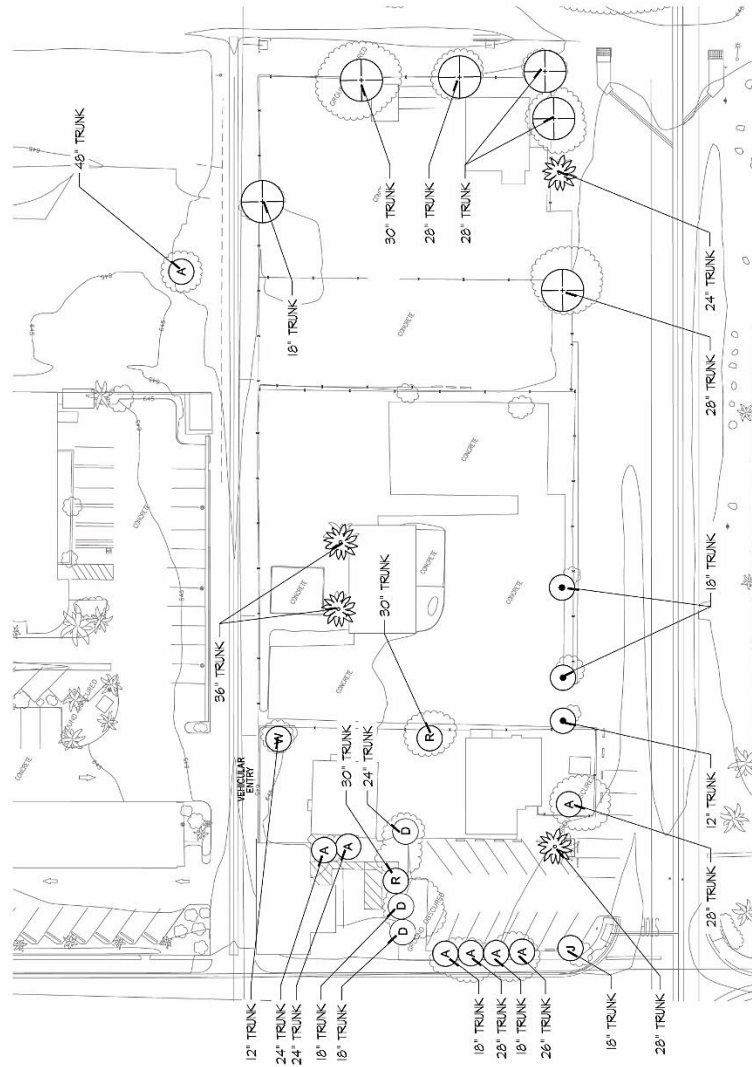
ABBREVIATIONS:

- EXIST. EXISTING
- PROP. PROPOSED
- RELOC. RELOCATED CONCRETE PIPE
- CONC. CONCRETE
- CONC. BOX CONCRETE BOX
- CONC. CAST IN PLACE
- TO BE DEMOLISHED
- TO BE RECYCLED
- TO BE PROTECTED IN PLACE
- TO BE REMOVED
- MAN HOLE
- MAN



**PROPOSED PROJECT: SUB 20-001
EXISTING TOPOGRAPHY & CONCEPTUAL DEMOLITION PLAN**

EXISTING TREE INVENTORY



- ⊕ EUCALYPTUS SP.
- ☼ WASHINGTONIA ROBUSTA
- ⊙ CUPRESSUS SEMPERVIRENS
- Ⓐ AREBUTUS UNEDO
- Ⓑ DRACAENA
- Ⓒ JACARANDA MIMOSIFOLIA
- Ⓓ RHUS LANCEA
- Ⓜ CHILOPSIS LINEARIS

NOTE: EXISTING TREES SHALL BE REMOVED AS THEY FALL WITHIN THE FOOTPRINT OF THE PROPOSED BUILDING AND ARE NOT OF A SALVAGEABLE QUALITY



**PROPOSED PROJECT: SUB 20-0001
EXISTING TREE INVENTORY**



VIEW AT QUINCE STREET LOOKING EAST 2



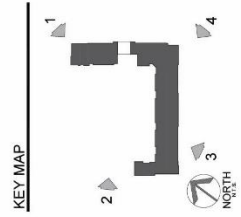
VIEW ON PINE STREET LOOKING WEST 4



VIEW ON 2ND AVE LOOKING SOUTH 1



VIEW AT 3RD AVE LOOKING NORTH 3



**PROPOSED PROJECT: SUB 20-0001
CONCEPTUAL PERSPECTIVES**



VIEW ON 3RD AVE NORTHWEST 8



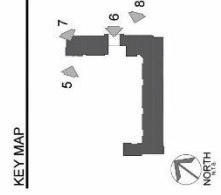
VIEW AT ENTRY TO ALLEY 6



VIEW AT ROOF DECK AMENITY 7

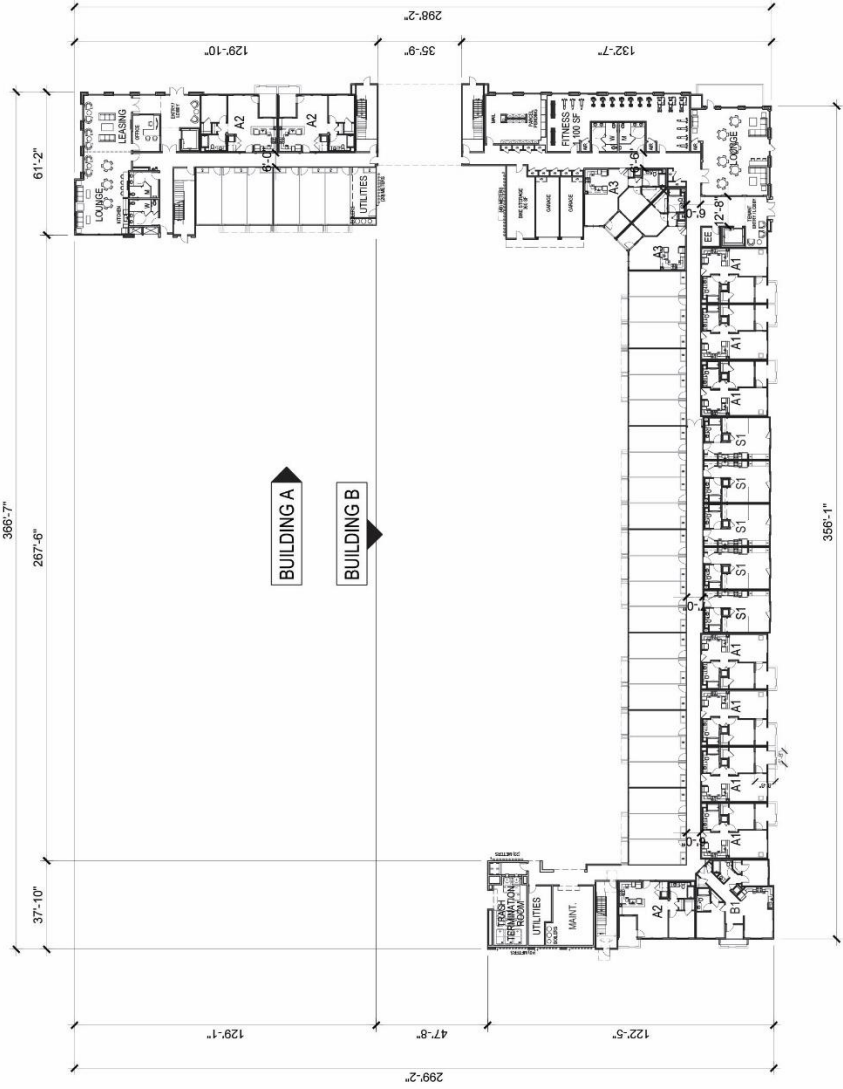


VIEW AT POOL DECK AMENITY 5

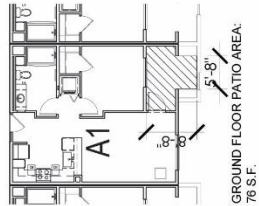


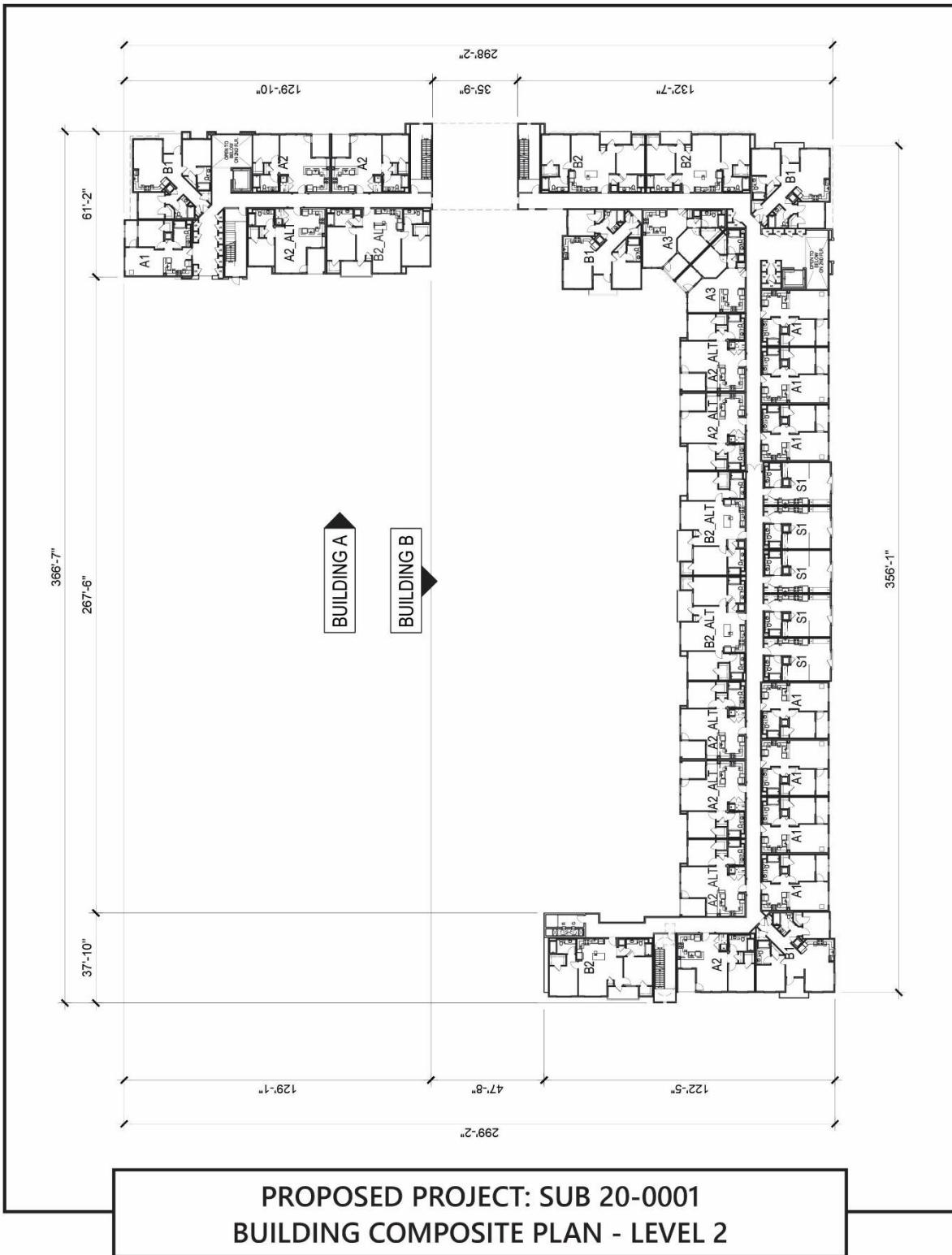
**PROPOSED PROJECT: SUB 20-0001
CONCEPTUAL PERSPECTIVES**

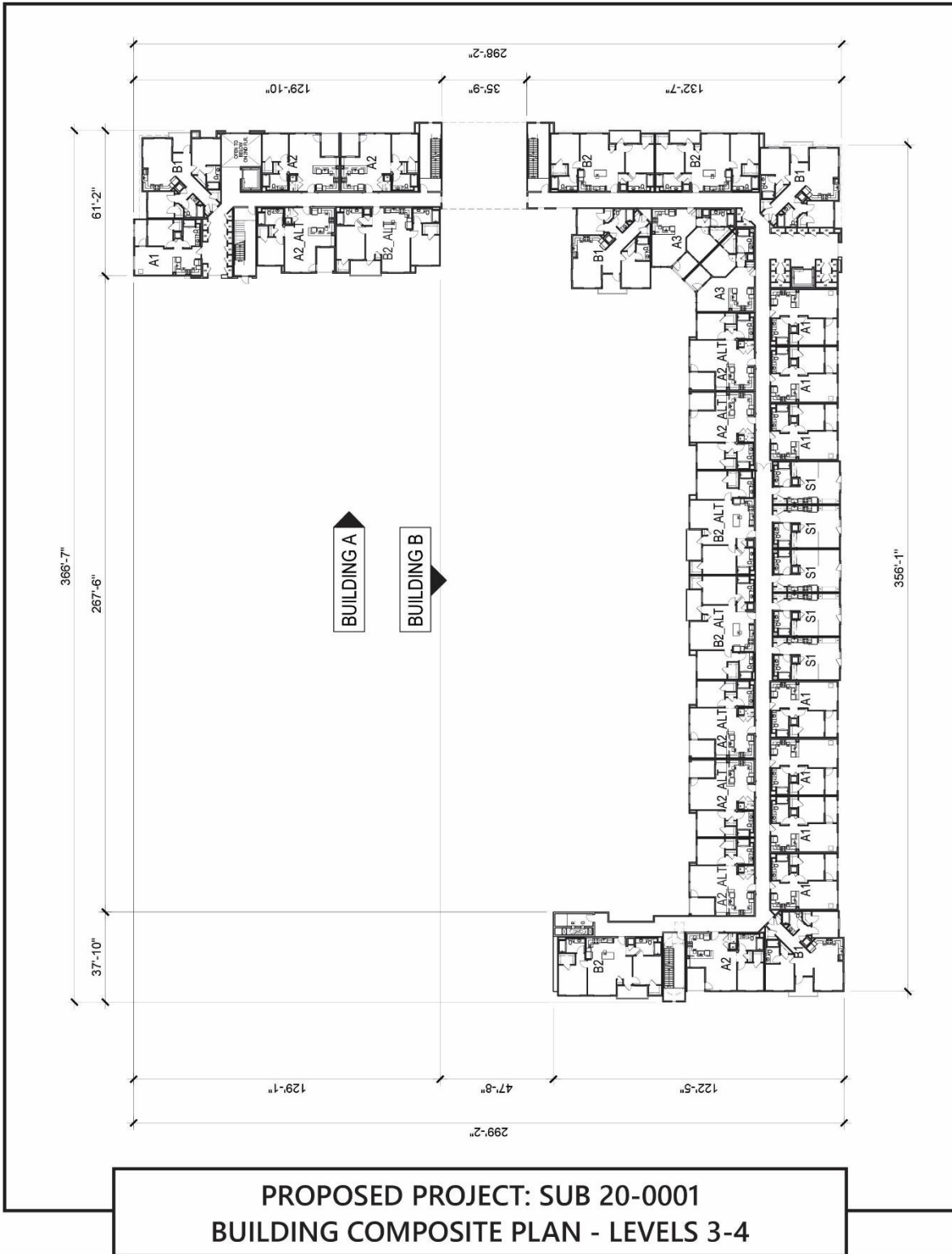
**PROPOSED PROJECT: SUB 20-001
BUILDING COMPOSITE PLAN - LEVEL 1**

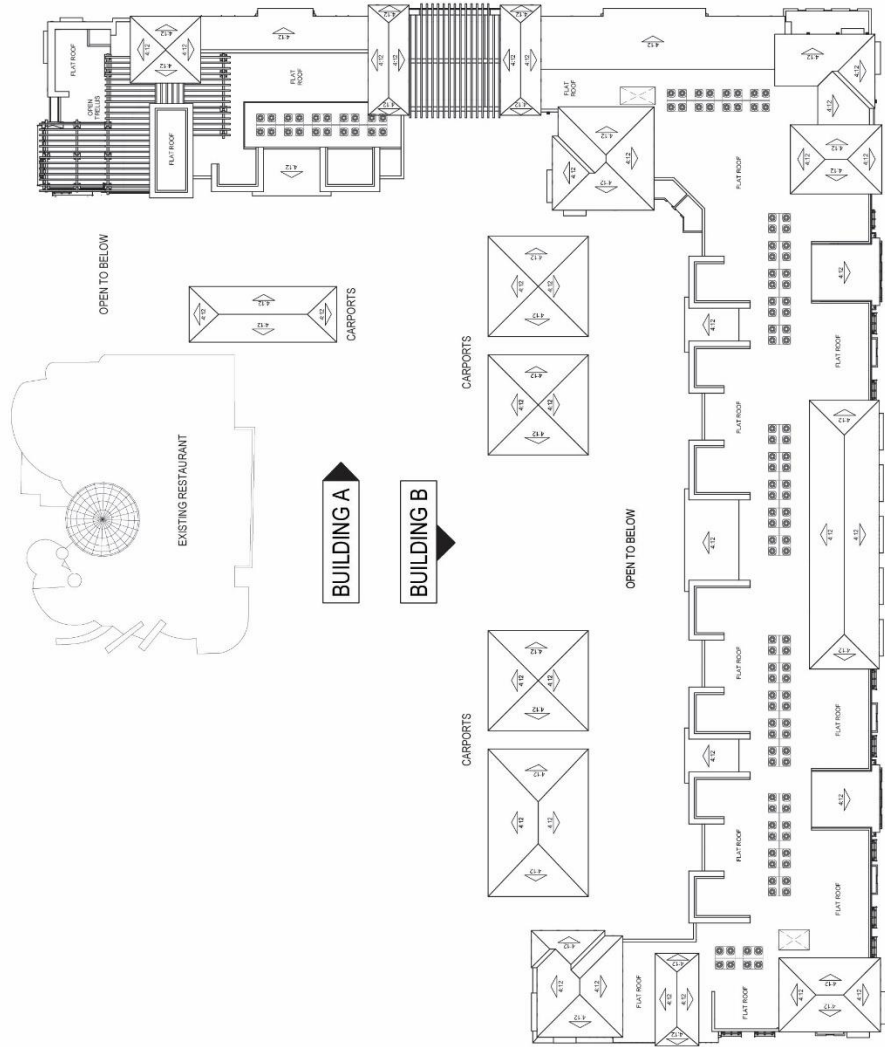
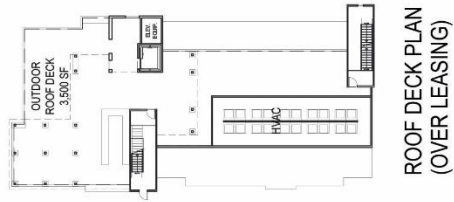


BOILER TANKS PER BLDG
BLDG 'A' IN UTILITIES ROOM
BLDG 'B' IN MAINT. GARAGE









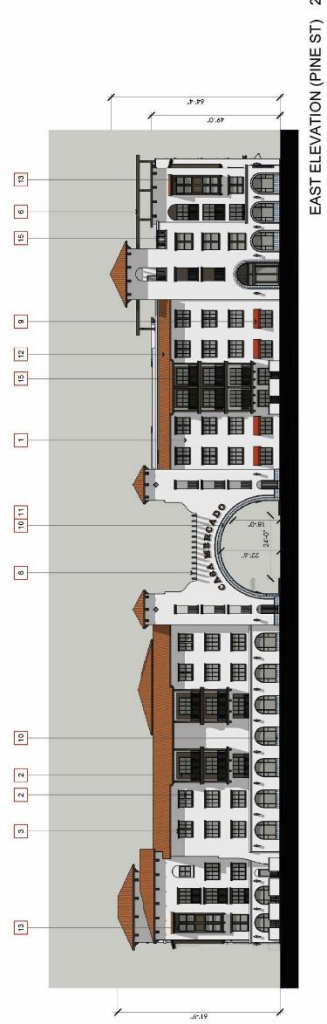
**PROPOSED PROJECT: SUB 20-0001
BUILDING COMPOSITE PLANS - ROOF**

GENERAL NOTES

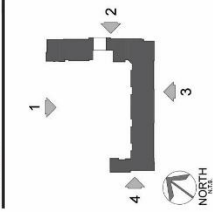
1. ALL MATERIALS AND FINISHES TO BE SHOWN ON THESE ELEVATIONS ARE TO BE USED UNLESS OTHERWISE NOTED.

MATERIAL / COLOR LEGEND

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KEY MAP

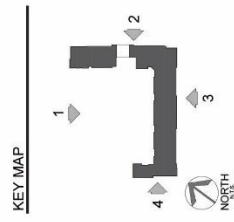
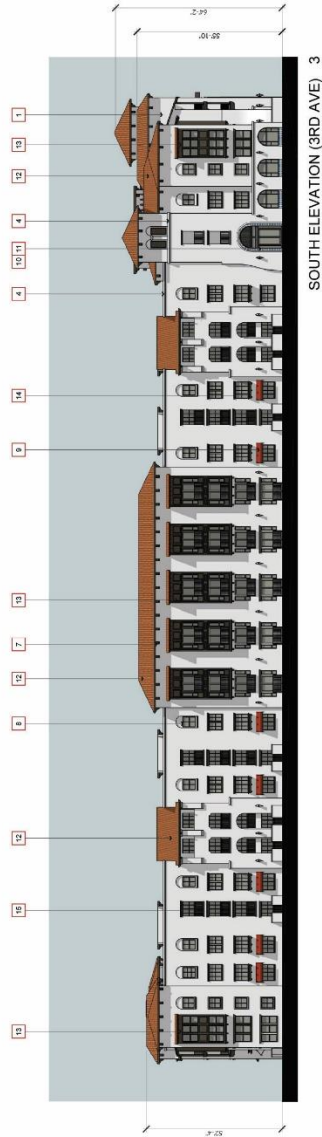


**PROPOSED PROJECT: SUB 20-001
CONCEPTUAL BUILDING ELEVATIONS**

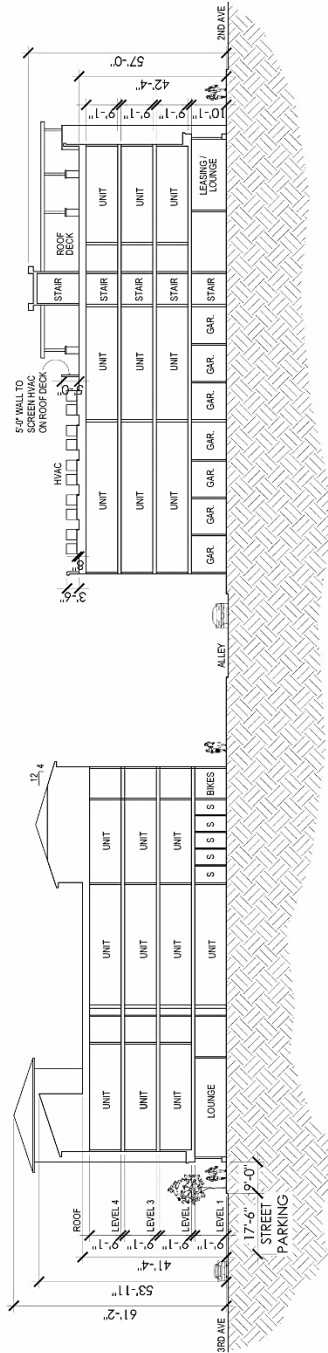
GENERAL NOTES
 REFER TO SHEET 20-001.02 FOR MANUFACTURER INFORMATION

MATERIAL / COLOR LEGEND

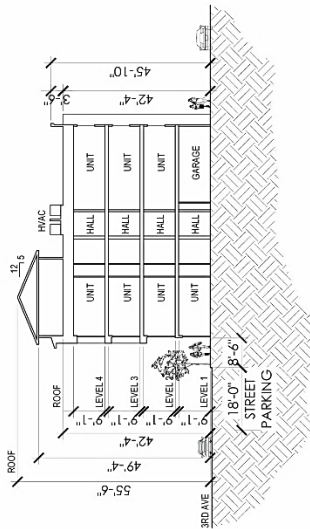
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**PROPOSED PROJECT: SUB 20-001
 CONCEPTUAL BUILDING ELEVATIONS**

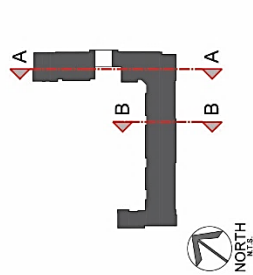


BUILDING SECTION A

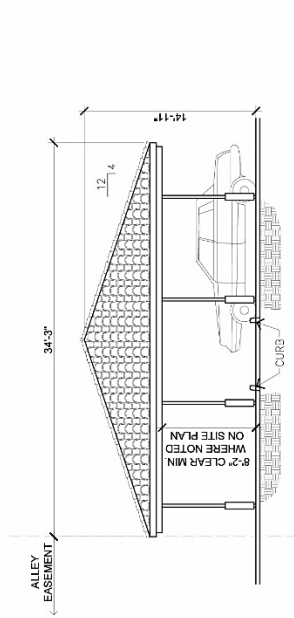


BUILDING SECTION B

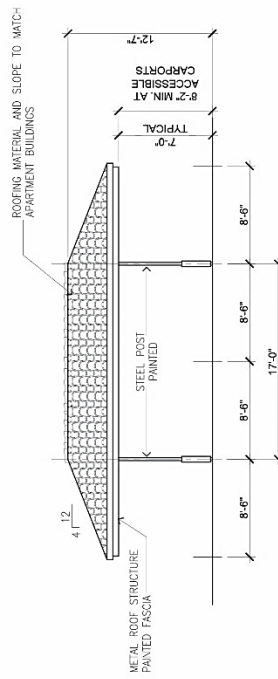
KEY MAP



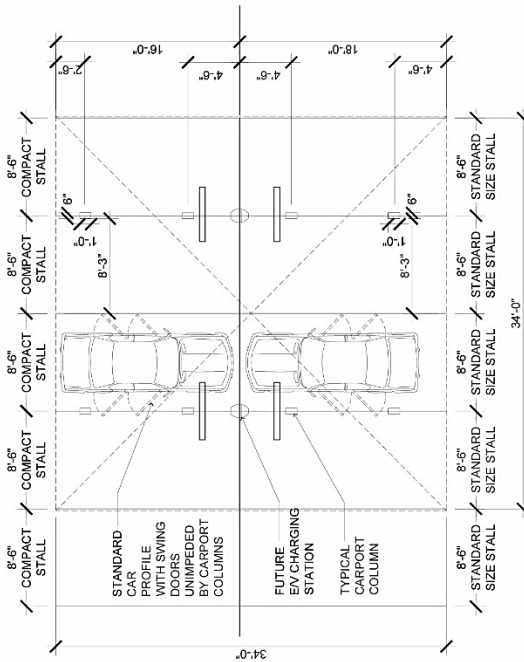
**PROPOSED PROJECT: SUB 20-001
CONCEPTUAL BUILDING SECTIONS**



SIDE ELEVATION

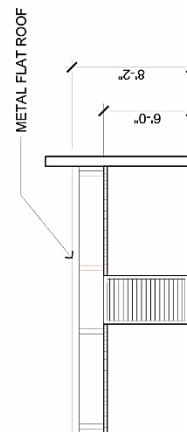
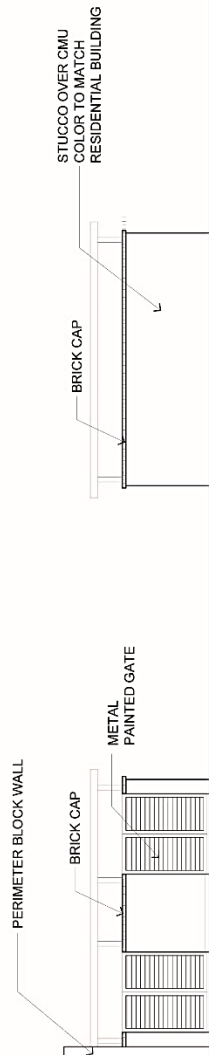
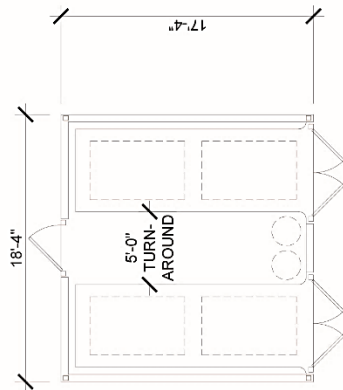


FRONT ELEVATION



PLAN

**PROPOSED PROJECT: SUB 20-0001
PARKING EXHIBIT**



**PROPOSED PROJECT: SUB 20-0001
TRASH ENCLOSURE**

TRASH NARRATIVE

THE TRASH ENCLOSURE LOCATED AT THE EAST END OF THE TRASH CHUTE ROOM IS THE TRASH ENCLOSURE. THIS TRASH ENCLOSURE IS THE ONLY TRASH ENCLOSURE ON THE PROJECT. THE TRASH ENCLOSURE IS THE ONLY TRASH ENCLOSURE ON THE PROJECT. THE TRASH ENCLOSURE IS THE ONLY TRASH ENCLOSURE ON THE PROJECT.

FOR EACH OF THE RESIDENTS BEING TRASHED RECYCLING TO THE TRASH ENCLOSURE, THE TRASH ENCLOSURE IS THE ONLY TRASH ENCLOSURE ON THE PROJECT. THE TRASH ENCLOSURE IS THE ONLY TRASH ENCLOSURE ON THE PROJECT. THE TRASH ENCLOSURE IS THE ONLY TRASH ENCLOSURE ON THE PROJECT.

ON PROJECTS WHERE TRASH HAULERS ARE PROVIDED WITH A TRASH ENCLOSURE, THE TRASH ENCLOSURE IS THE ONLY TRASH ENCLOSURE ON THE PROJECT. THE TRASH ENCLOSURE IS THE ONLY TRASH ENCLOSURE ON THE PROJECT. THE TRASH ENCLOSURE IS THE ONLY TRASH ENCLOSURE ON THE PROJECT.

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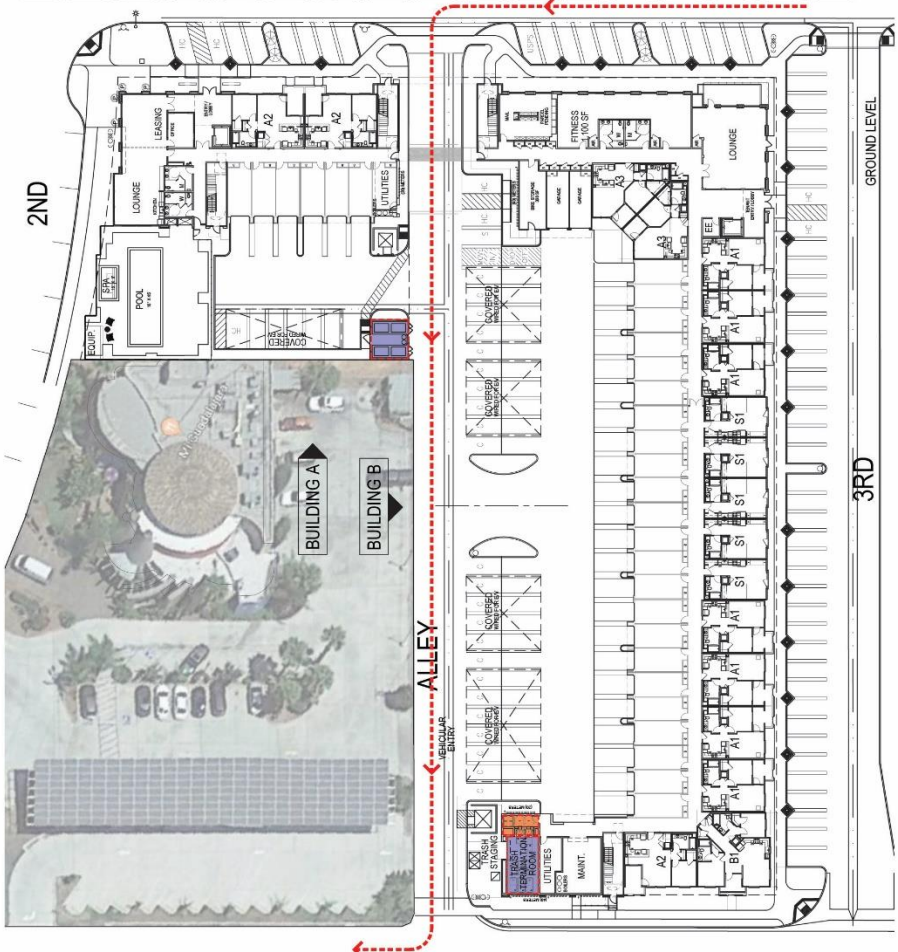
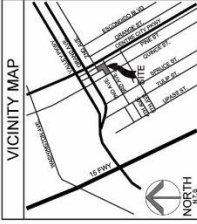
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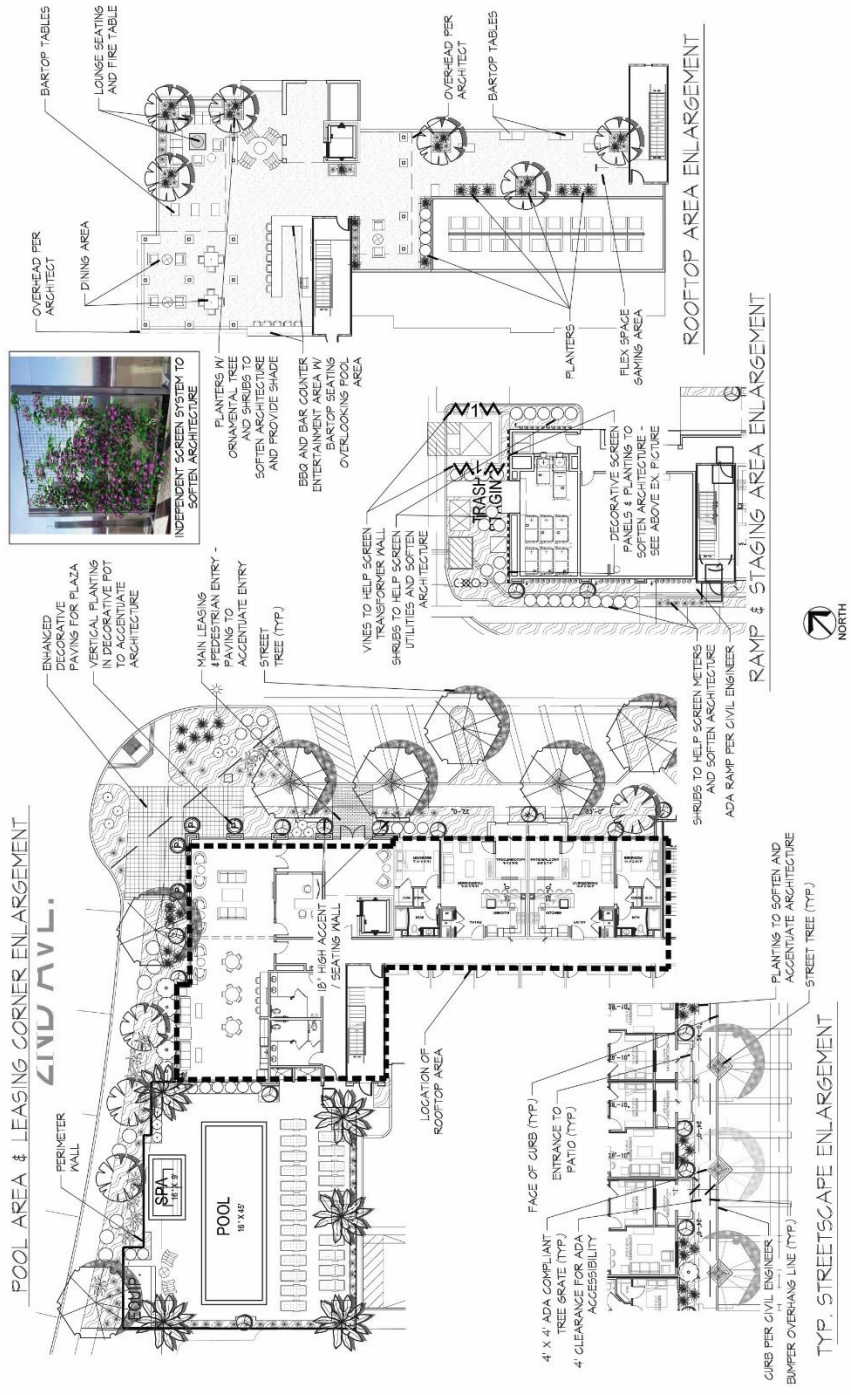
LEGEND

- TRASH HAULER TRUCK ROUTE
- TRASH TERMINATION ROOM/ TRASH ENCLOSURE
- TRASH CHUTE ROOM

TRASH SUMMARY		TOTAL WASTE CALCULATIONS		RECYCLING CALCULATIONS		REMAINING CALCULATIONS	
UNIT	CLUSTER	TOTAL	RECYCLING	TOTAL	RECYCLING	TOTAL	RECYCLING
101	101	101	101	101	101	101	101
102	102	102	102	102	102	102	102
103	103	103	103	103	103	103	103
104	104	104	104	104	104	104	104
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113	113	113	113	113	113	113	113
114	114	114	114	114	114	114	114
115	115	115	115	115	115	115	115
116	116	116	116	116	116	116	116
117	117	117	117	117	117	117	117
118	118	118	118	118	118	118	118
119	119	119	119	119	119	119	119
120	120	120	120	120	120	120	120



**PROPOSED PROJECT: SUB 20-001
WASTE MANAGEMENT PLAN**



**PROPOSED PROJECT: SUB 20-001
LANDSCAPE CONCEPT ENLARGEMENTS**

EXHIBIT “C”

Findings of Fact/Factors to be Considered SUB 20-0001, PHG 20-0009, and ENV 20-0001

Environmental Determination(s)

1. Pursuant to the California Environmental Quality Act (Public Resources Code section 21000 et. seq.) (“CEQA”), and its implementing regulations (14 C.C.R. § 15000 et seq.) (“CEQA Guidelines”), the City of Escondido (“City”) is the Lead Agency for the project (“Project”), as the public agency with the principal responsibility for approving the Project.
2. The Project qualifies for an exemption from further environmental review pursuant to CEQA Guidelines section 15332 (In-Fill Development Projects) because such categorical exemption applies to proposed developments within city limits on sites of no more than five acres substantially surrounded by urban uses, where the site has no habitat value for special status species, can be adequately served by all required utilities and public services, and the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (CEQA Guidelines § 15332(b)-(e)). Technical studies were requested by the Planning Division to substantiate the categorical exemption as applied to the Project. The proposed Project meets the following criteria:
 - a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
 - b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
 - c. The project site has no value as habitat for endangered, rare or threatened species.
 - d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
 - e. The site can be adequately served by all required utilities and public services

The Project also does not trigger any exceptions to the categorical exemption as listed in CEQA Guidelines section 15300.2.

3. The Planning Commission has independently considered the full administrative record before it, which includes but is not limited to the April 13, 2021, Planning Commission Staff Report; testimony by staff and the public; and other materials and evidence submitted or provided to it. The administrative record demonstrates that each of the above requirements have been satisfied. No substantial evidence has been submitted that would support a finding that any of the above-described exemption requirements has not been satisfied. The Project will not

have a significant effect on the environment, and all of the requirements of CEQA have been met.

Tentative Subdivision Map Determination(s)

1. The location, design, and residential density of the proposed 120-unit condominium development are consistent with the goals and policies of the Escondido General Plan because high-density residential and mixed-use development is permitted and encouraged in the Mercado District of the Downtown Specific Plan. The proposed infill residential Project would be in conformance with General Plan Housing Goals and Policies to plan for quality, managed, and sustainable growth, and provide a range of housing opportunities for all income groups and populations with special needs, and which encourage a compact, efficient urban form that promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities.
2. The Project site is physically suitable for the proposed density of development because the property is within a commercial and high-density redevelopment area that was previously used for residential and commercial purposes. Development of the property will assist in the ongoing revitalization of the Mercado District of the Downtown Specific Plan area by establishing a permanent residential base along the transitioning corridor. The Mercado District permits multi-family development with a maximum density up to 100 dwelling units per acre. Based on the Project area within the Southern Entry District (2.33 acres) the underlying zoning would allow up to 233 units with structures up to 4 stories and 60 feet in height. The request to construct 120 units (overall density of 51.5 du/ac) with 4-story structures up to 65 feet in height is consistent with the land use density and development requirements envisioned for this area. The Zoning Code allows certain non-habitable architectural features to exceed height limits, such as towers, parapets and mechanical screens. Furthermore, the proposed Tentative Subdivision Map is consistent with applicable provisions of the General Plan that address growth management and maintaining the fiscal stability of the City because the Applicant is required to minimize ongoing costs to taxpayers through annexation into a CFD or establishment of another funding mechanism.
3. The approval of the proposed Project would be based on sound principles of land use and is well-integrated with its surroundings near residentially and commercially developed properties because adequate parking, access, on-site circulation, utilities, landscaping and open space would be provided (as detailed in the staff report). The residential Project also would not be out of character for the area which contains other multi-story residential developments. The design of the Project would be in conformance with the Mercado District of the Downtown Specific Plan because the Project would provide residential units to accommodate a wide range of housing needs (with ownership opportunities). The Project includes a variety of amenities such as individual balconies for each unit along with various common areas and features. All vehicular traffic generated by the Project will be accommodated safely and without degrading the level of service on the adjoining streets or intersections.

4. The Project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is not located on a skyline or intermediate ridge, and the site does not contain any significant topographical features. The proposed grading design would not result in any manufactured slopes or pad elevations that would create any significant adverse visual or compatibility impacts with adjacent lots.
5. The Project site is physically suitable for this proposed type of residential development and density of development. Approval of the Tentative Subdivision Map would not violate the requirements, goals, policies, or spirit of the General Plan or Downtown Specific Plan. The site is suitable for this residential type of development and density because the General Plan and Mercado District of the Downtown Specific Plan allow for multi-story high-density residential development of up to 100 dwelling units per acre. The request to construct 120 units (overall density of 51.5 du/ac) with 4-story structures up to 65 feet in height is consistent with the land use density and development requirements envisioned for this area. The Zoning Code allows certain non-habitable architectural features to exceed height limits, such as towers, parapets and mechanical screens.
6. The Project would be compatible with the surrounding uses because the subject site is within an urban commercial/residential area developed with a variety of commercial and multi-story residential developments of varying density and design. The site is relatively flat and extensive grading is not proposed. The topography of the site allows for appropriate pedestrian access and the creation of buildable pad areas without the need to export or import significant quantities of dirt. The Project would be compatible with the surrounding area because the subject site is located within an urban commercial/residential area developed with a variety of commercial and multi-story residential developments of varying density and design. Adequate access and public utilities can be provided to the site. All vehicular traffic generated by the Project will be accommodated safely and without degrading the level of service on the adjoining streets or intersections. Appropriate noise attenuation would be provided for the new units. The proposed Project also would not result in a significant impact to biological or natural resources.
7. The design of the subdivision and the type of improvements are not likely to cause serious public health problems. The Project's proposed street alignments, grades and widths; drainage and sanitary facilities and utilities, including alignments and grades thereof; location and size of all required easements and rights-of-way; unit configuration; traffic and emergency access; grading; and open space and recreational amenities were all reviewed for compliance with relevant City policies and codes. The Project would not cause substantial environmental damage and would avoid injury to fish or wildlife, or their habitat because the site is located within an urban setting and previously has been developed with a residential/commercial use.
8. The design of the map and the type of improvements will not conflict with easements of record, or easements established through court judgments, or acquired by the population at large, for access through, or use of property within the proposed map because any existing easements

and improvements will either be accommodated within the project design; be quitclaimed prior to recordation of the map; or alternate provisions provided.

9. All permits and approvals applicable to the proposed map pursuant to the Escondido Zoning Code (Chapter 33 Zoning) and the Downtown Specific Plan have been or will be obtained prior to the recordation of the map.
10. The proposed map and associated Master and Precise Development Plan will not conflict with regional or local housing goals because the proposed infill residential Project would be in conformance with General Plan Housing Goals and Policies to expand the stock of all housing; increase homeownership; plan for quality managed and sustainable growth; and encourage a compact, efficient urban form that promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The proposed Project would not diminish the Quality-of-Life Standards of the General Plan as the Project would not materially degrade the level of service on adjacent streets or public facilities, create excessive noise, and adequate on-site parking, circulation and public services could be provided to the site. The Project would comply with all development standards of the applicable zone and observe the density of the General Plan and area plans, as noted in the sections above.
11. In consideration of the above, the proposed Project meets all of the requirements of section 66474 of the California Government Code and the proposed map meets all of the requirements or conditions imposed by the Subdivision Map Act and the Escondido Zoning Code, as detailed in the staff report, the Escondido General Plan and above findings.

Master and Precise Development Plan

1. The location, design, and residential density of the proposed planned development are consistent with the goals and policies of the Escondido General Plan because high-density residential and mixed-use development is permitted and encouraged in Specific Plan Area (SPA 9). The proposed infill residential project would be in conformance with General Plan Housing Goals and Policies to plan for quality managed and sustainable growth and provide a range of housing opportunities for all income groups and populations with special needs, and which encourage a compact, efficient urban form that promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The site is physically suitable for the proposed density of development because the property is within a high-density redevelopment area and the project will assist in the ongoing revitalization of the Mercado District and Downtown retail core by establishing a permanent residential base in the downtown area. The subject site is located within the Mercado District of the Downtown Specific Plan, which allows multi-family mixed-use development up to 100 du/ac. Based on the property size of 2.33 acres, the Mercado District would allow up to 233 units and a four-story structure up to 60 feet in height. The request to construct 120 units and a 4-story structure up to 65 feet in height is consistent with the land use density and development requirements envisioned for this area. The Zoning Code allows certain non-habitable architectural features to exceed height limits, such as

towers, parapets and mechanical screens. The project density of 51.5 du/ac is consistent with the allowable density for the project site.

The proposed Planned Development, consisting of a Master and Precise Development Plan, includes a request for a parking reduction from 208 spaces to 179 spaces (30 spaces or 14%), a 49 percent reduction in the overall open space requirement, and the allowance of ground-floor residential uses throughout the project site. The Planned Development also includes a request to allow up to 70 square feet in wall signage; minor setback encroachment for screen wall along 2nd Avenue, and reduction in covered parking spaces from 120 (one per unit) to 73 covered spaces. The Downtown Specific Plan allows for modifications to development standards through the Planned Development process. The proposed modifications to the development standards would be appropriate for this project, as discussed in the Planning Commission staff report dated April 13, 2021.

2. The proposed location of the development allows the planned development to be well integrated with its surroundings by providing a high-density mixed-use residential housing project in close proximity to transit, and near retail and other commercially developed properties. Adequate parking, circulation, utilities and access would be provided for the development (as detailed in the staff report). The project also would not be out of character for the area because the Mercado District of the Downtown Specific Plan envisions an upscale urban area with a mix of high-density residential and commercial development, and the proximity to the Escondido Transit Center makes the density appropriate. The overall mass and scale of the buildings is appropriate for the proposed location due to the street-oriented appeal and urban design characteristics, along with the quality of the architectural design and use of a variety of building materials and colors.
3. All vehicular traffic generated by the proposed development would be accommodated safely and without causing undue congestion upon adjoining streets, as determined by the Engineering Division and detailed in the preliminary Traffic Assessment that was prepared for the project by Linscott, Law and Greenspan.
4. The overall design of the proposed residential mixed-use development would produce an attractive, efficient and stable environment for living, because adequate residential amenities, parking, and landscaping would be provided, and the design of the development is consistent with a high quality, urban infill project that will provide housing opportunities within walking distance of downtown commercial and retail services consistent with the City's vision for the downtown area. The project includes sufficient on-site open space amenities appropriate for this high-density urban development, including a podium and roof-deck common open areas with view decks and outdoor seating areas, and private balconies for each unit.
5. The proposed development would be well integrated into its surroundings, because the new structures would incorporate compatible and integrated architecture, materials and colors, and the project would not be visually obstructive or disharmonious with surrounding areas, or harm major views from adjacent properties. The proposed grading design would not result in any manufactured slopes or pads that would create any significant adverse visual or compatibility

impacts with adjacent lots, nor block any significant views. Extensive grading is not required to support the project, and the project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is not located on a skyline or intermediate ridge, and the site does not contain any significant topographical features.

6. Utilizing the Planned Development process allows flexibility from the Downtown Specific Plan requirements in order to achieve a high-density residential project in the urban core. The project would provide residential opportunities integrated into a comprehensive and self-contained development, which creates an environment of sustained desirability and stability through the controls offered and regulated through the Planned Development process.
7. The project would provide an environment of sustained desirability and stability because city services and adequate access would be provided; adequate parking would be provided; the proposed architecture would be integrated into its surroundings; and the project could serve as a catalyst for further revitalization efforts in the area.
8. The improvements are not likely to cause substantial environmental concerns because the property was previously developed as with residential and commercial uses. The site does not contain any sensitive or protected habitat or other environmental concerns as determined during the environmental review. The design of the project and the type of improvements are not likely to cause serious public health problems because the project will not degrade the levels of service on the adjoining streets or drainage system as the project incorporates street and drainage improvements are part of the project and city sewer and water is available to the site.

No Net Loss

1. No Net Loss Law (Government Code section 65863) applies when a site is included in the jurisdiction's Housing Element's inventory of sites and is either rezoned to a lower residential density or is approved at a lower residential density or affordability level than shown in the Housing Element. The City does not need to determine if this Project or a decision related to this Project would be subject to No Net Loss Law and its remedies. The Project site is not identified in the vacant/underutilized sites land inventory of the City's Fifth Cycle (current) Housing Element (i.e. Figure XI-1 and matrix Figure XI-2 of Chapter XI of the General Plan).

Specific Plan Amendment:

1. The public health, safety and welfare would not be adversely affected by the proposed amendment to the Downtown Specific Plan because the amendment would refine development standards in a manner that would allow a development that would assist in ongoing efforts to promote an economically vibrant downtown with high-density residential uses in close proximity to the Escondido Transit Center.

The proposed action to amend the Downtown Specific Plan to change the location for mandatory ground-floor residential land uses seek to remove governmental constraints aimed at improving, maintaining, and developing housing opportunities in the Escondido community. The Amendment is necessary to ensure future projects are feasible and not unduly constrained by housing development, while facilitating the reasonable application of land use regulation to ensure desired community character is preserved.

2. The proposed amendment to the Downtown Specific Plan would not be detrimental to surrounding properties because it would assist in implementation of the vision and goals identified in the Specific Plan. The proposed changes would have no effect on the residential density allowed in the area and would not allow any new commercial uses that are not already permitted in the Specific Plan. Additionally, the amendment would allow a development that would increase the residential population in an area where public transportation is readily available and would support the economic viability of existing and future businesses in the project vicinity.
3. The proposed amendment to the Downtown Specific Plan would be consistent with the General Plan because it would not increase residential densities allowed by the General Plan, would not detrimentally impact levels of service on area roadways, would not unduly burden public services in the area, and would be consistent with the transit-oriented development opportunities envisioned for the project area. It would also retain the General Plan vision which states the Downtown Specific Plan shall provide a range of retail, office, financial, cultural and residential opportunities. The specific plan goal to create an efficiently organized, aesthetically pleasing and vibrant downtown is further enabled and enhanced as a result of the proposed amendment.

EXHIBIT “D”

PLANNING CASE NOS. SUB 20-0001 and PHG 20-0009

CONDITIONS OF APPROVAL

This Project is conditionally approved as set forth on the application received by the City of Escondido on **January 21, 2020**, and the Project drawings consisting of Site Plans, Floor Plans, Sections, Architectural Elevations, Civil Sheets/Grading, Concept Landscape Plans and Colored Elevations; all designated as recommended for approval on **April 13, 2021**, and shall not be altered without express authorization by the Community Development Department.

For the purpose of these conditions, the term “Applicant” shall also include the Project proponent, owner, permittee, or its successor(s) in interest, as may be applicable.

A. General:

1. **Acceptance of Permit.** Should the Applicant fail to file a timely and valid appeal of this Permit within the applicable appeal period, such inaction by the Applicant shall be deemed to constitute all of the following on behalf of the Applicant:
 - a. Acceptance of the Permit by the Applicant; and
 - b. Agreement by the Applicant to be bound by, to comply with, and to do all things required of or by the Applicant pursuant to all of the terms, provisions, and conditions of this Project Permit or other approval and the provisions of the Escondido Municipal Code or Zoning Code applicable to such Permit.
2. **Permit Expiration.** If the Permit was filed as or concurrent with a Tentative Map, the Permit shall expire thirty-six (36) months from the effective date of approval, unless additional time is granted pursuant to the Map Act or to the Escondido Municipal Code. If not filed as concurrent with a Tentative Map application, the Permit shall automatically expire after one (1) year from the date of this approval, or the expiration date of any extension granted in accordance with the Escondido Municipal Code and Zoning Code.

The Permit shall be deemed expired if a building permit has not been obtained or work has been discontinued in the reliance of that building permit. If no building permits are required, the City may require a noticed hearing to be scheduled before the authorized agency to determine if there has been demonstrated a good faith intent to proceed, pursuant to and in accordance with the provision of this Permit.

3. **Certification.** The Director of Community Development, or his/her designee, is authorized and directed to make, or require the Applicant to make, all corrections and modifications to the Project drawings and any other relevant document comprising the

Project in its entirety, as necessary to make them internally consistent and in conformity with the final action on the Project. This includes amending the Project drawings as necessary to incorporate revisions made by the decision-making body and/or reflecting any modifications identified in these conditions of approval. Three copies of final Approved Plan set, shall be submitted to the Planning Division for certification. Said plans must be certified by the Planning Division prior to submittal of any post-entitlement permit, including grading, public improvement, landscape, or building plans for the Project.

4. Conformance to Approved Plans.

- a. The operation and/or use of the subject property shall be consistent with the Project Description and Details of Request, designated with the Approved Plan set.
- b. Nothing in this Permit shall authorize the Applicant to intensify the authorized activity beyond that which is specifically described in this Permit.
- c. Once a permit has been issued, the Applicant may request Permit modifications. "Minor" modifications may be granted if found by the Director of Community Development to be in substantial conformity with the Approved Plan set, including all exhibits and Permit conditions attached hereto. This includes modifications to the Grading Exemptions for the slope and wall up to an additional one foot in height. Modifications beyond the scope described in the Approved Plan set may require submittal of an amendment to the Permit and approval by the authorized agency.

5. Limitations on Use. Prior to any use of the Project site pursuant to this Permit, all Conditions of Approval contained herein shall be completed or secured to the satisfaction of the Community Development Department.

6. Certificate of Occupancy.

- a. No change in the character of occupancy or change to a different group of occupancies as described by the Building Code shall be made without first obtaining a Certificate of Occupancy from the Building Official, as required, and any such change in occupancy must comply with all other applicable local and state laws.
- b. Prior to final occupancy, a Planning Final Inspection shall be completed to ensure that the property is in full compliance with the Permit terms and conditions. The findings of the inspection shall be documented on a form and content satisfactory to the Director of Community Development.

7. Availability of Permit Conditions.

- a. Prior to Final Map recordation, the Applicant shall cause a covenant regarding real property to be recorded that sets forth the terms and conditions of this Permit approval and shall be of a form and content satisfactory to the Director of Community Development.
- b. The Applicant shall make a copy of the terms conditions of this Permit readily available to any member of the public or City staff upon request. Said terms and conditions shall be printed on any construction plans that are submitted to the Building Division for plan check processing.

8. Right to Entry. The holder of this Permit shall make the premises available for inspection by City staff during construction or operating hours and allow the investigations of property necessary to ensure that minimum codes, regulations, local ordinances and safety requirements are properly followed. The Applicant shall provide such business records, licenses, and other materials necessary upon request to provide evidence of compliance with the conditions of approval, as well as federal, state, or laws.

9. Compliance with Federal, State, and Local Laws. Nothing in this Permit shall relieve the Applicant from complying with conditions, performance standards, and regulations generally imposed upon activities similar in nature to the activity authorized by this permit. (Permits from other agencies may be required as specified in the Permit's Details of Request.) This Permit does not relieve the Applicant of the obligation to comply with all applicable statutes, regulations, and procedures in effect at the time that any engineering permits or building permits are issued unless specifically waived herein.

No part of this Permit's approval shall be construed to permit a violation of any part of the Escondido Municipal or Zoning Code. During Project construction and after Project completion, the Applicant shall ensure the subject land use activities covered by this Permit is conducted in full compliance with all local and state laws.

10. Fees. The appropriate development fees and Citywide Facility fees shall be paid in accordance with the prevailing fee schedule in effect at the time of building permit issuance, to the satisfaction of the Director of Community Development. Through plan check processing, the Applicant shall pay development fees at the established rate. Such fees may include, but not be limited to: Permit and Plan Checking Fees, Water and Sewer Service Fees, School Fees, Traffic Mitigation Fees, Flood Control Mitigation Fees, Park Mitigation Fees, Fire Mitigation/Cost Recovery Fees, and other fees listed in the Fee Schedule, which may be amended. Arrangements to pay these fees shall be made prior to building permit issuance to the satisfaction of the Community Development Department.

11. Community Facility District or Funding Mechanism. The Applicant shall fund all on-going operational costs of providing municipal services required for the Project. Such funding shall occur through either an agreement to form or annex into a Community Facilities District (“CFD”) or the establishment of another lawful funding mechanism reasonably acceptable to the City (“Public Services Funding Agreement”). The provisions of the Public Services Funding Agreement shall specify any terms and limitations necessary to implement the CFD or other funding mechanism to offset the impacts to public services associated with the Project. The City Manager, or City Manager’s designee, shall be authorized to approve and execute the Public Services Funding Agreement, and the Public Services Funding Agreement shall be finalized prior to the City’s issuance of any permit for the Project.

12. Public Art Partnership Program. All requirements of the Public Art Partnership Program, Ordinance No. 86-70 shall be satisfied prior to any building permit issuance. The ordinance requires that a public art fee be added at the time of the building permit issuance for the purpose of participating in the City Public Art Program.

13. Clerk Recording.

a. Exemption. The City of Escondido hereby notifies the Applicant that the County Clerk’s Office requires a documentary handling fee of \$50.00 in order to file a Notice of Exemption. In order to file the Notice of Exemption with the County Clerk, in conformance with California Environmental Quality Act (CEQA) Section 15062, the Applicant should remit to the City of Escondido Planning Division, within two working days of the final approval of the Project (the final approval being the date of this letter) a certified check payable to the “County Clerk” in the amount of \$50.00. The filing of a Notice of Exemption and the posting with the County Clerk starts a 35-day statute of limitations period on legal challenges to the agency’s decision that the Project is exempt from CEQA. Failure to submit the required fee within the specified time noted above will result in the Notice of Exemption not being filed with the County Clerk, and a 180-day statute of limitations will apply.

b. For more information on filing fees, please refer to the County Clerk’s Office and/or the California Code of Regulations, Title 14, Section 753.5.

14. Legal Description Adequacy. The legal description attached to the application has been provided by the Applicant and neither the City of Escondido nor any of its employees assume responsibility for the accuracy of said legal description.

15. Application Accuracy. The information contained in the application and all attached materials are assumed to be correct, true, and complete. The City of Escondido is relying on the accuracy of this information and Project-related representations in order to process this application. Any permits issued by the City may be rescinded if it is determined that

the information and materials submitted are not true and correct. The Applicant may be liable for any costs associated with rescission of such permits.

16. Enforcement. If any of the terms, covenants or conditions contained herein shall fail to occur or if they are, by their terms, to be implemented and maintained over time, the City of Escondido shall have the right to deny or withhold subsequent permit approvals or permit inspections that are derived from the application entitlements herein granted; issue stop work orders; pursue abatement orders, penalties, or other administrative remedies as set forth in state and local laws; or institute and prosecute litigation to compel compliance with said conditions or seek damages for their violation. The applicant/developer shall be notified in advance prior to any of the above actions being taken by the City and shall be given the opportunity to remedy any deficiencies identified by the City.

17. Indemnification, Hold Harmless, Duty to Defend.

a. The Applicant shall indemnify, hold harmless, and defend (with counsel reasonably acceptable to the City) the City, its Councilmembers, Planning Commissioners, boards, commissions, departments, officials, officers, agents, employees, and volunteers (collectively, "Indemnified Parties") from and against any and all claims, demands, actions, causes of action, proceedings (including but not limited to legal and administrative proceedings of any kind), suits, fines, penalties, judgments, orders, levies, costs, expenses, liabilities, losses, damages, or injuries, at law or in equity, including without limitation the payment of all consequential damages and attorney's fees and other related litigation costs and expenses (collectively, "Claims"), of every nature caused by, arising out of, or in connection with (i) any business, work, conduct, act, omission, or negligence of the Applicant or the owner of the Property (including the Applicant's or the owner of the Property's contractors, subcontractors, licensees, sublessees, invitees, agents, consultants, employees, or volunteers), or such activity of any other person that is permitted by the Applicant or owner of the Property, occurring in, on, about, or adjacent to the Property; (ii) any use of the Property, or any accident, injury, death, or damage to any person or property occurring in, on, or about the Property; or (iii) any default in the performance of any obligation of the Applicant or the owner of the Property to be performed pursuant to any condition of approval for the Project or agreement related to the Project, or any such claim, action, or proceeding brought thereon. Provided, however, that the Applicant shall have no obligation to indemnify, hold harmless, or defend the City as to any Claims that arise from the sole negligence or willful misconduct of the City. In the event any such Claims are brought against the City, the Applicant, upon receiving notice from the City, shall defend the same at its sole expense by counsel reasonably acceptable to the City and shall indemnify the City for any and all administrative and litigation costs incurred by the City itself, the costs for staff time expended, and reasonable attorney's fees (including the full reimbursement of any such fees incurred by the City's outside counsel, who may be selected by the City at its sole and absolute discretion and who

may defend the City against any Claims in the manner the City deems to be in the best interests of the City).

- b. The Applicant further and separately agrees to and shall indemnify, hold harmless, and defend the City (including all Indemnified Parties) from and against any and all Claims brought by any third party to challenge the Project or its approval by the City, including but not limited to (i) any Claims related to the Project's environmental determinations or environmental review documents, or any other action taken by the City regarding environmental clearance for the Project or any of the Project approvals; and (ii) any Claims related to the Agreement of Purchase and Sale and Joint Escrow Agreements executed by the City and the Applicant, including but not limited to any challenge to the City's determination that the disposition of the Property is exempt from the January 1, 2020 amendments to the Surplus Land Act (California Government Code section 54220 et seq.). Such indemnification shall include the Applicant's payment for any and all administrative and litigation costs and expenses incurred by the City in defending against any such Claims, including payment for all administrative and litigation costs incurred by the City itself, the costs for staff time expended, and reasonable attorney's fees (including the full reimbursement of any such fees incurred by the City's outside counsel, who may be selected by the City at its sole and absolute discretion and who may defend the City against any Claims in the manner the City deems to be in the best interests of the City and the Project).

- c. The City, in its sole discretion and upon providing notice to the Applicant, may require the Applicant to deposit with the City an amount estimated to cover costs, expenses, and fees (including attorney's fees) required to be paid by the Applicant in relation to any Claims referenced herein, which shall be placed into a deposit account from which the City may draw as such costs, expenses, and fees are incurred. Within 14 days after receiving written notice from the City, the Applicant shall replenish the deposit account in the amount the City determines is necessary in the context of the further defense of such Claims. To the extent such deposit is required by the City, the amount of such deposit and related terms and obligations shall be expressed in a written Deposit Account Agreement, subject to the City Attorney's approval as to form. The City, in its sole and reasonable discretion, shall determine the amount of any initial deposits or subsequent deposits of funds, and the Applicant may provide documentation or information for the City to consider in making its determinations. Nothing within this subsection shall be construed as to relieve the Applicant's obligations to indemnify, hold harmless, or defend the City as otherwise stated herein.

B. Construction, Maintenance, and Operation Obligations:

- 1. **Code Requirements.** All construction shall comply with the applicable requirements of the Escondido Municipal Code, Escondido Zoning Code, California Building Code; and the requirements of the Planning Division, Engineering Services Department, Director of Community Development, Building Official, City Engineer, and the Fire Chief in carrying

out the administration of said codes. Approval of this Permit request shall not waive compliance with any City regulations in effect at the time of Building Permit issuance unless specifically waived herein.

As a condition of receiving the land use approvals specified herein, Applicant shall maintain the property subject to the approvals in compliance with all applicable city codes governing the condition or appearance of the property. In addition to compliance with such basic standards, the property subject to these approvals shall also be maintained free of trash, plant debris, weeds, and concrete (other than existing foundations and permanent structures). Any signs placed on the property advertising such property for sale or rent shall be in accordance with applicable laws, and be kept clean, in like-new condition, and free from fading and graffiti at all times. This condition shall be applicable from the date the land use is approved. The failure to comply with this condition shall subject the approvals specified herein to revocation for failure to comply.

- 2. Agency License and Permitting.** In order to make certain on- or off-site improvements associated with the Approved Plan set, the Permit request may require review and clearance from other agencies. Nothing in these Conditions of Approval shall be construed as to waive compliance with other government agency regulations or to obtain permits from other agencies to make certain on- or off-site improvements prior to Final Map recordation, grading permit issuance, building permit issuance, or certificate of occupancy as required. This review may result in conditions determined by the reviewing agency.

At all times during the effective period of this Permit, the Applicant and any affiliated responsible party shall obtain and maintain in valid force and effect, each and every license and permit required by a governmental agency for the construction, maintenance, and operation of the authorized activity.

- 3. Utilities.** All new utilities and utility runs shall be underground, or fee payment in-lieu subject to the satisfaction of the City Engineer.
- 4. Signage.** All proposed signage associated with the Project must comply with Article 66 (Sign Ordinance) of the Escondido Zoning Code. Separate sign permits will be required for Project signage. All non-conforming signs shall be removed. The Applicant shall submit with any sign permit graphic/list of all signs to be removed and retained, along with any new signage proposed.
- 5. Noise.** All Project generated noise shall conform to the City's Noise Ordinance (Ordinance 90-08).
- 6. Lighting.** All exterior lighting shall conform to the requirements of Article 35 (Outdoor Lighting Ordinance) of the Escondido Zoning Code.

- 7. General Property Maintenance.** The property owner or management company shall maintain the property in good visual and functional condition. This shall include, but not be limited to, all exterior elements of the buildings such as paint, roof, paving, signs, lighting and landscaping. The Applicant shall paint and re-paint all building exteriors, accessory equipment, and utility boxes servicing the Project, as necessary to maintain clean, safe, and efficient appearances.
- 8. Anti-Graffiti.** The Applicant shall remove all graffiti from buildings and wall surfaces within 48 hours of defacement, including all areas of the job site for when the Project is under construction.
- 9. Anti-Litter.** The site and surrounding area shall be maintained free of litter, refuse, and debris. Cleaning shall include keeping all publicly used areas free of litter, trash, and garbage.
- 10. Roof, Wall, and Ground Level Equipment.** All mechanical equipment shall be screened and concealed from view in accordance with Section 33-1085 of the Escondido Zoning Code.
- 11. Trash Enclosures.** Appropriate trash enclosure(s) or other approved trash system shall be approved by the Planning and Engineering Division. The property owner or management company shall be responsible for ensuring that enclosures are easily assessable for garbage and recyclables collection; and that the area is managed in a clean, safe, and efficient manner. Trash enclosure covers shall be closed when not in use. Trash enclosures shall be regularly emptied. There shall be the prompt removal of visible signs of overflow of garbage, smells emanating from enclosure, graffiti, pests, and vermin.
- 12. Staging Construction Areas.** All staging areas shall be conducted on the subject property, subject to approval of the Engineering Department. Off-site staging areas, if any, shall be approved through the issuance of an off-site staging area permit/agreement.
- 13. Disturbance Coordinator.** The Applicant shall designate and provide a point-of-contact whose responsibilities shall include overseeing the implementation of Project, compliance with Permit terms and conditions, and responding to neighborhood concerns.
- 14. Construction Waste Reduction, Disposal, and Recycling.** Applicant shall recycle or salvage for reuse a minimum of 65% of the non-hazardous construction and demolition waste for residential projects or portions thereof in accordance with either Section 4.408.2, 4.408.3, or 4.408.4 of the California Green Building Standards Code; and/or for non-residential projects or portions thereof in accordance with either Section 5.408.1.1, 5.408.1.2, or 5.408.1.3 of the California Green Building Standards Code. In order to ensure compliance with the waste diversion goals for all residential and non-residential construction projects, the Applicant must submit appropriate documentation as described in Section 4.408.5 of the California Green Building Standards Code for residential projects

or portions thereof, or Section 5.408.1.4 for non-residential projects or portions thereof, demonstrating compliance with the California Green Building Standards Code sections cited above.

15. Construction Equipment Emissions. Applicant shall incorporate measures that reduce construction and operational emissions. Prior to the City's issuance of the demolition and grading permits for the Project, the Applicant shall demonstrate to the satisfaction of the Planning Division that its construction contractor will use a construction fleet wherein all 50-horsepower or greater diesel-powered equipment is powered with California Air Resources Board ("CARB") certified Tier 4 Interim engines or equipment outfitted with CARB-verified diesel particulate filters. An exemption from this requirement may be granted if (i) the Applicant provides documentation demonstrating that equipment with Tier 4 Interim engines are not reasonably available, and (ii) functionally equivalent diesel PM emission totals can be achieved for the Project from other combinations of construction equipment. Before an exemption may be granted, the Applicant's construction contractor shall demonstrate to the satisfaction of the Director of Community Development that (i) at least two construction fleet owners/operators in San Diego County were contacted and those owners/operators confirmed Tier 4 Interim equipment could not be located within San Diego County during the desired construction schedule, and (ii) the proposed replacement equipment has been evaluated using the California Emissions Estimator Model ("CalEEMod") or other industry standard emission estimation method, and documentation provided to the Planning Division confirms that necessary project-generated functional equivalencies in the diesel PM emissions level are achieved.

C. Parking and Loading/Unloading.

1. A minimum of 179 parking spaces, as shown on the Project plans, shall be provided at all times. Said parking spaces provided by the Applicant, and any additional parking spaces provided above the required, minimum amount, shall be dimensioned per City standards and be maintained in a clean, well-marked condition. The stripping shall be drawn on the plans or a note shall be included indicating double-stripping per City standards.
2. Parking for disabled persons shall be provided (including "Van Accessible" spaces) in full compliance with the State Building Code.
3. No contractor or employee may store, or permit to be stored, a commercial or construction vehicle/truck; or personal vehicle, truck, or other personal property on public-right-of-way or other public property without permission of the City Engineer.

D. Landscaping: The property owner or management company assumes all responsibility for maintaining all on-site landscaping; any landscaping in the public right-of-way adjacent to the property, including potted plants; and any retaining and freestanding walls in a manner that satisfies the conditions contained herein.

1. Landscaped areas shall be maintained in a flourishing manner. Appropriate irrigation shall be provided for all landscape areas and be maintained in a fully operational condition.

2. All existing planting and planter areas, including areas within the public right-of-way, shall be repaired and landscaping brought into compliance with current standards. All dead plant material shall be removed and replaced by the property owner or management company.
3. If at the time of planning final inspection that it is determined that sufficient screening is not provided, the Applicant shall be required to provide additional landscaping improvements to the satisfaction of the Planning Division.
4. The landscaped areas shall be free of all foreign matter, weeds and plant material not approved as part of the landscape plan.
5. Failure to maintain landscaping and the site in general may result in the setting of a public hearing to revoke or modify the Permit approval.
6. **Landscaping Plans.** Applicant shall install all required improvements including screening walls, retaining walls, storm improvements, and landscaping in substantial conformance to the planting and irrigation schedule as shown on the final Approved Plan set.
 - a. A final landscape and irrigation plan shall be submitted to the Planning Division for review and approval, if meeting any of the criteria listed under Section 33-1323 of the Zoning Code. Five copies of detailed landscape and irrigation plans shall be submitted to the Engineering Services Department with the second submittal of the grading plan. The initial submittal of the landscape plans shall include the required plan check fees, paid in accordance with the prevailing fee schedule in effect at the time of submittal. Details of Project fencing and walls, including materials and colors, shall be provided on the landscape plans. (Building permits may also be required.) The landscape and irrigation plans shall be reviewed and approved by the Planning Division and Engineering Services Department prior to issuance of grading permits, and shall be equivalent or superior to the conceptual landscape plans included as part of the Approved Plan set, to the satisfaction of the Planning Division. The required landscape and irrigation plans(s) shall comply with the provisions, requirements and standards outlined in Article 62 (Landscape Standards) of the Escondido Zoning Code, except where stricter requirements are imposed by the State of California.
 - b. Screening walls, retaining walls, storm improvements, and landscaping (i.e. planting and irrigation) is to be provided prior to final occupancy.
 - c. The installation of the landscaping and irrigation shall be inspected by the Project landscape architect upon completion. He/she shall complete a Certificate of Landscape Compliance certifying that the installation is in substantial compliance with the approved landscape and irrigation plans and City standards. The

Applicant shall submit the Certificate of Compliance to the Planning Division and request a final inspection.

- d. Any new freestanding walls and/or retaining walls shall incorporate decorative materials or finishes, and shall be indicated on the landscaping plans. (Building permits may also be required.) All freestanding walls visible from points beyond the Project site shall be treated with a protective sealant coating to facilitate graffiti removal. The sealant shall be a type satisfactory to the Director of Community Development.
- e. New or retrofitted trash enclosures shall accommodate vertical climbing plants, vines with support trellis panels, clinging non-deciduous or fast growing shrubbery that will screen the enclosures wall surface. The Director of Community Development shall find that the proposed landscaping design, material, or method provides approximate equivalence to the specific requirements of this condition or is otherwise satisfactory and complies with the intent of these provisions.

E. Specific Planning Division Conditions:

1. Historic/Cultural

- a. Prior to issuance of demolition and/or grading permits, appropriate photo documentation of the site and buildings shall be completed by a qualified cultural/historic consultant utilizing the appropriate California Office of Historic Preservation DPR forms/format. The final photos/forms shall be submitted to the Escondido Planning Division.
- b. Salvage Materials. Prior to demolition, distinctive representative architectural elements (interior and exterior features) shall be identified, and if feasible, salvaged for reuse in relation to the proposed plan. If reuse on-site is not feasible, opportunities shall be made for the features to be donated to various interested historical or archival depositories, to the satisfaction of the Director of Community Development.
- c. The City Planning Division recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the project location (TCA Tribe) prior to issuance of a grading permit. The purposes of the agreement are: (1) to provide the applicant with clear expectations regarding tribal cultural resources and (2) to formalize protocols and procedures between them. The applicant/owner and the TCA Tribe responsible for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the project, including additional archaeological surveys and/or studies,

excavations, geotechnical investigations, grading, and all other ground-disturbing activities.

- d.** Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is associated with a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.
- e.** The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.
- f.** During the initial demolition, 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 will 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.
- g.** In the event that previously-unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.
- h.** If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe, and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.
- i.** If a potentially significant tribal cultural resources and/or unique archaeological resource is discovered, 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 CEQA. Where any significant tribal cultural resources and/or

unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The 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.

- j.** As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on-site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code section 5097.98. The Native American remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.
- k.** 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 and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the TCA Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.

- I. 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. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.

2. Noise

- a. Prior to issuance of building permits, the building plans shall incorporate the required building materials described in the Helix Noise Technical Study (Section 4.1.6) to ensure all rooms comply with the relevant interior noise standards of 45 CNEL for habitable areas. Appropriate means of air circulation and provision of fresh air also shall be incorporated into the final building plans to ensure that windows would be able to remain closed.

3. Hazardous Materials

- b. Any materials containing asbestos that will be disturbed during demolition activities must be managed in accordance with any applicable local, State and Federal regulations by a licensed abatement contractor under controlled conditions. Current federal and state regulations require any repair, renovation and/or demolition of such materials be conducted only by workers and/or contractors who have been properly trained in the correct handling of asbestos. All asbestos work should be accomplished under the direction of an Independent State Certified Asbestos Consultant with oversight performed by a State Certified Site Surveillance Technician. The materials must be disposed of at an approved facility licensed to handle such waste.

4. Design/Operational

- a. All walls shall be constructed out of decorative materials and include a matching cap (mortar cap not allowed). This shall be clearly noted on the grading plans and landscape plans.
- b. The project shall incorporate a minimum of 1 tree per dwelling unit into the project landscape plans. Specimen sized trees (minimum 24" box) shall be incorporate into the project street frontages along Pine Street, 3rd Avenue and Quince Street, where feasible.
- d. All mechanical equipment visible from adjacent streets shall incorporate an architectural screen and landscaping around the units to complement the design of the units. The screens for the rooftop equipment shall be tall enough and designed

to provide adequate noise attenuation from the rooftop recreation space. The screens shall be included on either the building and/or landscape plan.

- e. An appropriate mix of trees, shrubs and ground cover shall be incorporated into the overall landscape design and slopes.
- f. Permitted animals/pets shall be allowed in conformance with those identified in the Escondido Zoning Code for R-4 zoned properties, unless more restrictive standards are applied by the property owner and included in the project CC&Rs.
- g. Balconies and patios shall be kept in a neat and orderly manner. Items shall not be hung over, across or on balconies or patios (such as towels, clothing, etc.). This shall be incorporated into the CC&Rs.
- h. The project shall be managed by a professional management company. A self-managed HOA shall not be allowed. This shall be reflected in the project CC&Rs.
- i. Washer/Dryer hook ups shall be provided within each unit

BUILDING

1. Approval and subsequent development are subject to all conditions and requirements of the California Building Code and Building Division.

FIRE

1. Fire underground line, Fire sprinkler, and Fire alarm plans shall be deferred submittals to the Escondido Fire Department.
2. No combustibles shall be brought to the site without and adequate water supply and installed approved access.

ENGINEERING CONDITIONS

GENERAL

1. The Developer shall provide the City Engineer with a Subdivision Guarantee and Title Report covering subject property.
2. The location of all existing on-site and adjacent utilities and storm drain facilities shall be determined by the Developer's engineer. If a conflict occurs with the proposed project or improvements, arrangements for relocation of the conflicting utilities/facilities shall be made

with the owner of the utility/facility prior to approval of the Grading plans and Final Map. This utility/facility relocation work shall be completed prior to issuance of Building Permits.

3. Improvement plans prepared by a Civil Engineer, required for all public street, utility, and storm drain improvements, and Grading/Private Improvement plans prepared by Civil Engineer, required for all grading, drainage and private onsite improvement design, shall be submitted for review through the virtual plan review portal as a single package containing all items on the Engineering Plan Review Checklist. Landscaping Plans shall be prepared by a Landscape Architect and shall also be submitted through the virtual plan review portal with the second final engineering resubmittal.
4. The Developer shall post securities in accordance with the City prepared Bond and Fee Letter based on a final Engineer's Estimate of Grading and Improvements Cost prepared by the project engineer. The Developer is required to provide a Cash Clean Up deposit for all grading, landscaping, private Improvements and onsite drainage improvements prior to approval of Grading Plans and issuance of Grading Permit. This Cash Clean Up Deposit amount shall be 10% of the total cost of the project private improvements, drainage and landscaping. The Developer is required to provide Performance (100% of total public improvement cost estimate), Labor and Material (50% of total public improvement cost estimate) and Guarantee and Warranty (10% of total public improvement cost estimate) bonds for all public improvements prior to approval of the Improvement Plans and issuance of Building Permits. All improvements shall be completed prior to issuance of a Certificate of Occupancy.
5. All final engineering plans for the construction of all required off-site and on-site improvements and grading shall be approved and surety bonds and agreements in a form acceptable to the City Attorney shall be posted by the Developer with the City of Escondido prior to approval and recording of the Final Map and approval of the Grading Plan for this Subdivision.
6. No Building Permits shall be issued for any construction within this Subdivision until the Final Subdivision Map is recorded and either:
 - a) All conditions of the Tentative Subdivision Map have been fulfilled, or
 - b) Those conditions unfulfilled at the time of an application for Building Permits shall be secured and agreements executed in a form and manner satisfactory to the City Attorney and City Engineer.
7. If site conditions change adjacent to the proposed development prior to completion of the project, the Developer will be responsible to modify his/her improvements to accommodate these changes. The determination and extent of the modification shall be to the satisfaction of the City Engineer.
8. All project construction shall be constructed in a manner that does not damage existing public improvements. Any damage shall be determined by and corrected by the Developer to the satisfaction of the City Engineer.

9. The Developer’s engineer shall submit to the Planning Department 3 copies of the Tentative Map as presented to the Planning Commission and approved by the City Council together with any changes contained in the adopted final conditions of approval. The Tentative Map will be certified by the Planning Department verifying that they are an accurate reproduction of the approved and conditioned Tentative Map and must be included with the first Final Engineering submittal for plan check to the Engineering Department.

STREET IMPROVEMENTS AND TRAFFIC

1. Public street and drainage improvements shall be constructed to City Standards as required by the Subdivision Ordinance and to the satisfaction of the City Engineer prior to first occupancy. Specific details, including final street improvement widths, right-of-way widths, concrete curb and gutters, curb returns and pedestrian ramps, drainage, lighting, etc. shall be to the satisfaction of the City Engineer.
2. Prior to the first occupancy the developer shall construct street improvements, including but not limited to, concrete curb, gutter, sidewalk, street lights, street trees, paving and base on the following streets adjoining the project boundaries:

<u>STREET</u>	<u>CLASSIFICATION</u>
Pine Street	Mod. Local Collector – (36’ curb to curb)
Quince Street	Collector - (64’ curb to curb)
3rd Avenue	Mod. Residential - (24’ drive w/ perp. parking)
Alley	Alley Standard – 24’ wide w/ ribbon gutter

See appropriate typical sections in the current Escondido Design Standards for additional design details.

3. Public sidewalk construction along Quince Street shall be contiguous to the curb in accordance with current Escondido Design Standards.
4. Public sidewalk construction along Pine Street and 3rd Avenue shall be contiguous to the curb behind private perpendicular and diagonal parking spaces.
5. Pedestrian access easement will be required beyond the right-of-way to allow the public use of these public sidewalks along Pine Street and 3rd Avenue.
6. All on-site access, alleyways, and parking areas shall be private. Typical sections, alignments, curb return, and design details shall be to the satisfaction of the City Engineer, Community Development Director, and City Fire Marshal. The private street improvements shall include, but not be limited to, the construction of concrete curb and gutter, sidewalks (one side only), street lights, paving and base.

7. The address of each building shall be posted in such a manner that the address is clearly visible from the street. The addressing shall be determined and placed in a manner and location approved by the City Engineer, Community Development Director, and Fire Marshal.
8. LED Street Lights shall be installed in accordance with City Standards and per Escondido Standard Drawing No. E-1-E along Pine Street at its intersection with the alley and 3rd Avenue and along Quince at its intersection with the alley and 3rd Avenue.
9. All existing public street lights along all Project frontages must be either retrofitted or replaced with an LED street light in accordance with Escondido Standard Drawing No. E-1-E. Where replaced the existing street light equipment shall be removed and salvaged to the City Public Works yard.
10. Street lighting shall be required on all on-site private access and alley ways. It shall be the responsibility of the Property Owner's or Home Owner's Association to maintain the street lighting system and such maintenance responsibility shall be clearly stated in the CC&Rs.
11. The Developer may be responsible for an overlay of Quince Street, Pine Street, and 2nd Avenue due to the many utility trenches necessary to serve this project. The determination of the extent of the overlay shall be to the satisfaction of the City Engineer.
12. The Developer shall remove and replace all damaged sidewalk, curb and gutter, along all project frontages to the satisfaction of the City Engineer prior to issuance of a Certificate of Occupancy.
13. The Developer's Traffic engineer shall prepare and submit for approval by the City Engineer a complete Signing and Striping plan for all improved and modified roadways. The Developer will be responsible for removal of all existing and the construction of all new signing and striping in compliance with the current CA MUTCD standards and to the satisfaction of the City Engineer. The signing and striping plan shall be submitted together with the first submittal of the Improvement and Grading Plan sets.
14. Adequate horizontal sight distance shall be provided at all driveways. Increased parkway widths, open space easements, and restrictions on landscaping may be required at the discretion of the City Engineer.
15. Any gated entrances shall be approved by the City Engineer, Building Official, and the Fire Marshal with the location and operation of the gates and equipment shown on and approved with the project grading and improvement plans. Any proposed gated entrance will require Building plans be approved and Building Permits issued for the structural, mechanical, and electrical aspects. The architectural details of the gate and entry way design are typically shown on the project landscape plans.
16. The Developer will be required to provide a detailed detour and traffic control plan, for all construction and staging activities within existing rights-of-way to the satisfaction of the City Engineer. This plan shall include any proposed sidewalk closures and provide for alternate pedestrian access around the project site. This plan shall be approved prior to the issuance of an Encroachment Permit for construction or other project activities within the public right-of-way.

GRADING and ONSITE PRIVATE IMPROVEMENTS

1. A site grading and erosion control plan prepared by a registered Civil Engineer shall be approved by the Engineering Department prior to issuance of building permits. The first submittal of the grading plan shall be accompanied by three copies of the preliminary soils and geotechnical report. The Soils Engineer will be required to indicate in the soils report that he/she has reviewed the grading design and found it to be in conformance with his/her recommendations.
2. All private access drives and parking areas shall be paved with a minimum of 3" asphalt concrete over 6" of aggregate base or 7" Portland cement concrete over 6" aggregate base. All paved areas exceeding 15% slope or less than 1.0% shall be paved with Portland cement concrete.
3. Any proposed retaining walls not a part of the building foundations or stem walls shall be shown on and permitted as part of the site grading plan. Profiles and structural details shall be shown on the site grading plan and the Soils Engineer shall state on the plans that the proposed retaining wall design is in conformance with the recommendations and specifications as outlined in the Geotechnical report. Structural calculations shall be submitted for review by a Consulting Engineer for all walls not covered by Regional or City Standard Drawings. The Developer will be required to pay for all required third party structural engineering review of these structural calculations and details. Stem walls, foundation structures, or deepened footings that are to be constructed as part of a building structure will be permitted as part of the Building Department plan review and Building Permit process.
4. All retaining walls and screen walls, stairs and raised landings shall be constructed completely within the Project property and shall not encroach into the public R/W.
5. The Developer will be required to obtain permission from adjoining property owners for any off-site grading or other work necessary to construct the project and/or the required improvements, or the Developer shall modify the project design so the construction in question is contained within the project's property lines.
6. Erosion control, including riprap, interim slope planting, sandbags, or other erosion control measures shall be provided to control sediment and silt from the project. The Developer shall be responsible for maintaining all erosion control facilities throughout the project.
7. The Developer shall be responsible for the recycling of all excavated materials designated as Industrial Recyclables (soil, asphalt, sand, concrete, land clearing brush and rock) at a recycling center or other location(s) approved by the City Engineer.
8. A Construction General Permit is required from the State Water Resources Control Board for all storm water discharges associated with a construction activity where clearing, grading, and excavation results in a land disturbance of one or more acres.
9. All blasting operations performed in connection with the improvement of the project shall conform to the City of Escondido Blasting Operations Ordinance.

10. All existing foundations, structures, trees not otherwise designated “to remain” on the Tentative Map, shall be removed or demolished from the site.
11. All driveway grades shall conform to current Escondido Design Standards and Escondido Standard Drawings.

DRAINAGE

1. Final on-site and off-site storm drain improvements shall be determined to the satisfaction of the City Engineer and shall be based on a Final Drainage Study to be prepared by the Engineer of Work. The drainage study shall be in conformance with the City of Escondido Design Standards.
2. The Developer shall install a public parallel 54” reinforced concrete storm drain pipe in 3rd Avenue together with a new or modified junction structure downstream at Quince Street where the 2 existing 54” storm drain joins an existing 9’x5’ reinforced concrete box culvert. A grated drainage burp-out structure shall be designed and constructed on both the existing and proposed 54” RCP storm drain pipes in 3rd Avenue just upstream of the junction structure; all to the satisfaction of the City Engineer.
3. The Developer shall remove the existing undersized 18” storm drain connectors and grated inlets in Pine Street and shall install 2 new 42” storm drain pipes connecting the existing dual 5’x2’ reinforced concrete box culverts coming under Pine Street to the proposed and existing 54” storm drain pipes in 3rd Avenue and construct a new curb inlet on Pine Street all per City Design Standards to the satisfaction of the City Engineer.
4. The Developer shall install a new curb inlet at the southeast corner of Quince and 3rd Avenue and connect it to the new 54” RCP storm drain in 3rd Avenue and this inlet shall include a mechanical filtering device that shall be the responsibility of the Home Owners Association to maintain.
5. The Developer shall install a Type-G inlets in the flowlines of the proposed ribbon gutters in the alley, in 3rd Avenue, and along Pine Street and these shall be connected to project’s stormwater treatment and hydromodification facilities.
6. All on-site storm drains are private. The responsibility for maintenance of these storm drains shall be that of the Home Owner’s Association. Provisions stating this shall be included in the CC&Rs.
7. The project shall limit drainage flows to their pre-construction rates. Details and calculations for any detention vaults shall be submitted and approved as part of the grading plan check.
8. A Final Storm Water Quality Management Plan (SWQMP) in compliance with the City’s latest adopted Storm Water Design Manual shall be prepared for all newly created or replaced onsite impervious areas, impervious frontage, and required offsite improvements. The SWQMP shall be submitted for approval with the final improvement and grading plans. The SWQMP shall include both treatment and hydromodification calculations, post-

construction storm water treatment measures, and maintenance requirements and responsibilities both for onsite treatment and all facilities located in the public right-of-way. The SWQMP shall demonstrate how any proposed proprietary best management practices like modular wetlands meet bio-filtration treatment requirements in accordance with the City's Storm Water Design Manual. Additional stormwater treatment facilities or modular wetland units may be required to treat all portions of the site and disturbed right-of-way areas.

9. All site drainage with emphasis on the parking and driveway areas shall be treated to remove expected contaminants. The City highly encourages the use of bio-retention areas where possible as the primary method of storm water retention and treatment. The landscape plans will need to reflect these areas of storm water treatment.
10. Trash enclosures shall be constructed to comply with storm water quality management requirements to the satisfaction of the City Engineer.
11. The Developer will be required to have the current owner of the property sign, notarize, and record a Storm Water Control Facility Maintenance Agreement.
12. All onsite and offsite storm water treatment and retention facilities and their drains including modular wetlands, bio-retention basins and planters, any permeable paver areas shall be considered private. The responsibility for maintenance and repair of all project constructed/installed post construction storm water treatment facilities both onsite and in the adjacent public right-of-way shall be that of the Home Owners Association.
13. The Developer shall design and construct any permeable surfaces proposed for the project to the specifications of the version of the County of San Diego Green Streets manual approved by the County at the time the grading permits are issued. All permeable surfaces within the project footprint that are subject to vehicular traffic shall be designed for H20 loading.
14. The Home Owners Association shall perpetually maintain any permeable surfaces in accordance to the standards established by the County of San Diego Green Streets manual in effect at the time the grading permits are issued. City shall have the right to inspect all permeable surfaces as needed to ensure they function as designed. City shall have the right to require qualified third-party testing at the property owner's expense when surface failure is suspected. Contractor qualifications are outlined in the County of SD Green Streets manual. The Property owner or Home Owners Association will be required to repair or reinstall the permeable surface for all failing surfaces to County of San Diego Green Streets manual standards in place at the time of the grading permit. In the event of failure to maintain the permeable pavers system that result in not functioning as designed, the project owner will be responsible to replace the pervious pavers system with an alternate method of storm water treatment system.

WATER SUPPLY

1. The Developer is required at their sole expense to design and construct a looped 12-inch public water main. This 12-inch water main shall loop around the project beginning at the intersection of 2nd Avenue and Pine Street and shall extend south in Pine Street to the south side of 3rd Avenue, this 12-inch watermain shall then be extended west on 3rd Avenue to join the existing 6-inch water main in Quince Street and replace this 6-inch watermain in Quince Street north to the existing 10-inch watermain in the alley that bisects the project. This existing 10-inch watermain shall be replaced in the alley with a new 12-inch watermain from Quince Street to Pine Street with required separation from the existing sewer main where it shall connect to the new 12-inch watermain in Pine Street and the existing 10-inch coming from the east across Center City Parkway. The 12-inch water main shall be designed and constructed in accordance with the current City of Escondido Design Standards and Standard Drawings and to the satisfaction of the Utilities Engineer.
2. Fire hydrants together with an adequate water supply shall be installed at locations approved by the Fire Marshall. Fire hydrants shall connect to a minimum 8-inch water main.
3. The final locations and sizing of all required water mains, water services, fire hydrants, detector check assemblies, and other water appurtenances shall be designed and installed to the satisfaction of the Director of Utilities and the Utilities Engineer.
4. Fire suppression and sprinkler systems beyond the Detector Check Valves are private and shall be designed and constructed per current Building, Plumbing, and Fire Code Standards, and per the requirements of the City Fire Marshal and City Building Official and shall be approved by a separate submittal to the Building Department. Although private and approved by separate plans and permit, all fire suppression lines shall be shown for reference and review on the various final engineering plan sets.
5. All on-site water lines and backflow prevention devices beyond the City water meter or DCA shall be considered a private water system. The Home Owners Association shall be responsible for all maintenance of these water lines and appurtenances.
6. A 1-inch minimum water service, 1-inch water meter, and backflow prevention device shall be required for domestic water supply per City of Escondido Design Standards and Standard Drawings. Water meters and backflow prevention devices shall not be installed within a driveway apron or on private drive areas.
7. No trees or deep-rooted bushes shall be planted within 10-feet of any water mains.
8. There shall be no permanent structures located within the City's Public utility Easements.
9. Improvement plans for all proposed water mains shall be prepared by a Civil Engineer and submitted to the City of Escondido for review and approval.
10. All public water mains shall be located under asphalt or concrete pavement and not under curbs, gutters, medians or sidewalks.
11. Backflow prevention assemblies are private and should be located on private property. Backflows shall be located directly behind the public meter.

12. Any water services to be replaced, reconnected or relocated as a part of this project shall be replaced in entirety from the public water main to the public water meter to the satisfaction of the Utilities Engineer and Water Distribution Department.
13. Any fire hydrants to be replaced, reconnected or relocated as a part of this project shall be replaced in entirety from the public water main to the fire hydrant per the satisfaction of the Utilities Engineer and Water Distribution.
14. The Developer shall disconnect at the public main, all water services and fire hydrants laterals to be abandoned, to the satisfaction of the Utilities Engineer and Water Distribution Department.

SEWER

1. A private 6-inch minimum PVC sewer lateral with a standard clean-out within 18-inches of the Public Utility Easement or ROW shall be constructed for the project and shown on the Improvement and Grading plans. Sewer laterals less than 8-inches in diameter shall connect to the sewer main with a wye or Inserta-Tee.
2. All sewer laterals shall be constructed per current City of Escondido Design Standards and Standard Drawings and per the current Uniform Plumbing Code.
3. No trees or deep-rooted bushes shall be planted within 15-feet of any sewer main or within 10-feet of any sewer lateral. Sewer laterals shall be 5-feet horizontally clear from other utilities.
4. All sewer laterals shall be considered a private sewer system. The Home Owners Association shall be responsible for all maintenance of sewer laterals to the public sewer main.
5. Any sewer mains, laterals, and appurtenances shall be designed and constructed per current City of Escondido Design Standards and Standard Drawings, and to the satisfaction of the Utilities Engineer.
6. The project design shall be such that all existing or new sewer manholes are accessible at all times by City Vactor trucks for maintenance.
7. The Developer shall cap and plug at the public sewer main all sewer lines and laterals to be abandoned, to the satisfaction of the Utilities Engineer and the City Inspector.
8. The location of all sewer laterals shall be shown on the grading and improvement plans.

LANDSCAPING

1. Site landscaping and irrigation plan(s) for the project and for all right-of-way areas along the project frontages shall be prepared by a Licensed Landscape Architect and submitted to the Engineering Department with the second submittal of the grading plans for review and

approval by Engineering and Planning Departments. The initial submittal of the landscape plans shall include the required plan check fees.

FINAL MAP - EASEMENTS AND DEDICATIONS

1. All private and public easements affecting subject property both proposed and existing to remain shall be shown, delineated, dimensioned, and clearly labeled on the Final Map and all plan sets.
2. The Developer shall grant all necessary public easements to the City on the Final Map, including Public Utility Easements, Fire Access Easements, Pedestrian Access Easements, etc.
3. The Developer shall dedicate to the public two (2) feet of public utility easement along the project's entire Quince Street frontage.
4. The Developer shall dedicate to the public 4' of public right-of-way for a total of 24' of public right-of-way along the alley in areas where the project does not include the properties on both sides of the alley
5. In areas where the project is located on both sides of the alley, the alley can be vacated and public utility and emergency access easements reserved, and the Developer shall dedicate an additional two (2) feet of public utility easement on each side of the alley in these areas.
6. A public utility easement or water easement shall be granted to the City of Escondido for any proposed public waterlines within the project. The easement shall include all fire hydrants, water meters and other public water appurtenances. The minimum easement width for public mains shall be 20-feet.
7. The project includes multiple proposed Street Vacations of the public right-of-way adjacent to and within the project boundary. Specific right-of-way areas to be vacated shall be determined to the satisfaction of the City Engineer. Public utility easements will be required to be reserved over portions of the rights-of-way areas being vacated.
8. The Developer is responsible for making the arrangements to vacate all streets or quitclaim all easements of record which conflict with the proposed development prior to approval of the final map. All street vacations shall be accomplished on the Final Map. If an easement of record contains an existing utility that must remain in service, proof of arrangements to quitclaim the easement once new utilities are constructed must be submitted to the City Engineer prior to approval of the Final Map. Building permits will not be issued for structures in which construction will conflict with existing easements or utilities, nor will any securities be released until the existing easements are quitclaimed.

REPAYMENTS AND FEES

1. A cash security shall be posted to pay any costs incurred by the City to clean-up eroded soils and debris, repair damage to public or private property and improvements, install Best Management Practices devices and materials, and stabilize and/or close-up a non-responsive or abandoned project. Any moneys used by the City for cleanup or damage will be drawn from this security and the grading permit will be revoked by written notice to the Developer until the required cash security is replaced. The cleanup cash security shall be released upon final acceptance of the grading and improvements for this project. The amount of the cash security shall be 10% of the total estimated cost of the grading, retaining walls, walls, drainage facilities, landscaping and irrigation, and best management practices items of work up to a maximum of \$60,000, unless a higher amount is deemed necessary by the City Engineer.
2. The Developer shall be required to pay all development fees of the City then in effect at the time, and in such amounts as may prevail when Building Permits are issued.
3. The Applicant shall fund all on-going operational costs of providing municipal services required for the Project, the amount of such funding to be determined by the City Council at the time of Project approval. Such funding shall occur through either an agreement to form or annex into a Community Facilities District (CFD) or the establishment of another lawful funding mechanism reasonably acceptable to the City ("Public Services Funding Agreement"). The provisions of the Public Services Funding Agreement shall specify any terms and limitations necessary to implement the CFD or other funding mechanism to offset the impacts to public services associated with the project. The City Manager, or City Manager's designee, shall be authorized to approve and execute the Public Services Funding Agreement, and the Public Services Funding Agreement shall be finalized prior to the City's issuance of any permit for the Project.

UTILITY UNDERGROUNDING AND RELOCATION

1. All existing overhead utilities within the subdivision boundary or along fronting streets and alley shall be relocated underground as required by the City's Subdivision and Undergrounding Ordinances.
2. The Developer shall sign a written agreement stating that they have made all such arrangements as may be necessary to coordinate and provide utility construction, relocation and undergrounding. All new utilities shall be constructed underground.

CC&Rs and Reciprocal Use and Maintenance Agreements

1. Copies of the CC&Rs shall be submitted to the Engineering Department and Planning Department and approved prior to approval of the Final Map.

2. Copies of Comprehensive Reciprocal Use and Maintenance Agreement(s) between the future Lot Owners and future Home Owners Association(s) associated with all the Lots within this Subdivision and Project detailing the use of, rights to, the repair of, replacement and maintenance responsibilities of all recreation facilities, amenities, drainage and storm water facilities, walls and retaining walls, landscaping, utilities, infrastructure, parking, and access roadways required to be shared in common shall be submitted to the Planning Department and Engineering Department for review and approval prior to approval of the Final Map.
3. The Developer shall make provisions in the CC&Rs for maintenance, repair and replacement by the Home Owners' Association of all private parking areas and access drives to them, private utilities (including sewer and water), storm water and drainage facilities, private street lighting, landscaping both onsite and within fronting public rights-of-way. These provisions must be approved by the Engineering Department prior to approval of the Final Map.
4. The CC&Rs must state that the Home Owners' Association assumes liability for damage and repair to City utilities in the event that damage is caused by the property owners' association when repair or replacement of private utilities is done.
5. The CC&Rs must state that (if stamped concrete or pavers are installed the Home Owners' Association is responsible for replacing the stamped concrete or pavers in kind if the City has to trench for repair or replacement of a public utility.
6. The CC&Rs shall include provisions for the Home Owners' Association to maintain all of the Project's frontage landscaping, irrigation, fencing, graffiti removal from screen and retaining walls and maintenance of the multimodal and transit amenities and street furniture along all project frontages. The Developer as Declarant will be required to obtain a Continuing Encroachment Permit to conduct this ongoing maintenance in the City Right-of Way and the subsequent Home Owners Association will be required to do likewise as they succeed the Developer.
7. The CC&Rs shall reference the recorded Storm Water Control Facility Maintenance Agreement and the approved Storm Water Quality Management Plan (SWQMP) for the project.

PLANNING COMMISSION

Agenda Item No.: H.1
Date: April 13, 2021

PROJECT NUMBER / NAME: HOUSING AND COMMUNITY INVESTMENT STUDY (HCIS)

REQUEST: Receive and file the informational report and status update

LOCATION: CityWide

APN / APNS: N/A

GENERAL PLAN / ZONING: N/A

APPLICANT: Community Development
Department

PRIMARY REPRESENTATIVE:
Mike Strong, Director of Community
Development

DISCRETIONARY ACTIONS REQUESTED: N/A

PREVIOUS ACTIONS: Previous informational presentations to the Planning Commission as described in the staff report.

PROJECT PLANNER: Mike Strong, Director of Community Development

CEQA RECOMMENDATION: Approve the Categorical Exemption

STAFF RECOMMENDATION: Receive and file

REQUESTED ACTION: None

CITY COUNCIL HEARING REQUIRED: YES NO

REPORT APPROVALS:

- Mike Strong, Community Development Director
 Adam Finestone, City Planner

A. BACKGROUND:

The City of Escondido (“City”) was awarded grant funding to develop three different housing plans/studies: 1) a Housing Element Update, 2) a Sector Feasibility Study, and 3) a specific plan for the East Valley Target Area. These three housing studies and plans will be linked together, through a common work program theme, called the Housing Community and Investment Study (“HCIS”). The HCIS is a coordination of related studies intended to identify a comprehensive vision for maintaining, preserving, and developing housing to address Escondido’s quality of life needs. The HCIS includes the following components.

- **Housing Element Update.** The Housing Element portion of the General Plan identifies housing needs and establishes clear goals and objectives to inform future housing decisions, including how best to accommodate population growth.
- **Sector Feasibility Study.** The Sector Feasibility Study explores all the direct and indirect costs associated with new construction to better understand market conditions and patterns of housing and community development policy.
- **The East Valley Specific Plan.** The East Valley Specific Plan will be a comprehensive planning and zoning document to streamline housing opportunities for a defined geographic area of the City, located just east of the former, downtown hospital site.

Background Project material is provided on the City’s project website at <https://www.escondido.org/hcis.aspx>.

B. SUMMARY OF REQUEST:

Review and file the informational report and status update.

C. SUPPLEMENTAL DETAILS OF REQUEST:

At its March 23, 2021, meeting, the Planning Commission received a general overview presentation about the HCIS and was informed about the release of the Draft 2021-2029 Housing Element and Draft East Valley Specific Plan. Since this was an introductory session, the Commission did not walk through the details of the work program or learn much about the content of the draft plans. Rather, individual Planning Commission members provided some initial reactions. Some Commissioners also expressed interest in scheduling a series of meetings to cover certain issues in more detail before taking possible future discretionary action. The purpose of this discussion item is to establish a process to follow up on the request to bring back certain issues and facilitate Planning Commission review in advance of a formal public hearing process.

Pursuant to the overall work program schedule, the Planning Commission will be asked to take action on the HCIS in the late summer of 2021. During the course of the HCIS work program it is anticipated that the Planning Commission would continue to receive regular status updates. An overview of the remaining project milestones and study session schedule is provided below. The “review meetings” schedule is reflected below, in Table 1.

Table 1: HCIS Planning Commission Review Schedule

Meeting No.	Topic Or Discussion Item Covered	Milestone or Target Date
1	General overview about the process	March 23, 2021
2	RHNA Overview	April 13, 2021
3	Draft 2021-2029 Housing Element Goals, Policies, and Programs Review	April 27, 2021
4	Sector Feasibility Study Overview	May 2021
	Draft East Valley Specific Plan Overview	June 2021
5	Draft EIR Overview	Summer 2020
---	Planning Commission public hearing and recommendation to City Council.	<i>TBD</i>

D. PROJECT ANALYSIS:

The April 13, 2021, Planning Commission meeting consists of a review of the Regional Housing Needs Assessment (“RHNA”) process. The April 13, 2021, PowerPoint presentation will be used to facilitate the discussion of this item.

Government Code section 65584 requires that regional councils of governments (“COGs”) establish regional housing needs allocations to accommodate future housing for each region. The RHNA process has three main components:

1. RHNA Determination – Department of Housing and Community Development (“HCD”) determination of the region wide housing need.
2. RHNA Plan – The SANDAG plan to allocate the RHNA Determination to each local jurisdiction by four income categories.
3. RHNA Allocation – Each jurisdiction’s housing need allocation in four income categories for use in updating the General Plan Housing Element.

The RHNA process is a state-mandated activity. The Department of Finance provides demographic projections to HCD, which then uses a detailed methodology to turn those statistics into the number of new housing units Statewide by income category (extremely low income, very low income, low income, moderate income, and above moderate income). HCD then determines where growth is expected to occur in each part of the state and allocates these units to various regional COGs and some counties without COGs. Using another methodology that must be approved by HCD, each COG then distributes its bulk allocation to individual jurisdictions within the COG. Upon receiving the allocation, the COG develops a plan to allocate the housing throughout the region and to each member agency that falls within the region (called a RHNA Plan). The RHNA Plan is required to promote the following objectives (Government Code section 65584(d)):

- Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner;
- Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets;
- Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers;
- Allocating a lower portion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category; and
- Affirmatively furthering fair housing.

On July 5, 2018, HCD determined the San Diego region would need to plan for 171,685 housing units during the 6th Housing Element cycle (2021-2029), which is an increase of almost 10,000 housing units from the HCD determination for the 5th Housing Element cycle of 161,980 housing units. In December of 2018, the SANDAG Board of Directors formed a RHNA subcommittee to assist in the development of a RHNA methodology to equitably distribute the housing units from the State. On July 26, 2019, the SANDAG Board of Directors released a draft RHNA methodology for public review that reflects priorities such as increasing transit use, improving the jobs and housing relationship, providing an equitable distribution of housing, and reducing greenhouse gas emissions. The SANDAG Board of Directors adopted the final RHNA Plan for the 6th Housing Element Cycle with the final housing unit allocation on July 10, 2020. The RHNA Plan accounts for existing and projected information on, among other things, jobs and housing, and market demands, and allocates future housing needs in four income categories ("very low," "low," "moderate," and "above moderate") for each agency. SANDAG's final RHNA Plan for the 2021-2029 planning period (6th Housing Element Cycle) is electronically accessible at the following link:

https://www.sandag.org/uploads/projectid/projectid_189_27782.pdf

The overall RHNA allocation process reflects a need for cooperation between both public and private sectors to expand housing opportunities that will allow for new housing development that benefits everyone in the community, such as a greater mix of housing types and choices. It allows local governments to maintain control over where and what type of development should occur in their communities, while allowing the private sector to meet market demand. While the Housing Element must contain a variety of community statistics to frame future housing needs, pursuant to Government Code Section 65583, all cities must accommodate their RHNA allocations in their Housing Elements by adopting land use plans that accommodate the minimum amounts of housing unit goals and RHNA allocations. A jurisdiction must have enough land zoned at appropriate densities to ensure it can accommodate all of the units in its allocation. Cities can do this by identifying vacant land, but can also identify occupied sites that are underperforming or are underbuilt. In doing so, a Housing Element update can provide a mechanism to adopt new efficient land-use strategies such as infill, mixed-use, or revitalization; or address climate change and the reduction of greenhouse gas emissions. As many cities find themselves increasingly built

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Planning Commission Meeting
Date: April 13, 2021

out, the need to identify enough land becomes a critical challenge. A city may need to “upzone” land to a higher density to get more units, but planners need to make sure these changes don’t displace people already living there. It is important to note that SANDAG’s RHNA Plan results in an increase in the number of housing units allocated to the City of Escondido.

E. FISCAL ANALYSIS:

The action before the Planning Commission is an overview of the next steps toward developing HCIS work program in order for the HCIS to be considered by both the Planning Commission and City Council for action in late summer 2021. There is no fiscal impact associated with this overview. The cost associated with the preparation of the report is included within the Community Development Department budget.

The State Department of Housing and Community Development (HCD) has supported the HCIS planning effort by awarding the City \$310,000 through an SB 2 Planning Grant; and \$500,000 through a Local Early Action Planning (LEAP) Grant Program. Preparing the draft Housing Element, Sector Feasibility Study, and East Valley Specific Plan and facilitating additional public outreach of the HCIS will be covered by the existing Community Development Department budget, which was recently augmented to account for planning grant awards.

F. ENVIRONMENTAL STATUS:

The City must prepare an environmental document prior to adopting the Housing Element Update and the East Valley Specific Plan portions of the HCIS. The City, as the lead agency, is preparing a Program-level Environmental Impact Report (“Program EIR”) pursuant to CEQA Guidelines section 15168. A Program EIR examines the environmental impacts of an overall area that contain a series of subsequent, related actions that can be characterized as one large project (“Project”). This type of EIR focuses on the changes in the environment that would result from implementation of the overall Project, including development of land uses and transportation systems identified in the Project, as well as other infrastructure required to serve the Project.

The HCIS EIR will serve as the environmental review document for subsequent activities in the Project. This means that the HCIS would include comprehensive and thorough analysis and mitigation to help accelerate future housing production and assist developers by streamlining the environmental review and permitting process for individual housing projects or mixed use projects. Consistent with CEQA Guidelines section 15168(c), the City will review subsequent activities to determine whether a subsequent activity is within the scope of the Project covered by the Program EIR or whether an additional environmental document must be prepared.

The City, as the lead agency, has prepared a Notice of Preparation (“NOP”) and circulated it to public agencies and interested parties (including the general public) on February 11, 2021, (SCH No. 2021020263) for the Project. The NOP provided an introduction to the Project. Comments on the scope of the Environmental Impact Report were requested by March 12, 2021,

Project Name: HCIS
Planning Commission Meeting
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consistent with the requirements of the CEQA Guidelines. Comments received on the NOP will be included in the Draft EIR.

This agenda item specifically engages the Planning Commission in the planning process to learn more about the Project as part of a series of informational presentations and status report updates. General discussion pertaining to the HCIS does not have a legally binding effect on any possible future discretionary action. Public input received and technical information prepared during the process will be utilized in preparing the EIR to analyze the possible effects of the HCIS. The proposed approach to conducting the process for preparing the HCIS, including the Housing Element Update and East Valley Specific Plan portions of the work program, considers environmental factors, such as climate change and coordinated planning of land use, transportation, and housing, pursuant to Government Code section 65080.

G. PUBLIC INPUT:

The City is undertaking this public involvement process to help engage residents, businesses, and other community members in the development of three different housing studies and plans. On June 10, 2020, the City Council considered and endorsed a Public Participation Plan (“Outreach Plan”) and associated timeline to involve the community. Among other things, the proposed work plan and schedule proposes a series of meetings with the Planning Commission to discuss different aspects and components related to the HCIS. The Outreach Plan can be accessed through the link provided below:

https://www.escondido.org/Data/Sites/1/media/PDFs/Planning/EastValleySpecificPlan2020/HCI_SPPPJune102020.pdf.

The City has also developed a periodic review page that can be accessed online at the link below to help the public access key documents. Informational reports and data generated during the review will be available for the public to view online:

<https://www.escondido.org/hcis.aspx>.

H. CONCLUSION AND RECOMMENDATION:

Receive report and file.

ATTACHMENTS:

None.



PLANNING COMMISSION

Agenda Item No.: H.2
Date: April 13, 2021

PROJECT NUMBER / NAME: Placing Items on a Future Planning Commission Agenda and Commission Annual Work Plan

REQUEST: Initiate preparation of the Commission's Annual Work Plan

LOCATION: N/A

APN / APNS: N/A

GENERAL PLAN / ZONING: N/A

APPLICANT: Community Development Department

PRIMARY REPRESENTATIVE:
Mike Strong, Director of Community Development

DISCRETIONARY ACTIONS REQUESTED: N/A

PREVIOUS ACTIONS: N/A

PROJECT PLANNER: Mike Strong, Director of Community Development

CEQA RECOMMENDATION: Not a project under CEQA, pursuant to CEQA Guidelines section 15378(b)(5).

STAFF RECOMMENDATION: Receive, file, and initiate preparation of the Commission's Annual Work Plan

REQUESTED ACTION: Provide direction to staff

CITY COUNCIL HEARING REQUIRED: YES NO

REPORT APPROVALS:

Mike Strong, Community Development Director
 Adam Finestone, City Planner

A. BACKGROUND:

At its March 23, 2021 meeting, the Planning Commission briefly discussed the manner in which items could be placed on future Planning Commission Agendas. Separately, Planning Commissioner Barba requested that a “Green Infrastructure Plan” item be placed on the April 13, 2021 agenda. Based on that discussion, and further review by the Secretary and City Attorney’s Office, this agenda report is intended to provide an overview of the procedures by which items are added to the Planning Commission agenda when requested by Planning Commissioners, staff, or the public.

It is unknown what direction the Planning Commission will take the April 13, 2021 discussion or whether Planning Commissioners will want to start adding additional items to future agendas. Planning Commissioners may want to address existing work programs or create new work programs, or both. The Planning Commission may be interested in outlining some near-term project-based objectives (i.e., achieved within the next 12 to 18 months) or long-term project-based objectives (i.e., achieved within three years or more). Alternatively, Planning Commissioners may also identify strategic initiatives that represent special efforts focused on internal improvement, which is something that would have to be monitored over time. As of this writing, there is little guidance to illustrate exactly how to have these conversations, and when to communicate different types of objectives (e.g., timeline, interim milestones, budget resources, specific deliverables). Because of these unknowns, the Planning Commission may desire to create a framework to organize these discussions, allocate resources, and set some realistic time expectations. Because these conversations should be aligned and thought-out, this agenda item also suggests a way to communicate various interests or recommendations to staff and the City Council – through the preparation of a Commission Annual Work Plan.

B. SUMMARY OF REQUEST:

The primary purpose of this agenda item is to provide an overview of the procedures by which items are added to future Planning Commission Agendas. Through the conversation, the Planning Commission may decide to prepare an annual report and work plan for City Council’s consideration. The Planning Commission’s annual report and work plan is the manner in which the Planning Commission would comprehensively provide some direction to staff and dialogue with the City Council about various work programs that could help implement the General Plan and Specific Plans, or improvement-related initiatives. If the Planning Commission decides to move forward and initiate the preparation of a Commission Annual Work Plan, the City Council will ultimately be responsible for approving such work plan and may consider the Commission’s annual report in carrying out its decision-making, policy directives, or finalizing funding strategies for subsequent fiscal years.

C. SUPPLEMENTAL DETAILS OF REQUEST:

The Escondido Planning Commission was established pursuant to Escondido Municipal Code section 20-1. The Planning Commission serves in an advisory capacity to the City Council on

land use policy planning matters, which guide the future development of the City. The Planning Commission has final approval authority on certain cases and recommends action to the City Council on others. Among other responsibilities, the Planning Commission assists the City Council in the formulation of policies and ordinances that implement the General Plan, such as amendments to the Zoning Code, the adoption of new code sections, and changes to the existing zoning text and maps.

The scope of authority of the Commission are those powers and duties delegated to the Planning Commission by the City Council, set forth by provisions of the Municipal Code, and adopted hereto. All matters of parliamentary procedure not specifically governed by the Planning Commission By-Laws (per Planning Commission Resolution No. 2018-01) or otherwise required by law are governed by the current edition of Robert's Rules of Order.

D. ANALYSIS:

1. Placing Items on a Future Planning Commission Agenda:

- a) To add an item to a future agenda prior to a meeting: Commissioner-initiated items must be submitted to the Planning Commission Minutes Clerk no later than noon on the Wednesday prior to the next Planning Commission meeting. Such Commissioner-initiated items are prepared by the requesting Commissioner and require no staff time.
- b) To add an item to a future agenda during a meeting: At the request of a Planning Commissioner during a meeting, an item will be placed on a future agenda. Requests from members of the audience, after being authorized to speak during "Oral Communications," may be considered under the "Planning Commission" discussion section of the agenda at the initiation of a Planning Commissioner. Such Commissioner-initiated items are prepared by the requesting Commissioner and require no staff time.

Pursuant to the Planning Commission By-Laws, the Secretary of the Planning Commission is authorized to place items on agendas that are generated by City administrative requirements, laws, or City ordinances. The Planning Commission Secretary will maintain a list of pending agenda items that have been requested and agreed to, but have not yet been scheduled. Those pending agenda items would be brought forward on future agendas in a reasonable manner that considers the scope of other Planning Commission meeting business. Only the Chair can appoint a committee or subcommittee. And any reports are provided solely through the direction of the Chair.

2. Commission Annual Work Plan

The City Council established the Planning Commission to advise the City Council on certain land use matters. As an ongoing activity, the Planning Commission should be offering advice to the City Council on development regulations and land use policy. Although this agenda item was initially created to provide an overview on how to place items on a future agenda, the April 13, 2021 discussion may also result in multiple new ideas, which may result in a need to discuss how to manage agenda-setting interests. Future agenda items from the Planning Commission may come directly from a higher-level strategic plan that contains implementation goals or targets (e.g., General Plan, Specific Plans, or Climate Action Plan); or a new idea that would fall under the responsibility of the Community Development Department in some aspect within the coming year's budget cycle. As noted previously, Commissioner-initiated items placed on the agenda are to be prepared by the Commissioner and require no staff time. However, the Planning Commission may desire some staff support or to establish a process to communicate recommendations to the City Council to initiate or authorize such work. The development of an annual report and work plan could serve as a useful tool to communicate different ideas and express interest in working on certain tasks over a certain period (e.g., the next 12 to 18 months).

Based on the foregoing (and all of the observations described earlier in this report), if the Planning Commission identifies a need to create a future agenda items "list," City staff recommends moving forward with the annual report and work plan concept and implementing the following major steps:

- Step 1: Initiate the preparation of the annual report and work plan on April 13, 2021.
- Step 2: Develop the draft annual report and work plan on April 27, 2021. Staff recommends the Planning Commission conduct a kick-off discussion of existing work programs or known City Council priorities. City staff would identify and recommend the Commission to consider the existing work programs already budgeted as priorities for the next two years before discussing any major future agenda topics that might result in new work program ideas.
- Step 3: Finalize the annual report and work plan on May 11, 2021. Staff recommends the Planning Commission conduct a follow-up meeting to finalize the ideas and prioritize the work programs with specific metrics, priorities, and timelines. The Planning Commissions would need to adopt its annual report and work plan to establish clear expectations on timeline, interim milestones, budget resources, and specific deliverables.

- Step 4: Submit the annual report and work plan to the City Council. The City Council would ultimately be responsible for approving a work plan and may consider the Commission's annual report in carrying out its decision-making, policy directives, or finalizing funding strategies for subsequent fiscal years. The Commission Annual Work Plan provides an opportunity for the City Council to evaluate and ensure continuous improvement to the City's land use and regulatory framework. It is important to note that an annual report and work plan would likely be revised each year or on a rolling two-year basis to ensure the proposed actions are contemporary and respond to changing circumstances.

E. FISCAL ANALYSIS:

There are no direct fiscal impacts associated with this item. Future funding needed to support the preparation of a work plan involves minor staff support and can be incorporated into the existing Community Development Department budget. Implementation of a work plan, if created, may require resources to accomplish the plan. Those resources will be identified and considered during future budget preparations. The Planning Commission understands that staff resources are limited, which may necessitate some level of prioritization.

F. ENVIRONMENTAL STATUS:

The primary purpose of this agenda item is to provide an overview of the procedures by which items are added to the Planning Commission agenda. Through this conversation, the Planning Commission may decide to initiate the preparation of an annual report and work plan for City Council's consideration. The content of this agenda report is provided for informational purposes only, and is "not a project" under the California Environmental Quality Act ("CEQA"), pursuant to CEQA Guidelines section 15378(b)(5), which excludes from the definition of "project" "[o]rganizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment."

G. PUBLIC INPUT:

None.

H. CONCLUSION AND RECOMMENDATION:

Receive and file and provide direction as appropriate.

ATTACHMENTS:

None.

Agenda Item No. H.3
Date: April 13, 2021

April 13, 2021

TO: Planning Commission

FROM: Mike Strong, Director of Community Development

SUBJECT: Discussion and direction regarding a “Green Infrastructure Plan”
and related details such as staff support

Commissioner attachment provided. No other materials available. Planning Commission discussion only.

STAFF RECOMMENDATION: None (Planning Commissioner Kate Barba)

ATTACHMENT: North East Green Infrastructure Planning Guide

See discussions, stats, and author profiles for this publication at: <https://www.researchgate.net/publication/265012095>

GREEN INFRASTRUCTURE PLANNING GUIDE Authors

Technical Report · November 2015

DOI: 10.13140/RG.2.1.1191.3688

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GREEN INFRASTRUCTURE PLANNING GUIDE

Version: 1.1



Authors

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Front Cover Photograph

West Park, Darlington courtesy of Bussey & Armstrong

Abbreviation

Green Infrastructure is frequently abbreviated to as GI and Green Infrastructure Planning as GIP.

Contents

1. Introduction to the Planning Guide
2. Definition and Principles of Green Infrastructure
3. Context and Functions of Green Infrastructure
4. Characteristics of Green Infrastructure
5. The Typology of Green Infrastructure as developed by stakeholders
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8. Reference Standards
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Appendices

- A. OS Mastermap descriptive terms
- B. Datasets used

1. Introduction to the Planning Guide

The aim of this Planning Guide is to provide a method by which those interested and involved in pushing forward the development of green infrastructure planning on the ground might develop their own green infrastructure plans. The purpose of the guide is to facilitate the production of geographically-based green infrastructure plans. It is intended that this method might help to provide a more informed and systematic way to consider the competing priorities of green infrastructure within the spatial planning process. The objective is also to provide a catalyst for discussion and for the exploration of methods of green infrastructure planning – it does not aim to provide a prescriptive methodology, but a flexible technique that can be moulded to fit ‘real world’ requirements.

A short background to green infrastructure is provided, but the main body of this Guide is based on a step-by-step description of the use of Geographic Information Systems (GIS) in order to achieve (a) a baseline green infrastructure map, and (b) a framework whereby six major questions can be addressed in order to establish what should be conserved in the existing environment, what should be enhanced or changed and what or where new green infrastructure should be created.

It is anticipated that the majority of users of this guide are already engaged with aspects of geographical or functional based planning including: Strategists and policymakers; town & country planners engaged in local authority planning and private practice; environmental sector professionals; landscape architects and landscape planners, regeneration specialists, consultants; research students.

2. Definition and Principles of Green Infrastructure

Green infrastructure (GI) is a term that can mean different things to different people and there are a number of definitions available. There is a significant amount of common ground within the available definitions, (a) that GI involves natural and managed green areas in both urban and rural settings (b) is about the strategic connection of open green areas and (c) that GI should provide multiple benefits for people. Stakeholders were asked to formulate a GI definition for use in the development of this guide; the result was a robust and inclusive definition:

Green infrastructure is the physical environment within and between our cities, towns and villages. It is a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside. It comprises all environmental resources, and thus a green infrastructure approach also contributes towards sustainable resource management.

3. Context and Functions of Green Infrastructure

At a general level five broad sets of interests in GI can be identified:

1. Sustainable resource management – particularly relating to the role of GI in the sustainable management of land and water resources, including production (e.g. energy and food crops), pollution control, climatic amelioration and increased porosity of land cover.
2. Biodiversity – particularly relating to the importance of connectivity of habitats at a variety of landscape scales;
3. Recreation – particularly relating to greenways and the use of non-car routes to address public health and quality of life issues;
4. Landscape – examining resources such as green spaces and corridors from aesthetic, experiential and functional points of view;
5. Regional development and promotion – particularly relating to sustainable communities issues relating to overall environmental quality and quality of life.

4. Characteristics of Green Infrastructure

There is a grey-green continuum of thinking relating to concepts surrounding 'infrastructure', although 'green' can be used to denote the function or facility provided by an element, even if it is not strictly 'green' in land use terms. It is suggested therefore that the definition of 'grey' as fundamentally distinct from 'green' may not be altogether helpful, and that, like a colour chart, we can move through a range of shades (see Figure 1): in the middle is grey/green e.g. cycleways.

Elements that might be classed as 'grey', but which contribute to the wider functioning of green infrastructure should be treated as part of the green infrastructure network. Grey infrastructure, such as bus routes, should be made to integrate with green infrastructure networks rather than vice-versa.

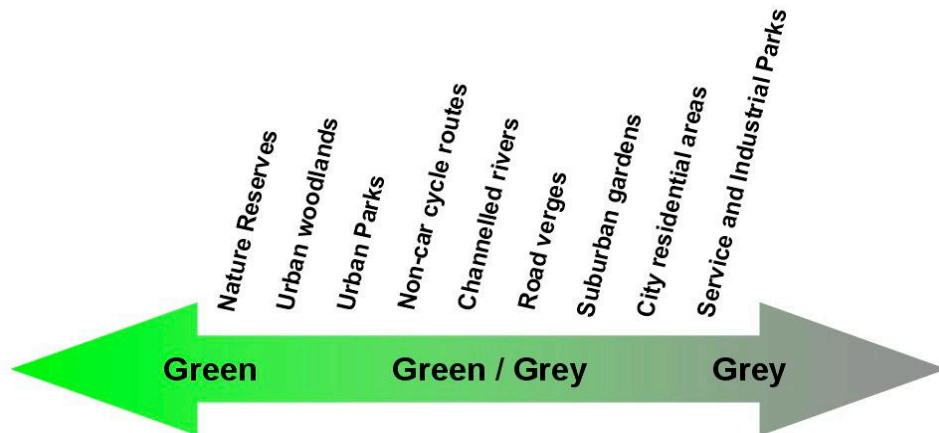


Figure 1: The Grey-Green continuum

One of the problems encountered in considering green infrastructure planning is that it is often hard to visualise and therefore may not be accounted for properly. The green-grey continuum concept may help to overcome the lack of obviousness of green infrastructure compared to grey infrastructure, which is well understood in the planning process.

5. The Typology of Green Infrastructure as developed by stakeholders

Stakeholders in the North East of England formulated a GI typology to be used in planning guide:

Arable
Horticulture
Stock grazing
Energy crops
Orchards
Set-aside and fallow

Amenity woodland
Conservation woodland
Productive woodland
Biomass woodland

Active and disused mineral workings and quarries

Public Parks and Gardens
Public Amenity Green space
Public provision for children and young people (e.g. play areas)
Outdoor sports facilities

Allotments, community gardens and urban farms

PRoWs
Permissive RoW
Greenways (off-road)
Quiet Lanes (on-road)
Defined Cycle Routes
Canals

Cemeteries, disused churchyards and other burial grounds

Domestic Gardens
Residential Institution Grounds
Hospital Grounds
Places of Worship Grounds
School & College Grounds

Restricted access green spaces (e.g. retail park settings)

Controlled access green spaces (e.g. airports and military training land)

Land identified for development
Other vacant land
Contaminated Land
Other Derelict Land

Rivers and Streams
Lakes & Ponds
Reservoirs
Wetlands
Inter tidal zone
Beaches & Dunes
Scrub land
Heathland & Bog

6. Helpful History

It has been suggested that green infrastructure, a concept that is has come to the fore since 2000, is in fact 'old wine in new bottles'. A more positive view might be that green infrastructure has its roots in thinking that goes back several decades. The most significant antecedents are:

Basic connectivity studies in Geography which used links, segments and nodes to describe networks, a language now commonly used in Geographical Information Systems (GIS).

The Tradition of Urban Parks: The human-centred thinking related to improving health, increasing access to wildlife, and providing scenic settings led to the establishment of urban parks and then later to the idea of linked green spaces and 'nature-like' landscapes in residential areas. The emphasis here was on providing a green structure based on ecological principles.

Urban Forestry: Urban forestry is a broad term which is sometimes used to refer to street trees and wooded areas in urban parks, but also now covers the interest in natural processes of establishment rather than tree planting per se. It is also used to describe larger landscapes often found on urban fringes which reflect a traditional forest pattern of trees and open land, and a multitude of land uses and landscape features such as is found in Community Forests in the UK.

Landscape Ecology: a discipline that takes a multi-scaled view of human, biotic and abiotic influences on the development and planning of landscapes. There have been multiple definitions, but the consideration of interacting systems across multiple scales and both human and non-human systems (and values) are characteristic. Connectivity is a key concept in landscape ecology thinking and planning.

Ecological Networks: the literature on ecological networks is extensive (for example Jongman and Pungetti, 2004). Ideas sprang from the need to reduce the isolation of species in human-dominated landscapes, and to understand the importance of spatial scale and provide for the migration and dispersal of species as well as the protection of large core areas such as ancient woodlands.

Greenways and Green corridors: these two concepts are often treated effectively as one, as they are both focused on the provision of opportunities and linear routes with a wide range of characteristics and uses particularly relating to recreation and commuting. Local use of greenways has emerged as a particularly important characteristic with resonance to GI thinking relating to the importance of spatial targeting of green investments where social as well as environmental needs are high. Greenways have been allied with ecological corridors because as they are both based on concepts of connectivity. But although greenways (with a recreational emphasis) and ecological networks (with a habitat and species conservation emphasis) may, at a very basic level, seem similar – they are linear features dominated by vegetation rather than hard human developments – in reality they may be largely mutually exclusive in their detailed prescriptions, especially where species are disturbance-sensitive.

Ecological footprints: The ecological footprint is a measure of how sustainable our life-styles are (Wackernagel and Rees, 1995). It is a concept that has recently attracted increased attention (e.g. www.myfootprint.org and WWF Northern, 2005 and WWF, 2005), not least because it is an effective way to encourage people to visualise the environmental impacts of their lifestyles (see Figure 2).

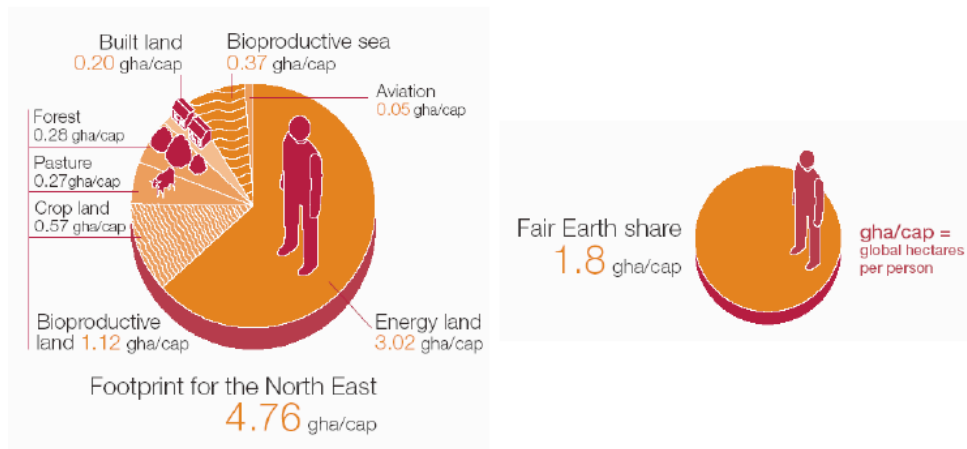


Figure 2: Ecological Footprints (source: WWF-Northern, 2005)

Sustainable development: although this is not directly an antecedent to green infrastructure but the language of sustainable development sets the context for environmental planning. Green infrastructure should be seen in the context of initiatives that aim to render current land use patterns and practices more sustainable. Figure 3, based on Rannikko (1999), emphasises that sustainability is multi-dimensional.

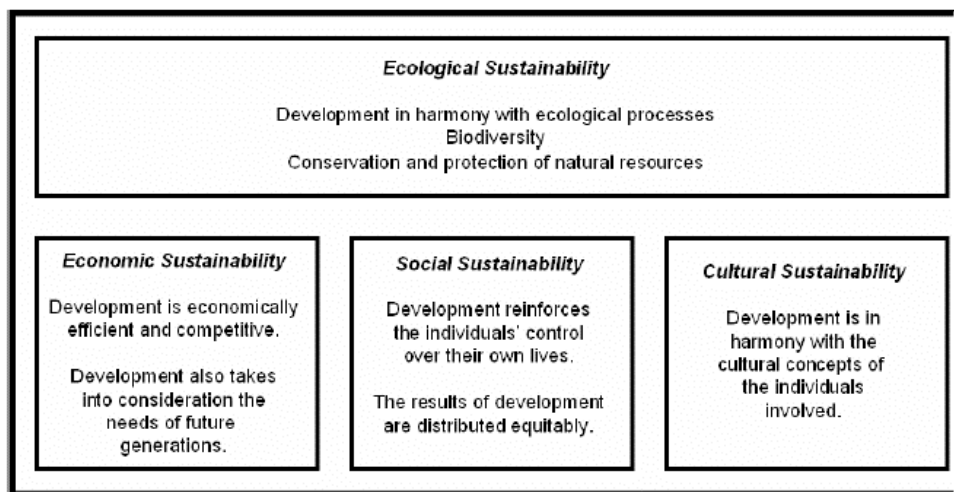


Figure 3: Dimensions of Sustainable Development (after Rannikko, 1999)

Multi-functionality: The Countryside In and Around Towns (CIAT) vision (Countryside Agency and Groundwork UK, 2004) focuses on multi-functionality and identifies a wider set of potential functions for development and enhancement in the urban fringe and areas of land that link urban and rural areas. These include:

- A bridge to the country
- A gateway to the town
- A health centre
- A classroom
- A recycling centre
- A power plant
- A productive landscape
- A place to live sustainably
- An engine for regeneration
- A nature reserve
- A heritage resource

Many of these concur with green infrastructure thinking. Green infrastructure can therefore be seen as a key delivery mechanism for multi-functionality. A range of commonalities can be identified:

1. Aesthetics: developments should be appropriate and of a high quality
2. Enjoyment: ideally 'people will wish to linger rather than move through and exit as rapidly as possible' (Gallent et al., 2004, p.iv)
3. Partnership: defining and realising objectives must be done in partnership with local communities and other interest groups
4. Balance: potential conflicts must be identified and cumulative impacts managed
5. Linkages: physical linkages lie at the heart of green infrastructure but linkages between dimensions of sustainability, quality of life and policy areas must also be identified and fostered
6. Functionality: the CIAT is not, and should not be, a museum
7. Meaning: developments that have little resonance or relevance for local communities are not sustainable
8. Opportunity: opportunity is the precursor to use and it relates to access
9. Image: how things look is important, both internally and externally
10. Viability: this relates closely to meaning and functionality, but developments have to be sustainable in practice as well as attractive in principle
11. Vision: green infrastructure is more than the sum of its parts and multi-functionality goes beyond coexistence, to consider integration, interaction and inclusion.

Community Forests: Green infrastructure is the logical extension of the concepts underpinning the development of Community Forests in urban fringe environments. These are based on a multifunctional approach to the management of the countryside in and around towns and based upon delivery through as partnership led approach. In some cases existing Community Forest partnerships are an obvious structure on which to deliver green infrastructure plans.

7. Liveability of Cities of the Future

Liveability has been defined in terms of interaction between a community and the environment (Shafer et al., 2000).

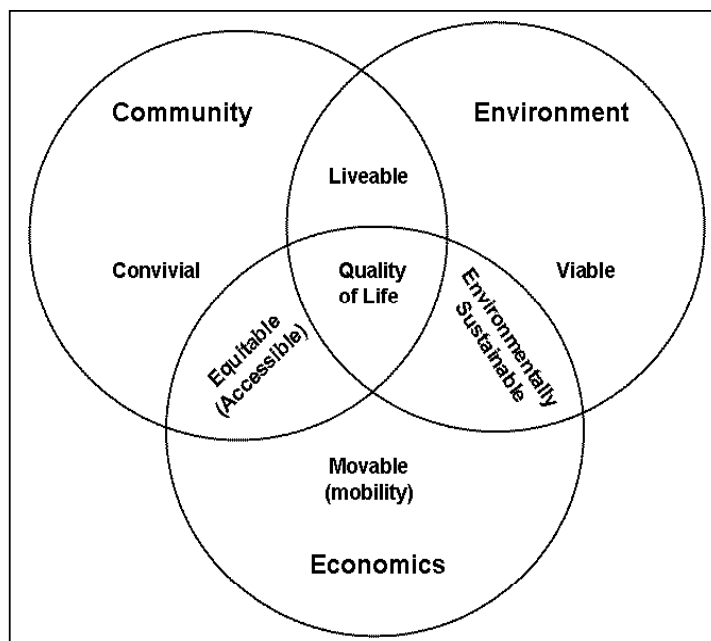


Figure 4: A human ecological perspective on the factors that contribute to community quality of life (Source: Shafer et al., 2000)

Access and positive engagement with local environments that service the range of communities' wants and needs define liveable areas.

Green infrastructure can address many of the objectives identified by the need to make cities more liveable. When applying overarching concepts (including Green Infrastructure) there is a requirement to analyse, define and disaggregate the concept if the attainment of 'liveable areas' is to be expressed through (spatially specific) plans.

Such plans need to address both personal objectives (e.g. an attractive, accessible and meaningful local environment) and wider social and governmental objectives (e.g. promoting healthy living and managing the long term finances of health care for an ageing population).

Three different 'qualities' are referred to in a range of policy papers and strategic documents, often from very different areas of government: quality of place, quality of environment and quality of life.

Green infrastructure has the clear potential to support the attainment of places, areas and communities that exhibit these qualities. There are definition and measurement issues in relation to all three, but, Quality of place refers to the image of an area as it is projected externally and how this image reflects positive resources and opportunities within an area.

Quality of environment is relatively self-evident, but it is comprised of both elements such as clean air and water and biodiversity where indicators are well established and more 'experiential' aspects in relation to noise, landscape and tranquillity.

Quality of life relates to a wide range of opportunities, for example, education, health and employment, but local environments are increasingly recognised as being extremely important in relation to quality of life in just the same way that the regional environment has very positive implications for quality of place. Green infrastructure is of key importance to all three.

8. Reference Standards

There are a range of useful reference standards that can be used in connection with GI planning:

- Accessible Natural Greenspace Standards - Promoting the Natural Green structure of Towns and Cities, *English Nature*
- Green space Strategies: A Good Practice Guide, *CABE Space*
- Planning Policy Guidance 17: Assessing needs and opportunities for open space strategies (Companion Guide), *ODPM*
- Six Acre Standard: *National Playing Fields Association*
- Space for People Targeting action for woodland access: *Woodland Trust*

Promoting the natural green structure of towns and cities: English Nature, accessible greenspace standards model

No person should live more than 300 m from their nearest area of natural greenspace of at least two (2) hectares in size;

There is provision of at least two (2) hectares of Local Nature Reserve per 1,000 population;

That there should be at least one accessible 20 ha site within two (2) km from home

That there should be one accessible 100 ha site within five (5) km;

That there should be one accessible 500 ha site within (10) km.

Green space strategies: a good practice guide – Cabe Space

None specific.

Planning policy guidance 17 (companion guide)

Example from South Tyneside (Tyne and Wear City Region):

District parks and open spaces: all dwellings should be within 3 km of an open space of at least 30 ha which provides general facilities for recreational activity within a landscaped setting.

Neighbourhood Parks and Open Spaces: all dwellings should be within 1 km of an open space of between 10 and 30 ha which provides general facilities for recreational activity within a landscaped setting.

Local parks and open spaces: all dwellings should be within 400 m of an open space of between 2 and 10 ha which provides facilities for recreation within a localised area, catering for the specific informal needs of occupants of the immediate vicinity.

Pocket parks and small open spaces: all dwellings should be within 200 m of a small formal or informal area of open space of between 0.2 and 2 ha that is suitable for informal use and has high amenity value.

Example from Fareham Borough Council

Minimum Acceptable Size Component – Chapter 6.16

Pitches: a minimum of two pitches plus changing and parking

Other outdoor sports facilities: a minimum of 0.65 ha

Local equipped areas for play: a minimum of 0.5 ha

Neighbourhood Equipped Areas for Play: a minimum of 1.0 ha

Informal play spaces: a minimum of 0.1 ha, with no dimension less than 10 m

Six acre standard: National Playing Fields Association

A minimum standard for outdoor playing space of 2.4 hectares (6 acres) for 1000 people, comprising 1.6 hectares (4 acres) for outdoor sport and 0.8 hectares (2 acres) for children's play.

Outdoor equipped playgrounds for children of whatever age; other designated facilities for children which offer specific opportunity for outdoor play, such as adventure playgrounds; casual or informal playing space within housing areas 0.6-0.8 ha (1.5-2 acres)

Space for people targeting action for woodland access: Woodland Trust

"Woodland Access Standard" - that no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size and that there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km roundtrip) of people's homes.

9. Standard for GI Planning

The English Nature Greenspace standard is regarded as having the best fit to GI Planning and is used in this guide in a modified form. The modified standard is referred to as Accessible Natural Greenspace Standard Plus; **ANGST+**. The modified ANGST standard takes account of stakeholder involvement, local decision making and connectivity, the latter being a fundamental component of all infrastructure; green or grey.

- No person should live more than 300 m from their nearest area of natural greenspace of at least two (2) hectares in size;
- There is provision of at least two (2) hectares of natural green space per 1,000 population;
- That there should be at least one accessible 20 ha site within two (2) km from home
- That there should be one accessible 100 ha site within five (5) km;
- That there should be one accessible 500 ha site within (10) km.
- That adjacent greenspaces are interconnected; the priority and extent being determined by local decision making informed by stakeholder involvement.

10. Why Green Infrastructure Planning

Green infrastructure planning represents the coming together of various interests as described above. It is not seen just as a way of providing an improved green structure for the landscape, but also as a mechanism for more informed decision-making and more 'joined-up' thinking in relation to urban and regional environmental planning.

Green infrastructure is seen as a critical part of urban infrastructure and as a positive way to conceptualise greenspace planning. The aim is to increase the quality of natural capital rather than concentrate solely on the quantity of natural capital.

Embedded within green infrastructure planning is the idea that stakeholders should have the opportunity to be involved in the shaping of environmental and greenspace planning at a variety of scales. Recent enthusiasm for pushing forward green infrastructure planning indicates that GI has become a 'muster point' for academic, public bodies and practical agencies interested in greenspace issues and a way to help develop environmental thinking across disciplinary and political boundaries.

Green infrastructure is not seen as a 'fixed' asset and the purpose of green infrastructure planning is to:

- Value existing green areas and prevent deterioration
- Improve the quality and diversity of these areas to better serve local needs
- Connect green areas to present a strategic whole that is greater than the sum of the parts
- Consider the management of all green areas under consideration, whether they are in private or public ownership.

11. Types of GI Plans

GI Plans can exist in many forms thus a robust yet flexible methodology has been devised to provide a consistent framework for these. This is based on the use of available data, the Digital National Framework, GIS techniques (which automates much of the process) and a consultative approach to planning, review and delivery. It is envisaged that the Green Infrastructure Planning guide can assist with the production of:-

- Spatial Green Infrastructure Plans in City Regions
- Strategic GI guidelines that steer decision making in the development control process
- Supplementary planning documents
- Policies embedded within Local Development Frameworks and Local Area Agreements
- Statutory and non-statutory plans produced by organisations including Natural England, Forestry Commission and Environment Agency.
- Proposals included within local Area Based Initiatives
- Proposals included within regional strategic documents.

However, these various policies, plans and related activities are carried out at spatial scales from the neighbourhood or local to the regional scale. It is important therefore to set out how green infrastructure should be identified, represented and treated at different scales of analysis and planning.

At a fundamental level of course green infrastructure is not really different at varying spatial scales; it is ultimately something that exists at a local scale, yet locally specific elements and links interact to create synergies and higher level effects that have significance at a scale greater than the local.

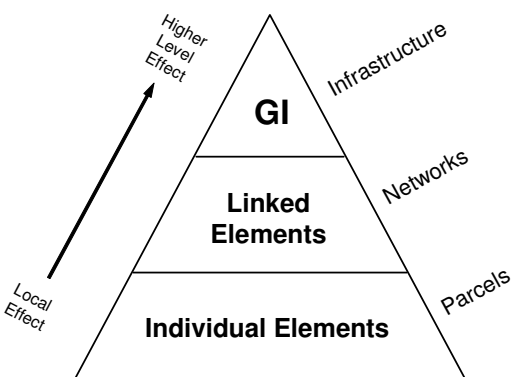


Figure 5: Parcels, Networks & Infrastructure

Underpinning the approach to GI set out in this guide is the premise that higher level effects can be realised by working at the landscape scale than can be achieved at the site-specific, very local scale. This relates to ecological, recreational, amenity and aesthetic outcomes. These higher level effects may be positive, in response to informed and coordinated planning, but they may also be negative as a failure to match the scale of planning with the scale at which problems are created will lead to a 'creeping crisis' in the loss and fragmentation of green spaces and networks. Thus, networks are comprised of parcels and links and infrastructure is effectively a network of networks. The aim is to ensure this is both coherent and of high quality.

So, the issue of scale in relation to green infrastructure is one of establishing at the regional scale what the strategic elements and links are in relation to the multifunctional demands placed upon them and then 'filling in the gaps' at a sub-regional and local level. Filling in the gaps requires that more detail is layered in at a sub-regional and again at a local scale, detail that includes elements and links that are of a commensurate level of significance, and also in a physical sense so that green infrastructure at a local scale is more comprehensive. Set out in these terms this explanation of scale is rather abstract, so the table below illustrates examples of what green infrastructure at three different scales – regional, sub-regional and neighbourhood – may be comprised of, and what the function of green infrastructure planning at the corresponding scales is.

Scale	Examples of Green Infrastructure	Function of Green Infrastructure Planning
Regional (Fig 6) (NE Region)	Nationally designated sites (e.g. NNRs, cSACs, SSSIs, National Parks, AONBs, Heritage Coasts) Major river corridors (e.g. Tyne, Tees, Wear) Major recreational and amenity sites Long distance footpaths (e.g. Pennine Way, Hadrian's Wall Path) National Cycle Network	<p>Strategic environmental capital can be subdivided into natural resources (e.g. carbon sinks, water framework and habitat framework) and cultural resources (e.g. landscape, amenity and recreation such as National Parks and Heritage Coasts). The most significant, usually designated, areas, sites and routes of both of these resources are identified as being the regional green infrastructure.</p> <p>At this level the emphasis is on the identification of the highest priority elements and routes and the establishment of strategic priorities for GI development. Prescriptive details on how areas are to be enhanced or routes to be developed would be inappropriate at this level.</p>
Sub Regional / County (Fig 7) (e.g. Tyne & Wear and Tees Valley City Regions, Northumberland & Co. Durham)	Significant or extensive public parks and gardens such as Country Parks or Forest Parks Local Nature Reserves Significant river corridors (e.g. River Coquet) Significant recreational routes (e.g. Cleveland Way) Significant coastal beaches (e.g. Druridge Bay)	<p>At the sub-regional level the emphasis in GI planning is in identifying those elements which have the potential to qualitatively enhance the area's environment as a whole (including the perception of that environment) and where the infrastructure may be significantly strengthened by higher level initiatives that span local authority boundaries.</p>
Borough or District (Fig 8) (e.g. Castle Morpeth or Stockton on Tees)	Public parks and gardens Other river corridors Public Rights of Way and Greenways Local cycle routes Playing fields Informal green spaces Accessible woodland Reservoirs, water bodies and wetlands Other coastal access areas	<p>At this level GI planning is fundamentally about providing (a) suitable and sufficient green spaces for recreation, amenity and conservation purposes, and (b) a coherent infrastructure of green and green-grey links that provide routes and pathways for multiple purposes.</p> <p>A GI plan should focus on the infrastructure of the area as a whole and how links can provide both local benefit, and integrate with higher tier GI priorities and plans and also those of neighbouring districts or boroughs.</p> <p>At this level opportunities to extend GI through new, perhaps unforeseen, opportunities should be accommodated, so a degree of flexibility to respond to such opportunities is essential.</p>
Neighbourhood (Fig 13)	Street scene (e.g. trees, flower beds) Domestic gardens Allotments and Cemeteries Small water bodies and streams Permissive rights of way Institutional or private grounds Brownfield sites with GI potential Productive farm and forest land with GI potential	<p>At a neighbourhood level formal GI plans may not be created, but the essential principle is that the cumulative effect of many highly localised initiatives such as street tree establishment / management or the encouragement of positive use of private gardens may be considerable.</p> <p>In this respect the enhancement of qualities of life, place and environment at the local or neighbourhood level is a partnership between private individuals and public authorities, to a large degree, although not exclusively, on privately held land.</p>

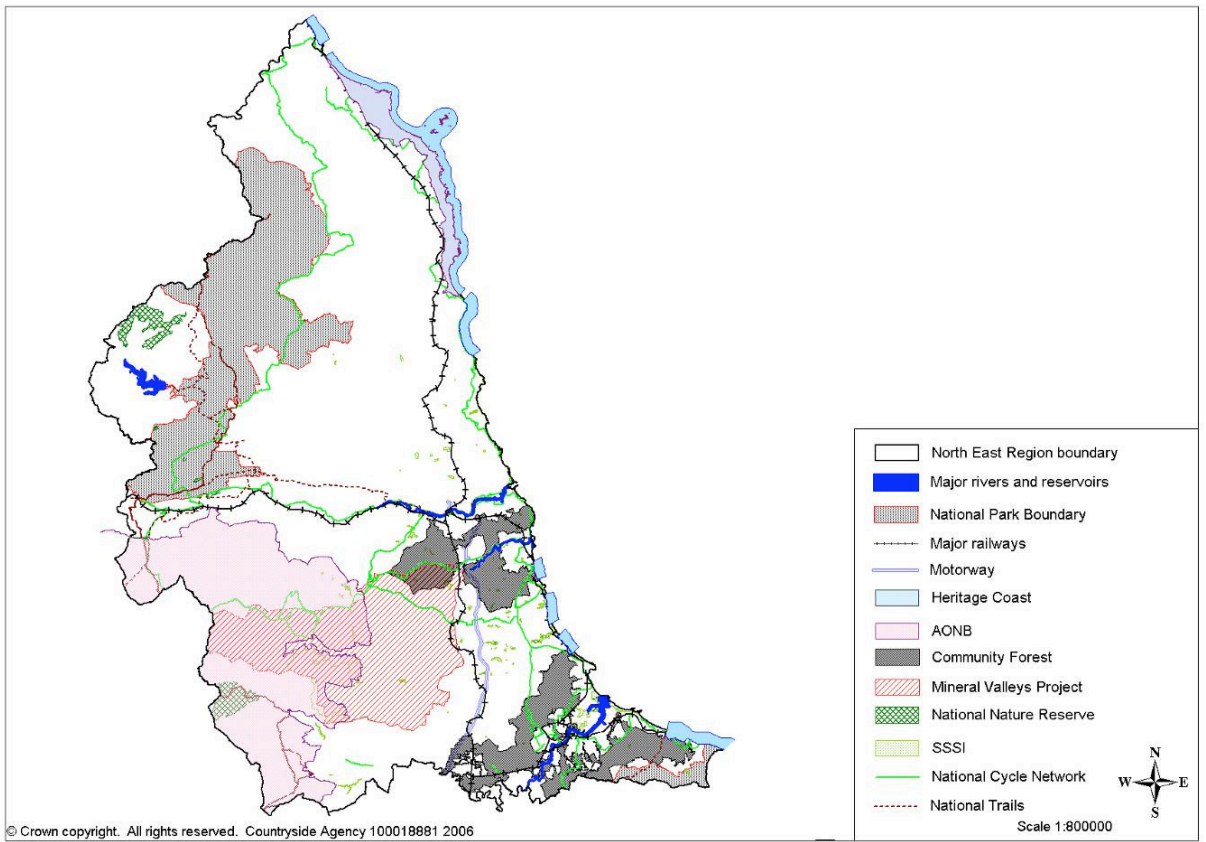


Figure 6: Regional Scale Green Infrastructure

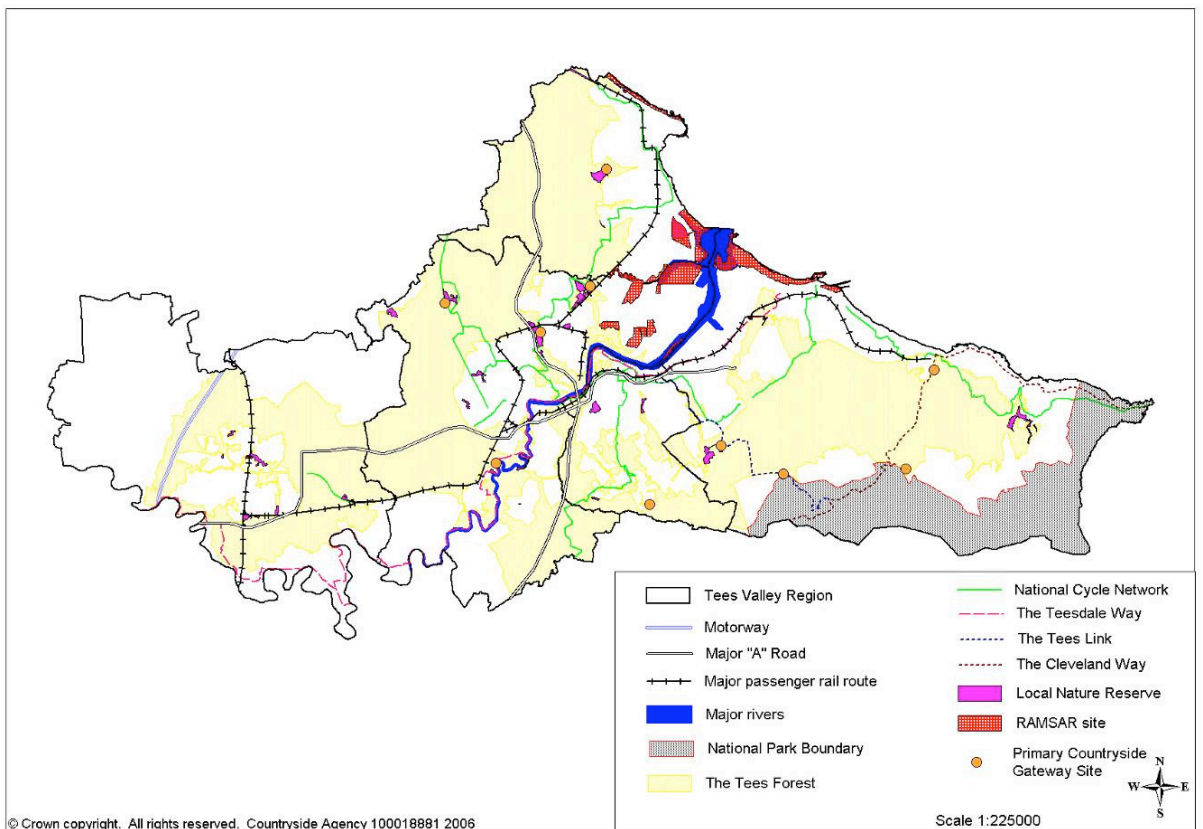


Figure 7: Sub Regional/County Scale Green Infrastructure

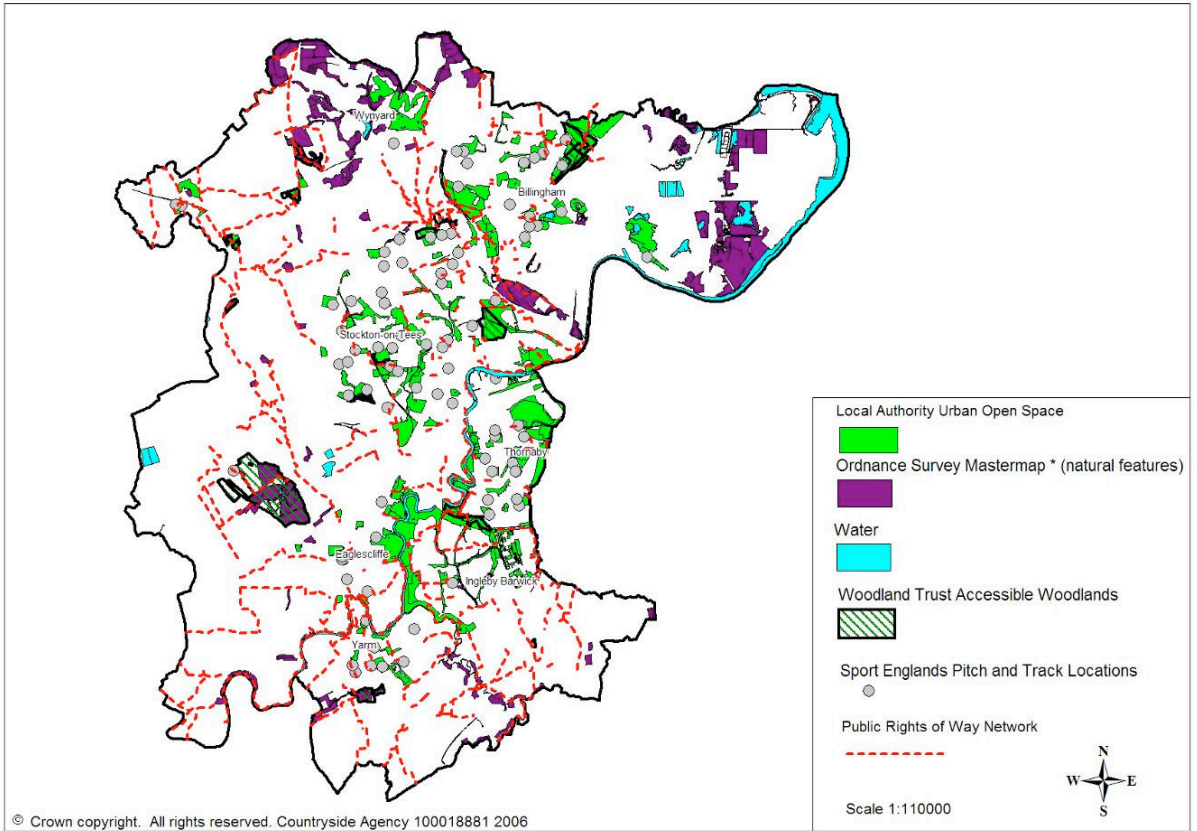


Figure 8: Borough/District Scale Green Infrastructure

12. Developing a GI Plan using Geographical Information Systems (GIS)

The first stage in the creation of a GI plan or the consideration of GI issues in relation to other planning activities has to be the creation of a baseline map of GI. An approach to this using GIS is set out here in relatively prescriptive terms although it is not specific to any individual piece of GI software.

The numbered stages in the flowchart below relate to parts of section 12.

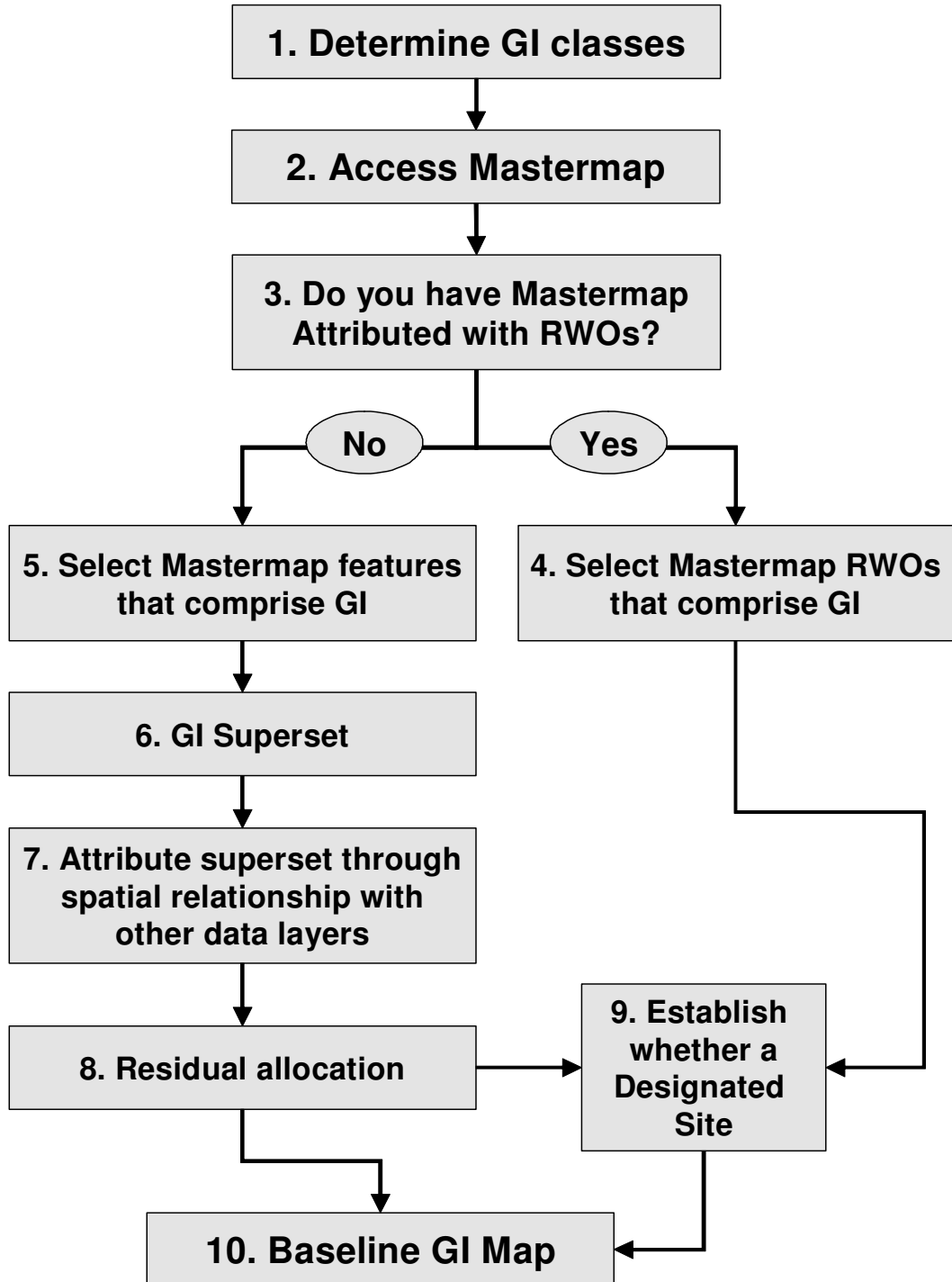


Figure 9: baseline GI mapping approach
(Note:* RWOs – Real World Objects)

1. Determine GI Classes

The first stage is to determine what GI means to you in a local context and adopt an appropriate classification to reflect this. While a widely referenced typology of GI is proposed here, it is recognised that different conditions and varying priorities may suggest a narrower or otherwise different typology.

There are a number of recognised, existing typologies based on different guidance and policies including:

General Land Use Database - (GLUD)

This is an ODPM classification which categorises land parcels in nine relatively high levels, or generalised themes:

- Domestic buildings
- Gardens
- Non domestic buildings
- Road
- Rail
- Path
- Greenspace
- Water
- Other (largely hard standing)

National Land Use Database – (NLUD)

The NLUD is a disaggregation of the GLUD which utilises two hierarchical elements, “Order” which refers to Land Use, and “Groups” which refer to a Land Cover typology. Together these set out a detailed land use typology that is well suited to a range of local authority applications.

The classification is designed to provide a framework for harmonising existing classifications, to facilitate consistent collection and reporting of land use information and provide a basis for the creation of national data sets. It is the intention that the classification will over time be adopted by all bodies that collect and make use of land use information. Where more detailed or specialised classifications are required or already in use it is anticipated they will establish and provide a direct link to the NLUD Classification (www.nlud.org.uk)

Further details are available at www.nlud.org.uk

Planning Policy Guidance 17 Typology - (PPG 17)

PPG17 (Planning for Open Space, Sport and Recreation) sets out the role of the planning system in relation to the assessment and provision of sport and recreation facilities and recreational open space. The Guidance for PPG17 sets out a typology for open space assessments. This is narrower in scope than the typology of GI derived here from stakeholder consultation.

The table below relates NLUD and PPG17 typologies to the GI typology, matching categories wherever possible, but it is clear that there are differences in focus, resolution and coverage. However, this will enable cross-reference to be made to existing GIS databases in relation to NLUD or PPG17.

The creation of a GI typology will assist when it comes to the attribution of land parcels at a detailed level. This will, in turn, assist in the decision-making when judging the type of supply, and whether there is under or over supply of specific elements of GI within a given area.

NLUD Order		NLUD Group		PPG 17 Typology	GI Typology
1	Agriculture & Fisheries	1.1	Agriculture		Arable
					Horticulture
					Stock grazing
					Energy crops
					Orchards
					Set-aside and fallow
2	Forestry	2.1	Managed Forest	Natural and semi-natural green spaces, including urban woodland	Amenity woodland
2	Forestry	2.2	Unmanaged Forest		Conservation woodland
					Productive woodland
					Biomass woodland
3	Minerals	3.1	Mineral workings and quarries		Active mineral workings and quarries
3	Minerals	3.1	Mineral workings and quarries		Closed mineral workings and quarries
4	Recreation & Leisure	4.1	Outdoor amenity and open spaces	(1) Parks and Gardens (2) Amenity Green space (3) Provision for children and young people	Public Parks and Gardens
					Public Amenity Green space
4	Recreation & Leisure	4.4	Sport facilities	(1) Outdoor sports facilities (2) Provision for children and young people	Public provision for children and young people (e.g. play areas)
					Outdoor sports facilities
4	Recreation & Leisure	4.5	Holiday camps		
4	Recreation & Leisure	4.6	Allotments and urban farms	Allotments, community gardens and urban farms	Allotments, community gardens and urban farms

5	Transport	5.1	Transport tracks and ways	Green corridors	PRoWs
					Permissive RoW
					Greenways (off-road)
					Quiet Lanes (on-road)
					Defined Cycle Routes
					Road Verges
5	Transport	5.6	Waterways		Canals
6	Utilities & Infrastructure	6.4	Cemeteries & crematoria	Cemeteries, disused churchyards and other burial grounds	Cemeteries, disused churchyards and other burial grounds
7	Residential	7.1	Dwellings		Domestic Gardens
7	Residential	7.3	Residential Institutions		Residential Institution Grounds
8	Community Services	8.1	Medical and health care services		Hospital Grounds
8	Community Services	8.2	Places of Worship		Places of Worship Grounds
8	Community Services	8.3	Education		School & College Grounds
9	Retail				Restricted access green spaces (e.g. retail park settings)
10	Industry and Business				Restricted access green spaces (e.g. airports)
11	Previously Developed Land	11.1	Vacant PDL		Land identified for development
11	Previously Developed Land	11.1	Vacant PDL		Other vacant land
11	Previously Developed Land	11.2	Derelict PDL		Contaminated Land

11	Previously Developed Land	11.2	Derelict PDL		Other Derelict Land
12	Defence				Restricted access green spaces (e.g. live firing areas)
13	Unused Land				Rivers and Streams
					Lakes & Ponds
					Reservoirs
					Wetlands
					Inter tidal zone
					Beaches & Dunes
					Scrub land
					Heathland & Bog

2. Access Mastermap

Definition of Mastermap

OS Mastermap® topology layer is recognised as the main foundation for the Digital National Framework. It is an intelligent digital map designed by Ordnance Survey for use with geographical information systems (GIS) and databases.

Based on the National Grid, it includes topographic information on every landscape feature – buildings, roads, phone boxes, postboxes, landmarks – and represents a significant evolution from traditional cartography.

Each feature has its own unique identifier or TOID® – a 16–digit reference number that can be shared with other users across different applications and systems. This allows easy data association and greater accuracy, focusing on real–world objects on the map.

Further details are available at www.ordnancesurvey.co.uk/oswebsite/products/osmastermap

OS Mastermap ®

Ordnance Survey Mastermap in its native format has the broad descriptive groups listed below.

Descriptive Groups

Building	Inland Water
Glasshouse	Tidal Water
Structure	Political or Administrative
Buildings or Structure	Built Environment
Road or Track	Natural Environment
Rail	Historic Interest
Path	Terrain and Height
Roadside	General Surface
Landform	General Feature
Height Control	

This is then further broken down in to descriptive terms, which can be found in Appendix A.

3. Do you have Mastermap attributed with Real World Objects?

4. Select Mastermap Real World Objects that comprise GI.

These two stages are described together.

Real World Object (RWOs)

These are “Objects that exist in the real world and are represented by OS Mastermap data as a feature or collection of features with attributes” (Ordnance Survey, 2005).

The table below illustrates how immensely detailed the RWO typology is. For a single element of the GI typology all of the RWO classes which provide a possible match are set out. Clearly there is a level of detail which is not necessarily required for GI mapping and assessments. However, if OS Mastermap has been attributed with RWOs this is an immensely valuable resource and the RWO descriptions can determine which broader GI category they may fall in to.

GI Typology	Ordnance Survey Real World Object	
Public provision for children and young people (e.g. play areas)	Adventure Playground Artificial Ski Slope Assault Course (civilian or military) Baseball field/pitch Basketball court BMX Track Boating lake/pond Bowling centre/green Cadet centre Camping site Climbing frame Crazy golf course Cricket field Cycle speedway Equestrian centre Football ground Fun fair Fun pool Games court/area Garden (private/public) Golf course Green Gymnasium Hockey pitch	Holiday camp Ice Rink King Georges Playing field Lawn Leisure pool Lido Livery stable Paddling pool Park (public/private) Pitch and Putt course Play area Playing field Play ground Polo ground Rugby ground/stadium Running track Shinty pitch Skateboard park Sports centre Tennis court Terrarium Velodrome Village green Visitor centre Zoological gardens

If Mastermap has been attributed with RWOs for existing work such as a Green Space or Open Space Inventory the need for any additional data capture will almost certainly not be needed.

A catalogue of Mastermap RWOs can be found at:

<http://www.ordnancesurvey.co.uk/oswebsite/products/osmastermap/pdf/realWorldObjectCatalogue.pdf>

5. Select Mastermap Features that comprise GI.

In the absence of Mastermap attributed with RWOs, the first filtering process to arrive at a baseline GI map is to extract **all** elements of OS MM where the “Make” category = Natural. This will select a baseline to work from. At this stage you have not created a GI typology, but you have filtered out those Mastermap elements which are not relevant to the GI typology.

To illustrate steps taken with the GIS a case study area in Stockton-on-Tees has been used and the cooperation of Stockton-on-Tees Borough Council is gratefully acknowledged. However, it should be noted that the illustrations are only intended to be illustrative and nothing should be taken to imply that their represent the position or views of Stockton-on-Tees Borough Council.

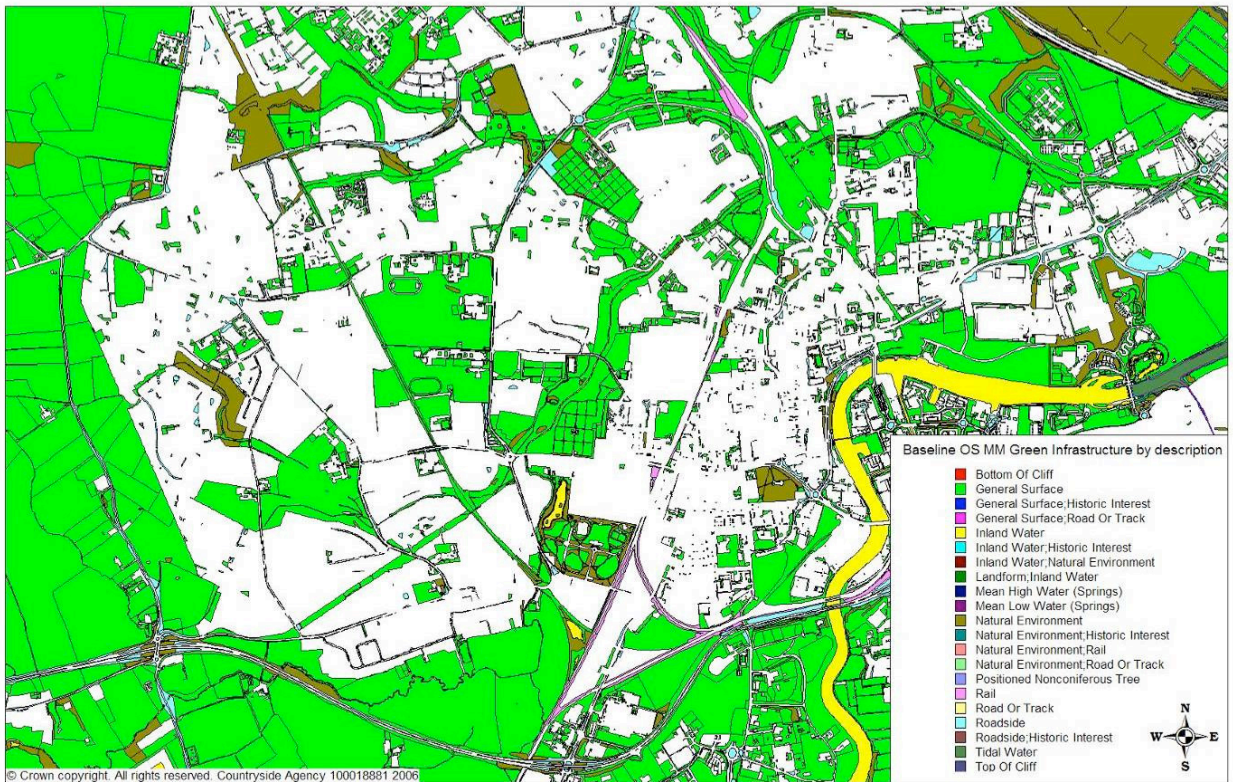


Figure 10: Filtering GI elements from OS Mastermap

Running this process gives a very general view of GI on the ground. Whilst figure 6 indicates that the area is well served with green/natural elements it does not refer to the primary use of the land or whether it may be 'accessible' green space.

The belt of green running to the west of the figure 10 is primarily agricultural land, however the Mastermap descriptive group is General surface and the 'make' is equal to natural. A school playing field can have the same Mastermap classification as arable playing field, so additional stages are required to create an appropriately differentiated GI typology.

Depending on what decisions you are looking to make with regards to Green Infrastructure will determine how detailed the typology needs to be.

6. GI superset

By filtering the Mastermap dataset in the previous stage you will arrive at what can be classed as a GI superset, which, although useful as a first stage, provides a weakly differentiated typology.

7. Attribute superset through spatial relationship with other layers

A large number of datasets are available to narrow down land use typology. By using a backdrop of recent aerial photography or raster mapping, land parcels can be quite readily identified to determine broad descriptive uses such as agricultural, industrial, or institutional land.

Acquisition of data available from external sources, such as Multi Agency Geographic Information for the Countryside (www.magic.gov.uk), is a very useful way of gaining access to environmental datasets which can be combined with local authority datasets, Census data and other available data layers such as those illustrated in Figure 11. In particular MAGIC can provide information regarding the designation or status of a particular parcel of land.

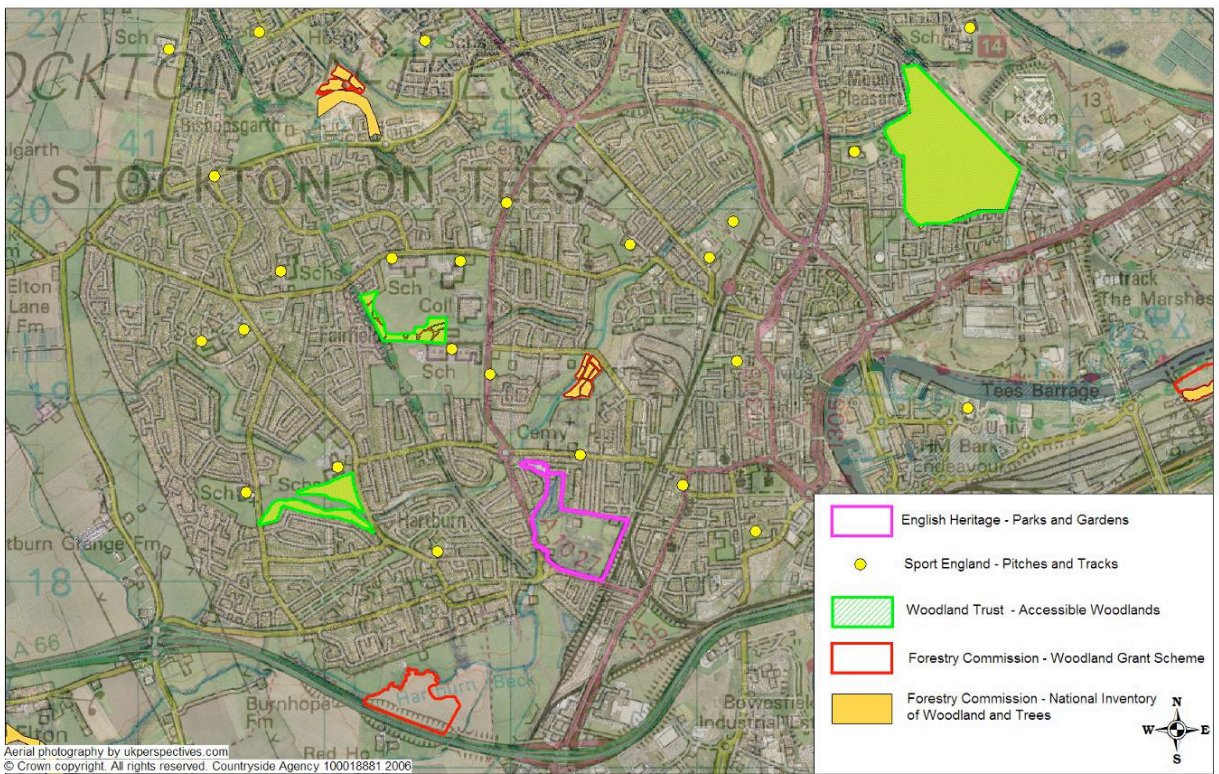


Figure 11: Transparent Aerial photography overlain on 1:50000 raster mapping

8. Residual Allocation

There may be areas of land which cannot be classified from just a desktop study, or there may be datasets which cannot be acquired. There is no real substitute for an “on the ground” survey in the absence of other data.

9. Establish whether a designated site.

Site designation may be a critical element when planning GI provision. Attribution of the GI superset with any designation that is known can prove useful in the decision-making processes discussed later in this guide.

By being able to identify designated sites, more specific criteria can be built around these parcels for instance in relation to flood risk or nature conservation designations.

Note that the GI typology does not include such designations (e.g. SSSI or LNR) as a primary defining characteristic. Such designations are additional attributes in the GI typology.

10. Baseline GI Map

Figure 12 shows what a baseline GI Map may look like following all the previous stages. It is worth adding an additional column calculating each parcel area to the attribute data. This allows easier filtering when creating size thresholds for provision of GI.

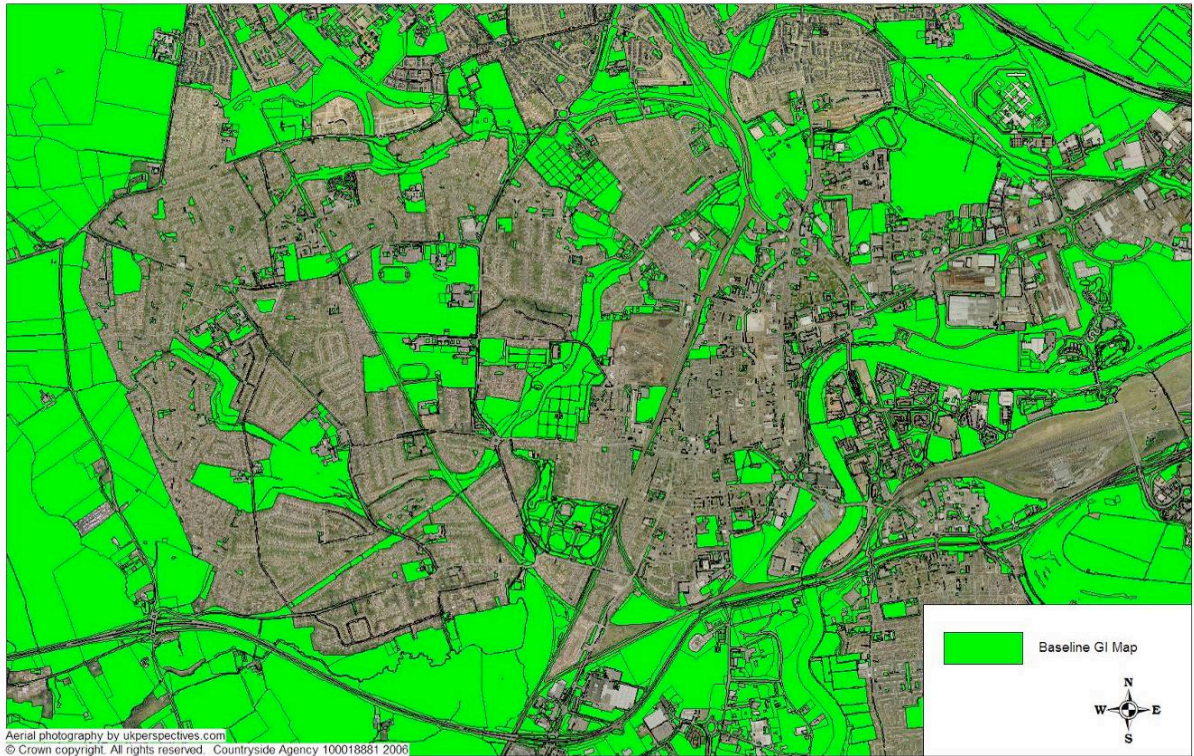


Figure 12: Baseline GI Map

Figure 13 in Chapter 13 displays this same dataset, classified according to the GI typology.

13. Using GIS to make informed judgements about GI

The first part of the GIS element of the GI Planning Guide in Section 12 was relatively prescriptive: it defined precise steps that should be taken to establish the GI baseline map. Once this map and GIS database is created, then it can support planners in making informed judgements about GI within their area of responsibility.

Figure 13 illustrates what a GI typology basemap may look like, with different land and water areas identified and categorised into types. Overlain on this is a point dataset from Sport England which identifies the location of sports pitches and tracks. A map such as this and the associated GIS database is the starting point for this section.

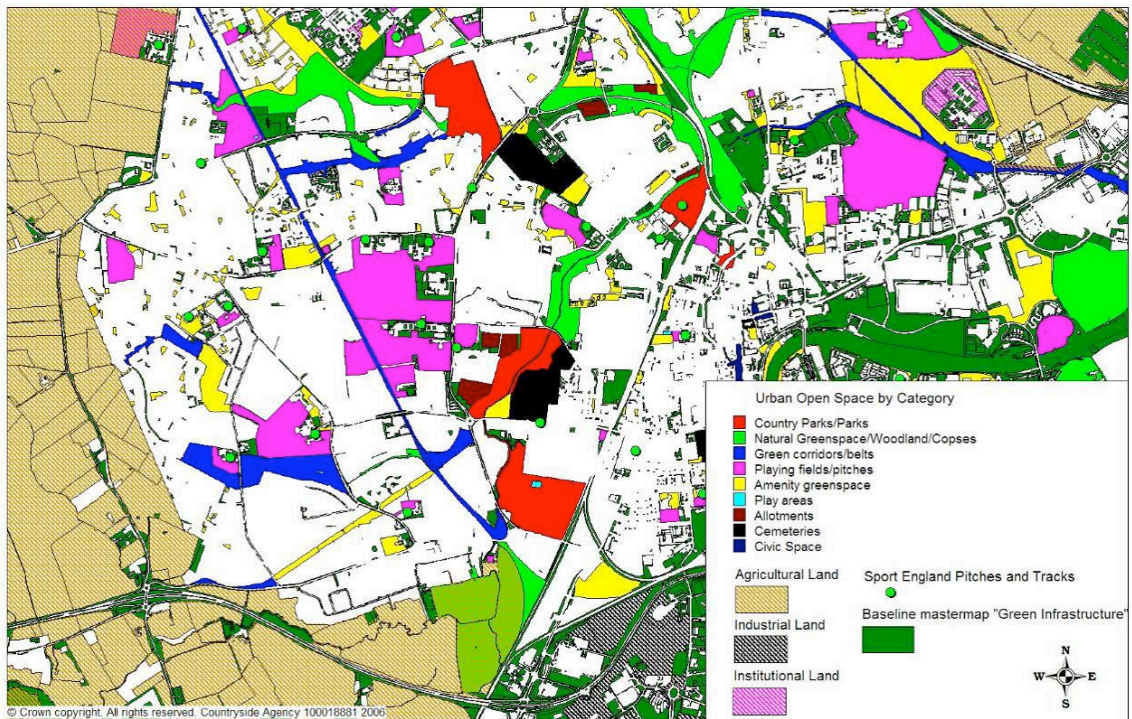


Figure 13: GI Typology Baseline Map for the Study Area

The second part of the GIS element is not prescriptive, rather it is organised around a series of questions that planners should be asking in relation to GI. The role of the GIS is to enable planners to make informed judgements in response to these questions. It should be borne in mind throughout that the GIS is simply a tool; the critical thing is awareness of the geographical dimensions of GI.

The following questions all relate to the matrix in Figure 14. The matrix provides a framework for the assessment of individual green spaces and links and their interrelationships. There are two dimensions to this assessment, quality and infrastructure. Quality, as introduced in section 7, is multi-dimensional and methods for the assessment of green spaces are detailed elsewhere, but the vertical axis broadly distinguishes between low, acceptable and high quality spaces. The horizontal axis focuses on the connectivity and integrity of the networks which combine to form infrastructure. A high quality green infrastructure will be made up of high quality green spaces and linear routes that are linked together to form coherent networks of multi-functional areas and linear features.

This matrix introduces a 'direction of travel' and the fundamental purpose of a GI plan is to ensure that the integrity and connectivity of the infrastructure is enhanced alongside qualitative improvements to the elements of that infrastructure.

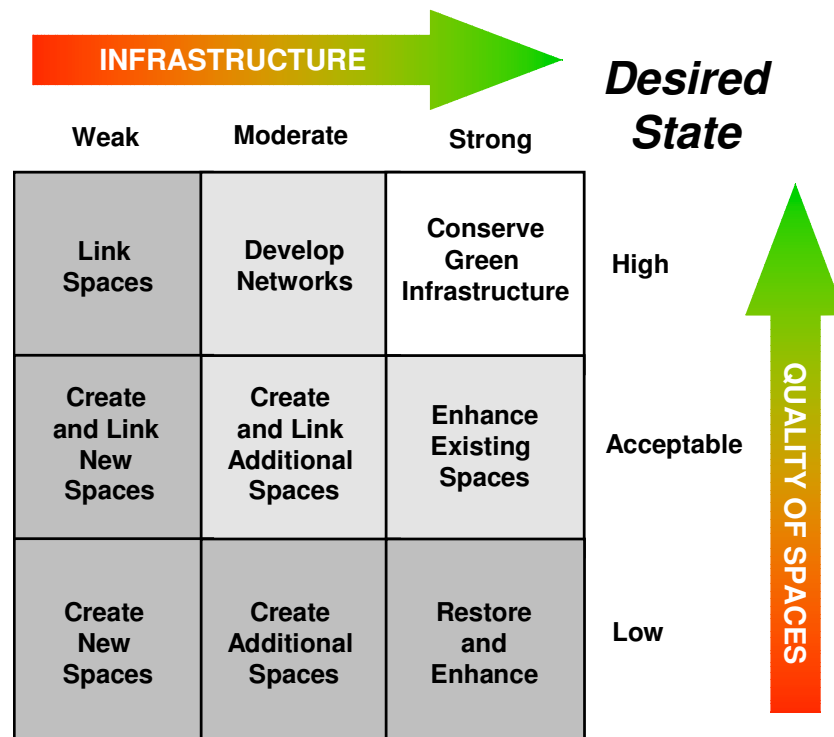


Figure 14: quality of spaces, green infrastructure and the 'direction of travel'

There are three key dimensions to the assessment of green spaces and green infrastructure which should inform judgements about conservation, enhancement, linkages, creation and development initiatives, opportunities and proposals:

- a) **Context:** the needs, wants, aspirations and problems of communities, groups and individuals who are actual or potential users of GI must be considered in making judgements about conservation, change or development. This is effectively a demand side issue and relates not just to total population, but also aspects of demography, deprivation and disadvantage. In short, certain areas may have a higher priority need for GI developments by virtue of their characteristics.
- b) **Quality:** although quality is to a degree an absolute concept, the quality of green spaces and links is also determined by the concepts of sufficiency and suitability. It is entirely appropriate for planners to conclude that an area has GI that is both sufficient (relative to defined and meaningful standards) and suitable (relative to a careful analysis of the needs of the surrounding area), although this conclusion should be based on the available evidence, as set out below.
- c) **Interaction:** GI has multiple functions and many of these functions derive from connections between elements. For example, non-car transportation will be enhanced when high density residential areas are connected to centres of employment, and wildlife corridors are more likely to be effective when they link together relevant nature reserves and other habitats. Thus, linking green spaces to make networks and integrating networks to form an infrastructure realises synergies and can meet demand with supply. However, it is often the case that the links which may have real impact are non-obvious, or are not considered by planners in making decisions which could potentially have ramifications, either negative or positive, for the attainment of these outcomes.

Clearly these elements interrelate, but planners should bear these in mind as the three dimensions which determine the significance of individual elements, links and networks in GI.

Fundamentally there are two points at which planners may focus on GI issues:

- i) in considering how to enhance quality of environment, quality of life and quality of place through a focus on green spaces, links and networks of green spaces; and
- ii) in considering how to manage development pressures and the implications of development scenarios on existing green spaces, access to green spaces and wider green infrastructure.

A simple division like this might identify the first as being positive planning in relation to green infrastructure and the second as being essentially reactive, but this guide proposes that these should effectively be seen as linked activities; the emphasis is on forward planning and working through scenarios and their implications to promote development that does not degrade environmental quality, promotes quality of life and drives up quality of place. To do this there is a requirement for principles (what am I trying to achieve and why?) and information (what are my options and which is the best way forward?) and this guide sets out both.

Standards and principles

Section 8 sets out a range of standards that have previously been identified, from English Nature's ANGST and the six acre standard of the NPFA. These standards are based on careful research and they are useful in determining levels of provision and gaps. However, simple distance-based standards should be applied with care and thought and three comments are made in particular:

- a) the size of the threshold (e.g. the radius around green spaces which ensures 'adequate' access) determines the outcome of the analysis (see figures 15-18). This is of course obvious, but standards must be sensitive to local conditions, constraints and needs, foremost amongst which is low car ownership in areas of high deprivation.
- b) drawing a line at a particular distance may appear relatively arbitrary and debate over areas just outside a given distance measurement will always be lively;
- c) distance-based approaches are relatively crude and may fail to adequately represent actual travel distance, something that can be addressed with advanced GIS analysis, but where a careful review of results can also head off inaccuracies caused by barriers such as railways and major roads.

Figures 15 to 18 illustrate the effect of different sized thresholds being applied in the assessment of green space provision. Clearly, the larger the threshold, the more complete the coverage appears in the resulting maps. However, different sized thresholds are appropriate for different purposes and scales of analysis. In this guide GI is primarily considered in a local context. However, different scales of analysis may focus on sub-regionally, regionally and nationally significant GI and an awareness of the relative significance at these higher levels of individual features, areas and routes on the ground should inform GI planning at the local scale.

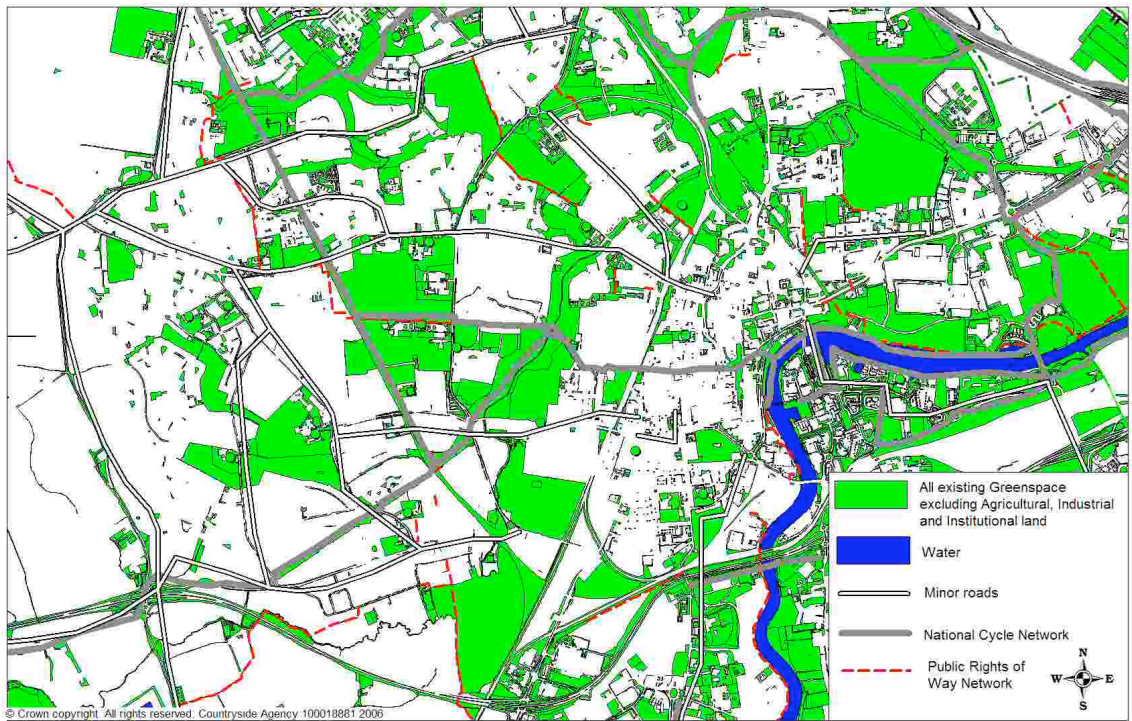


Figure 15: All existing green spaces and water bodies

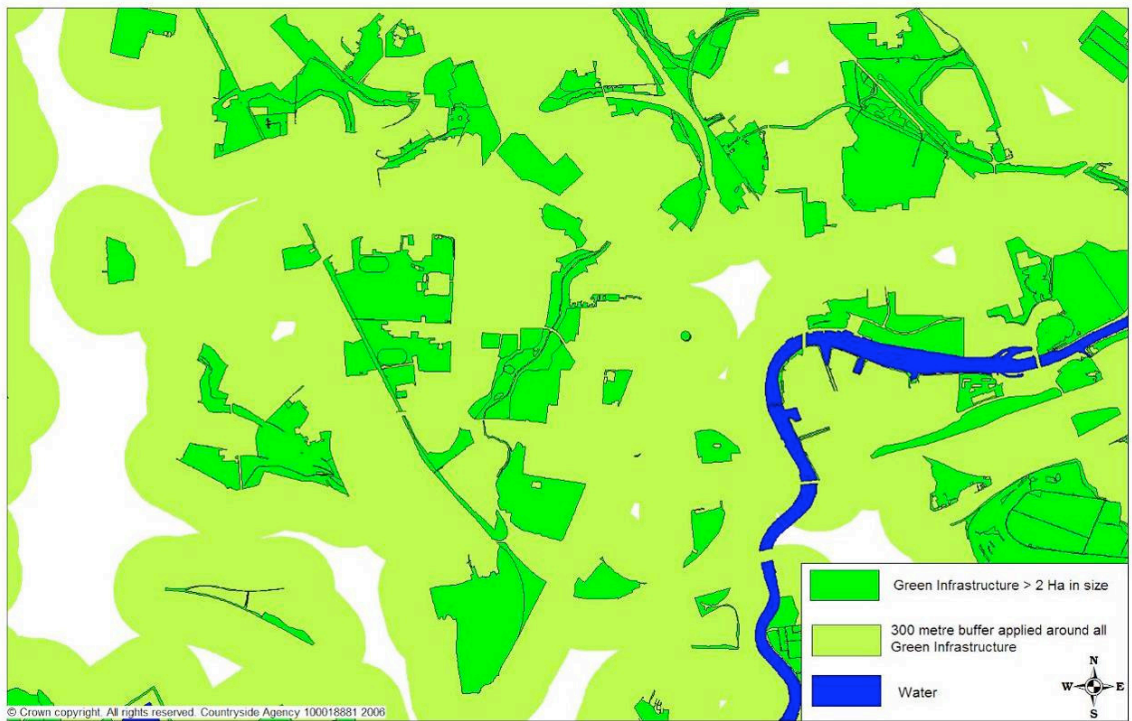


Figure 16: green spaces greater than 2 ha plus water bodies with 300m buffer applied

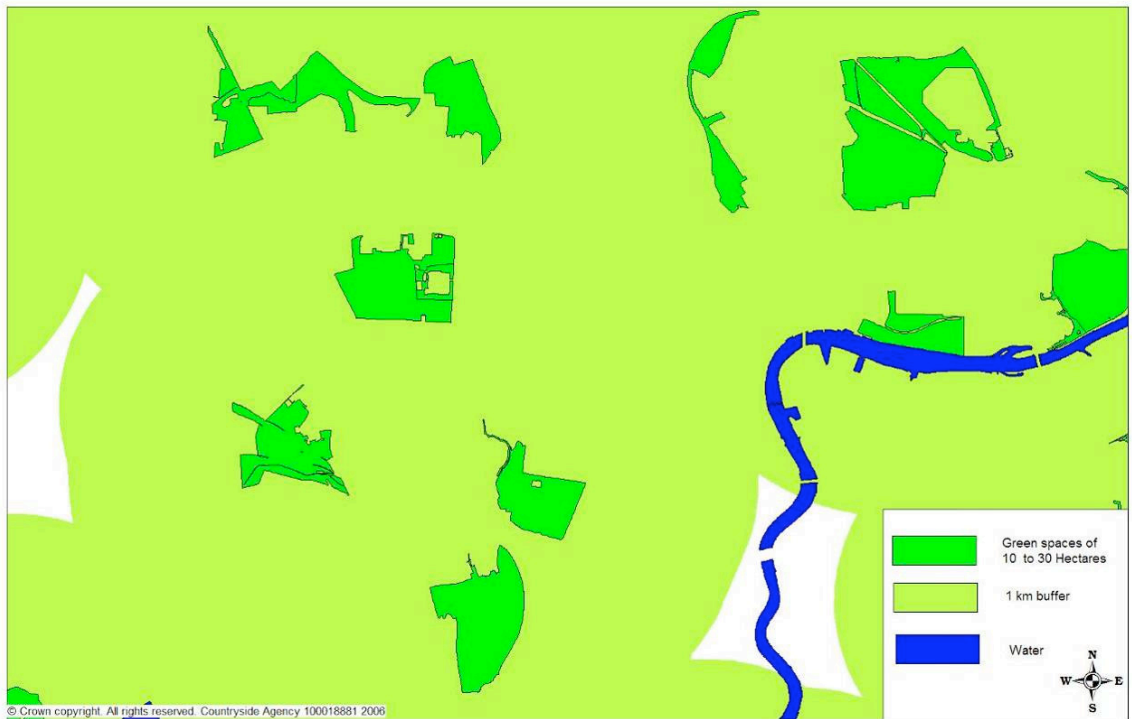


Figure 17: green spaces of 10 to 30ha with a buffer of 1km applied



Figure 18: green spaces of greater than 30ha with a buffer of 3km applied

Figure 5 requires that planners consider individual elements and areas as belonging to one of the defined cells. It is quite feasible for individual elements to be high in quality yet contribute only weakly to the wider GI. Conversely, elements may be critical in infrastructure terms, yet be badly degraded and of very low quality. The matrix defines a 'direction of travel' whereby elements should be enhanced in respect of both their site-specific quality and their network role in the infrastructure. The questions below are intended to assist planners in making judgements about which cell or area of the matrix individual elements belong in and what should therefore be done with them.

14. Questions for Planners

The emphasis in this Guide has been on establishing what GI is and why it is significant. Section 12 was relatively prescriptive, setting out the stages to create a baseline GI map. This second part is altogether less prescriptive and sets out a number of questions which planners should ask, once they have established their baseline map of GI. Some questions will require that the GI typology is combined with other GIS datasets, but this is fundamental to the GIS approach. The questions, elaborated in the following sections are:

- What green infrastructure elements must be protected?
- What elements should be changed in character or enhanced?
- Where is there a need to create new elements and what type should they be?
- Where should the development of grey infrastructure be integrated with GI?
- Which elements should be linked together?
- Which elements are possibly tradable to achieve net environmental gains in both an infrastructure and qualitative sense?

What to protect?

The concept of Critical National Infrastructure is well established: it defines the power, transportation and communications networks, food and water supply systems and other infrastructure components without which basic economic, welfare and social systems cannot effectively function. It is important that planners apply the same principles in attempting to identify what comprises the Critical Green Infrastructure. The question is 'what can you not afford to lose'? This question must be answered with regard to (a) context (e.g. what else is there nearby?), (b) quality (e.g. is this one of the most significant and valued sites in the area) and (c) interaction (e.g. is this the only green link between a community and a nature reserve or between two large areas of green space?). The answer does not have to be yes to all three to conclude that this is critical GI, and it may be that restoration or enhancement is required, but the critical issue is to identify those elements where loss or further degradation cannot be permitted.

Why is this expressed in essentially negative terms? The reality for many planners is one of managing development pressures where green spaces, and Previously Developed Land (PDL) which also has GI significance, are at a premium. Planning gain agreements may be attractive in realising net gains from developments, yet judgements about whether certain areas may be developed or whether they must be protected and conserved, have to be based on the right information.

Figures 19 and 20 illustrate green spaces and links overlain on an aerial photograph of the study area, with the edge of the built-up space evident to the West and South-West of the image. A simple analysis of these two images will rapidly establish areas of under-supply and relatively tenuous links, which relates to the identification of critical GI.

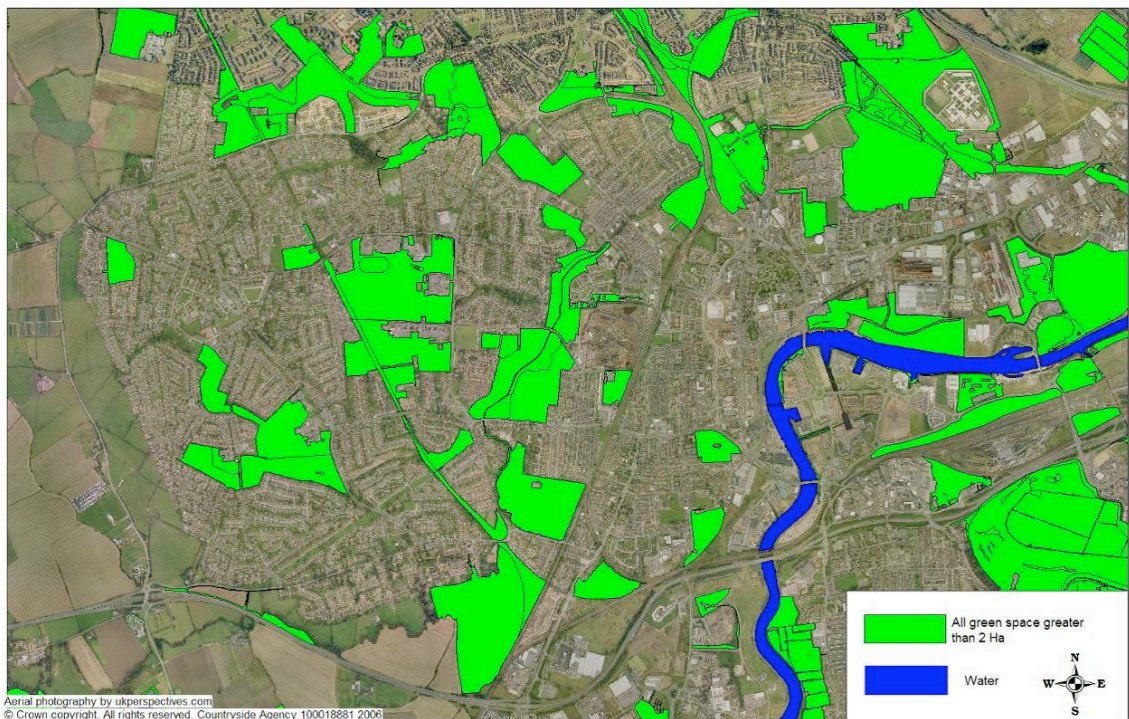


Figure 19: Green Spaces and waterbodies

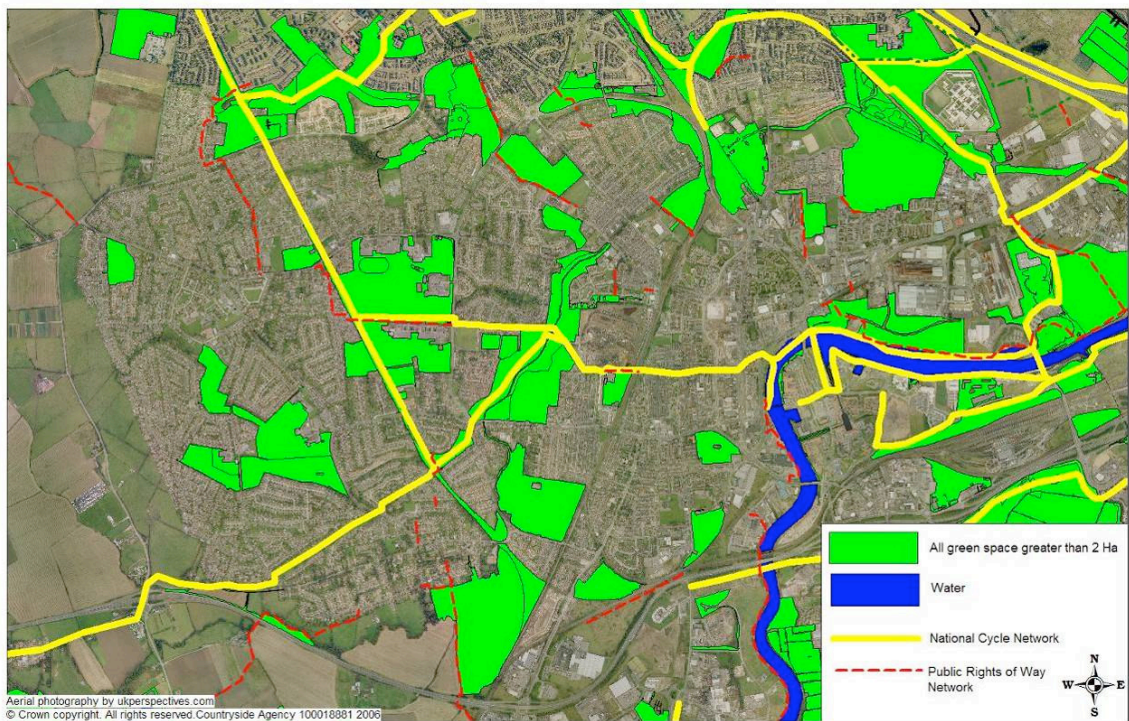


Figure 20: Green Spaces, waterbodies and green links

What to change / enhance?

Although multifunctionality is one of the underpinning principles of GI planning, the reality is that many elements have a defined or actual primary purpose. An appreciation of the context will help planners gain an understanding of whether the site is appropriate. It may be the case that sites are simply not fit for purpose; there is not necessarily anything 'wrong' with them, but they fail to supply the demands evident in the surrounding area.

This may be a quality issue, for example where use of an area is depressed by problems such as vandalism, poor drainage, excessive litter or dog fouling. In this case qualitative enhancement is required.

Alternatively it may be that use is depressed by a mismatch with demand. It has been observed that many metropolitan areas have a good supply of amenity grassland yet a paucity of green spaces that are more natural and 'interesting'. This is in part a spatial issue. For example, densely populated areas with a high proportion of children are likely to see high levels of use of such space. As another example, where several such green spaces are nearby or there is one large expanse of such space, the potential exists for a change to the character of some of the available green space.

What/where to create?

'Gap analysis' is a widely applied term and is increasingly used in a non-spatial context. However it is used here in an explicitly geographical way to define areas that have a level of provision and access to green infrastructure that fails to meet defined standards, or is otherwise judged to be insufficient or lacking. However, although multifunctionality lies at the heart of green infrastructure thinking, it is a reality that most spaces and links have a clearly identifiable primary function or use, and this is reflected in the GI typology. For example, playing fields are distinctively different from areas of woodland which in turn are different from publicly accessible common land that is used for grazing. An awareness of the sufficiency of supply must be complemented with an appreciation of the suitability of supply. So, specific questions that arise from this would include:

Where are there gaps

- **In green space of any type?** As a basic principle, reasonable access to green space of any type is better than no access at all. While there are a range of standards (see section 8) which can help define absolute gaps in access to green space, it must be borne in mind that such standards must be carefully applied and sensitive to barriers such as major roads. A failure to determine standards that are locally meaningful and then apply them intelligently is critical if unduly optimistic or simply false levels of provision are to be avoided.
- **In supply of specific types of GI?** While the basic principle set out above is that access to any green space is better than no access at all, it is often the case that one particular type of GI may be over-provided relative to the spatial pattern of demand, to the detriment of other types of GI where demand may be unmet. Demand in this context is not necessarily straightforward and measurable in human terms through local consultation. For example, the development of a wildlife corridor may require decisions to transform the character of open spaces away from those which have utility for informal games, football, kite flying, etc towards a more natural form of land cover that has landscape and nature conservation gains. The key point is that communication needs to be wide and involve partner organisations such as Wildlife Trusts and Natural England in determining where the gaps are, why they are significant and what might be done to address them.
- **In linkages?** Green infrastructure is fundamentally a network of networks. These networks may be very localised and of local significance, or they may incorporate features, areas and links that are of regional or national significance, such as National Nature Reserves or Long Distance Footpaths. How these networks are linked is significant; at a physical level links may be either an area or linear area of green space or they may be more towards the grey end of the green-grey infrastructure spectrum (figure 1), such as multi-user routes or cycle paths through urban areas which link green spaces and networks. However, such links must exist for green infrastructure to develop. In addition to their simple physical existence, links must be of an appropriate level of quality to encourage users, make them feel safe and enjoy the experience. Context can pose challenges to this, as routes through areas of high deprivation often experience problems such as vandalism, graffiti, broken glass and damaged lighting and signage which require a high and often sustained level of revenue expenditure to resolve.

- **In areas of higher need?** The question of demand is relatively straightforward to resolve if the premise that all areas are of equal significance is adopted. However, this premise is questionable on two levels:
 - a) *population is unevenly distributed:* all other things being equal, the greatest effort should be targeted where the greatest net benefit may be realised for the investment and this means targeting where population density is highest.
 - b) *deprivation is unevenly distributed:* the use of datasets such as the ODPM Index of Multiple Deprivation (IMD) provides an evidence base for targeting investment where deprivation and relative disadvantage is highest. In the context of green infrastructure it is something of a leap to infer that demand for GI is highest in areas of the greatest relative deprivation, but the principle that areas of high deprivation should have priority attention for GI development, enhancement or creation works is proposed. The basis for this is multi-dimensional but, for example, opportunities for exercise are critical in areas of long term illness, obesity and heart disease, all of which are associated with disadvantage and deprivation. Car ownership is lower in areas of high deprivation so attention to journeys that link foot, bicycle and public transport is important. Finally, and more contentiously, areas of low deprivation are often those where access to private green space (primarily gardens) is good, and where car transport is available to access more distant areas of green space in the countryside.

Figures 21 and 22 illustrate the use of GIS to combine GI, population and deprivation datasets.

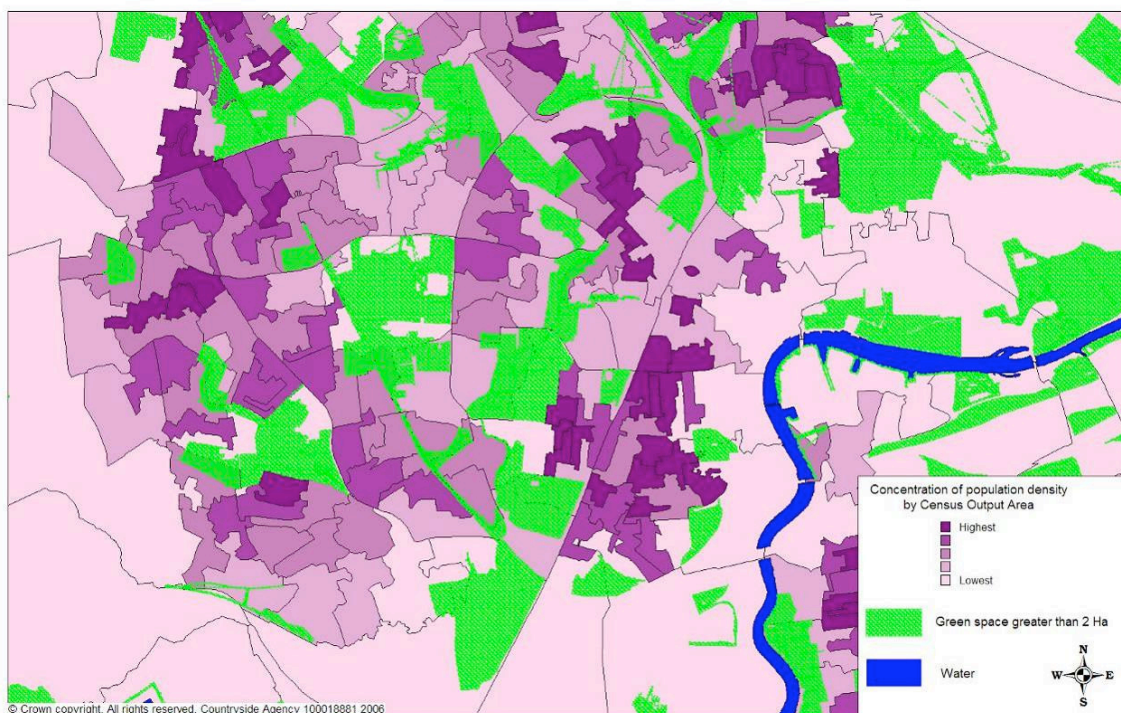


Figure 21: Green Spaces overlain on population density data

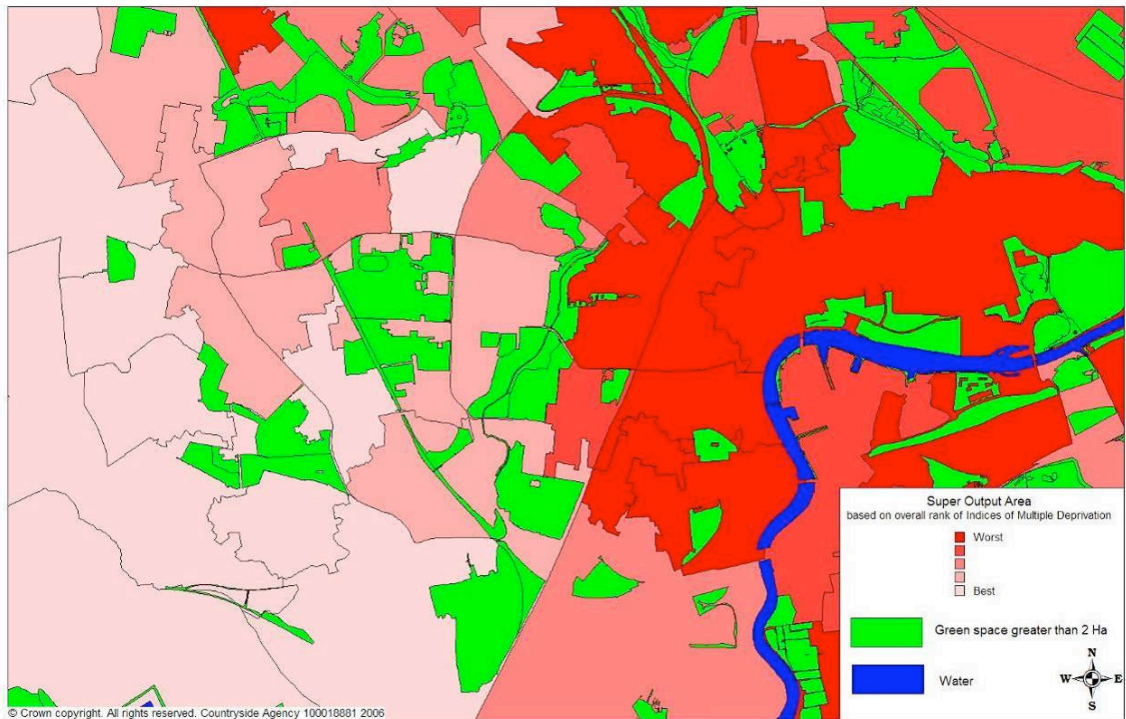


Figure 22: Green Spaces overlain on Index of Multiple Deprivation (IMD) data, clearly illustrating a relative paucity of green space provision in the relatively most deprived areas.

Addressing many of the issues identified above may initially be done at a relatively strategic scale, to identify where investment should be targeted to protect, conserve, enhance or create green infrastructure. However, actions on the ground must of course be targeted at a tactical level which gives rise to another question:

Where are there viable opportunities to create new elements and links?

Working towards strategic objectives and a vision for green infrastructure ultimately requires actions on the ground, in specific areas and locations. To achieve this an appreciation of which opportunities are viable in respect of, for example, land ownership, financial implications and land conditions requires appropriately detailed information in a GIS database. Conservation, especially at a landscape scale, has in the past been described as ‘the art of the possible’ and the development of green infrastructure that exhibits both network connectivity and coherence and element-specific quality and fitness for use requires that tactical opportunities are matched with strategic need. Again, GIS enables a range of datasets to be integrated that allow this level of connected decision making to be supported.

What/where to integrate?

This is not just about grey OR green infrastructure or simple metrics of loss and gain – there is a qualitative dimension that requires green and grey infrastructure to be developed together. Two key questions are identified in this context:

- a) Should new housing be developed in an area that is already well served with GI, so that the quality of place, environment and life for the incoming residents is high?
- b) Should new housing be planned in an area of low quality or spatially incoherent GI so that design and planning gain can be used to ‘leverage’ net gains for the new residents, and also enhance the coherence and quality of the wider GI?

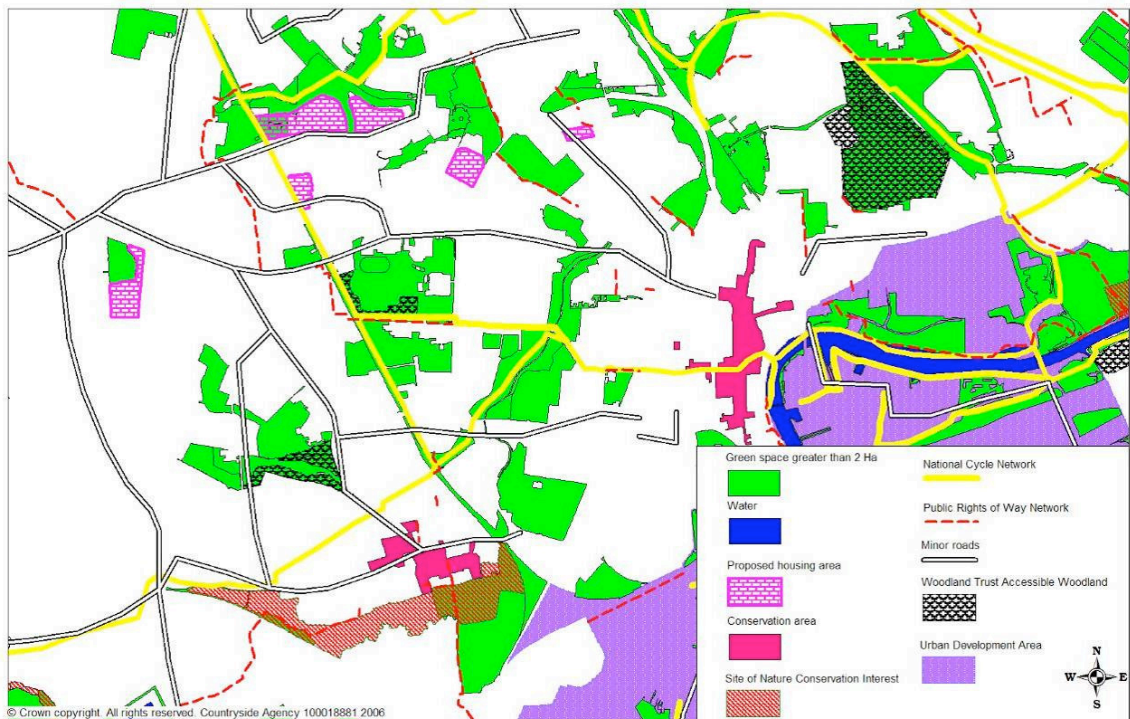


Figure 23: Local Plan information integrated with GI datasets

Figure 23 illustrates the integration of local plan information with GI which permits the evaluation of different development scenarios. However, this is not just a location issue, for there are layout and design issues to be considered as well. For example, high density housing developments may have a more constrained immediate ‘footprint’, but they may also represent a lost opportunity to integrate public green spaces and links into a development that may have significance for the wider GI far beyond one specific development.

What to link?

This element is relatively self-evident, following on from the previous sections. Analysis of existing patterns of access, demand for access and gaps in the green infrastructure and the grey infrastructure (e.g. minor roads with pavements) should establish the areas of highest priority for network extensions and enhancements.

What is tradable?

This is definitely the most contentious of the questions, but the reality of planning is one of managing change, and at the heart of green infrastructure planning lie the three qualities of environment, place and life. In many settings, perhaps most commonly in urban fringe areas, we have low quality places and environments that contribute little to quality of life. Regeneration requires development, and even environmentally-led regeneration involves building and the transformation of brownfield and Greenfield sites. GI planning is not proposed as an approach to block such developments, rather it is an approach that should guide land allocation, siting and design of developments such that the green infrastructure is not weakened, and also that existing GI can provide high quality settings for development and those that live and work there. In addition, there must be a focus on net gains and this requires an ability to determine where trade-offs might best be made. Such trade-offs might result in the loss of an area of green space, but planning gain agreements may potentially make available land and/or resources that could strengthen the green infrastructure in other ways or in other areas.

There is no simple, universal equation to determine whether elements of GI may be traded and if so for what and where. The approach adopted here has been to encourage planners:

- a) to take an explicitly geographical view on the relationship between green spaces, links, other green spaces and networks;
- b) to promote communication with partners and other interested parties to understand and appreciate the significance of elements and links; and
- c) to promote communication with partners and other interested parties to understand and appreciate the significance of gaps in provision and networks.

These are not issues that GIS can resolve, however data rich they are. Nor are they issues which individual agencies, working in isolation, can resolve either. They require appropriate information, consultation and careful judgement, but the potential gains from trading in a development context are considerable.

15. Green Infrastructure Plan delivery

Translating Green Infrastructure Plans into delivery is a crucial activity to be addressed as an integrated part of the GI planning process.

It is suggested that at a strategic geographical level (refer to Chapter 11) that Landscape Scale partnerships represent the best delivery mechanism. In some cases such arrangements will already be in place (for example Community Forest partnerships), in other areas where no landscape scale partnership exist a process to create or enable a new landscape scale partnership will be required.

At a neighbourhood level (refer to Chapter 11) there may well be a number of existing delivery mechanisms available, such as Groundwork Trusts.

The production of a publicly available delivery plan identifying which partners will deliver which aspects of the GI plan over what timescale and at what cost (including sources of funding) appears to represent good practice.

There are numerous models available for delivery plans and it is suggested that the right delivery plan for any given area is likely to be a bespoke document based on other planning documents already in use in the locality. Should there not be a satisfactory template available locally then the framework used by the North East regional Forestry Strategy can be recommended as a format and is available in PDF format on the internet: <http://www.forestry.gov.uk/forestry/inf-d-6fcf3q>

16. Delivery Priorities

Delivery priorities have been related back to the 'key' functions of Green infrastructure planning set out in section 3 of this Guide. It should be noted that the list of priorities will vary according to the spatial scale of the planning taking place or the landscape context, nevertheless by taking a high level view it is possible to identify a list of delivery priorities in each category.

Delivery priorities for sustainable resource management: *Green infrastructure that ...*

- Protects key assets (*and also extends their beneficial qualities*) including critical water resources and delivers aspirations arising from catchment planning in the context of the Water Framework Directive.
- Delivers both the strategic goals and implements the key strategies of competent authorities and leading NGO's (*such as Environment Agency, Natural England, RSPB etc*)
- Delivers the outputs and outcomes identified within key regional strategies (*such as regional spatial strategy, environment strategy and sustainable development strategies*)
- Improves or protects essential environmental capital including 'soils' and 'air quality'.
- Ameliorates the anticipated impact of climate change especially in regards to liveability in urban settings.
- Helps minimise the ecological footprint of a recognised spatial area.

Delivery priorities for biodiversity: *Green infrastructure that ...*

- Maintains and enhances existing green areas by:
 - Preventing deterioration of overall quality
 - Bringing quality improvements which are of direct benefit to communities whose local environment is currently deficient in the qualitative benefits of access to nature.
 - Maintaining critical biodiversity assets and providing long term security for these as identified in Biodiversity Action Plans.
 - Providing connectivity at the landscape scale where this will favour expansion of biodiversity assets and lead to an overall increase in ecotones (*edge habitats*). It is noted that strategic isolation can be a positive green infrastructure approach in certain situations.
 - Facilitating the re-wilding and natural regeneration of Brownfield land leading to the creation of habitat rich post industrial landscapes.
 - Diversifying (*and hence increase the multifunctional benefits*) monotonous green landscapes (*stakeholders critically refer to extensive areas of close mown municipal green space*), through for example meadow management or landscape planning which introduces new features.
 - Maintaining existing Geodiversity assets and providing access and interpretation of these.
- Provides new green areas which:
 - Secures additional biodiversity facilitated through the strategic planning system, new commercial and housing developments
 - Enables new 'green links' to be attained between existing green areas
 - Provides transitional landscape types (*these can be highly beneficial for biodiversity for example young woodland types*)
 - Buffers existing green infrastructure assets (*for example by providing woodland buffer zones achieved through natural regeneration or planting of local provenance material adjacent to ASNW*)
 - Creates new Geodiversity assets.

Delivery priorities for recreation: *Green infrastructure that ...*

- Provides 'close in' green infrastructure development which provide opportunities for green exercise (examples include walking and cycling routes close to places of work and links to areas with high levels of multiple deprivation).
- Provides local 'gateway' access to 'natural areas' at confluence points between significant pavement networks (*for example on housing estates*) and open green areas.
- Enables delivery of Rights of Way Improvement Plans and links to open access areas.
- Facilitates delivery of local authority walking and cycling strategies.
- Provides space for outdoor sport and active recreation activities (*e.g. orienteering, equestrian, running*)
- Provides a resource to educators and families for learning and creative play.

Landscape: *Green infrastructure that ...*

- Works at the landscape scale, achieves connectivity between landscapes and provides a framework for landscape enhancement, renewal and where necessary recreates landscape quality.
- Improves the diversity of urban green areas and delivers multi-functional benefits achieved through landscape led improvements.
- Connect 'green areas' together to achieve a 'strategic whole' that is greater than the sum of the parts.
- Achieves cooperative management of joined green areas whether they are in private ownership (such as gardens) with adjoining public areas (such as parks or the street scene)

Regional development and promotion: *Green infrastructure that ...*

- Provides a landscape framework (*for example by screen planting*) to ameliorate visually unappealing industrial and commercial structures for the benefit of local residents, investors, employees and visitors.
- Provides a landscape framework adjacent to critical 'grey infrastructure' assets including trunk roads, passenger rail corridors and main transport hubs (e.g. airports and ferry ports).
- Tackles local environmental issues such as fixation of particulates (*from motor transport or industrial processes*) and creation of sound barriers.
- Demonstrably ties together existing regional and local economic, social and environmental strategies.
- Delivers environmental regeneration priorities (*for example that release more land for tree planting in community forest areas*)
- Contributes to the regional tourism offer either by adding value to existing tourism attractions, providing new attractions or creating links between them.

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WWF (2005). *Regional Footprints: solutions to reduce our global impact*, WWF-UK.

18. Future Developments

A web based HTML version of the GI Planning Guide will shortly be available and will be amended and updated regularly.

19. Contact information

www.greeninfrastructure.eu

Appendix A: OS Mastermap Descriptive Terms

OS Topographic Area

Descriptive Group	Descriptive Term	Make
Building		Manmade
Building	Archway	Manmade
General Surface		Manmade
General Surface		Multiple
General Surface		Natural
General Surface		Unknown
General Surface	Multi surface	Multiple
General Surface	Step	Manmade
Glasshouse		Manmade
Historic Interest		
Inland Water		Natural
Landform		Manmade
Landform		Natural
Landform	Cliff	Natural
Landform	Slope	Manmade
Natural Environment	Boulders	Natural
Natural Environment	Boulders (Scattered)	Natural
Natural Environment	Coniferous trees	Natural
Natural Environment	Coniferous trees (Scattered)	Natural
Natural Environment	Coppice or Osiers	Natural
Natural Environment	Heath	Natural
Natural Environment	Marsh Reeds or saltmarsh	Natural
Natural Environment	Non coniferous trees	Natural
Natural Environment	Non coniferous trees (Scattered)	Natural
Natural Environment	Orchard	Natural
Natural Environment	Rock	Natural
Natural Environment	Rock (scattered)	Natural
Natural Environment	Rough Grassland	Natural
Natural Environment	Scree	Natural
Natural Environment	Scrub	Natural
Path		Manmade
Path	Step	Manmade
Provisional Or Unverified	Unclassified	
Rail		Manmade
Rail		Unknown
Rail		Unmade
Road Or Track		Manmade
Road Or Track	Traffic calming	Manmade
Roadside		Manmade
Roadside		Unknown
Roadside		Unmade
Structure		
Structure		Manmade
Structure	Overhead construction	Manmade
Structure	Pylon	Manmade
Structure	Upper Level of Communication	Manmade
Tidal Water		Natural
Tidal Water	Foreshore	Natural

OS Topographic Line

<i>Descriptive Group</i>	Descriptive Term	Make
Building	Outline	Manmade
Building	Outline	Manmade
Building	Division	Manmade
General Feature		
General Feature	Overhead construction	
General Feature		
General Feature		
General Feature	Tunnel edge	
General Surface		Natural
General Surface	Step	Manmade
General Surface	Step	Manmade
Historic Interest	Course of CRT Heritage	
Historic Interest		
Inland Water	Tunnel Edge	
Inland Water		Manmade
Inland Water	Culvert	Manmade
Inland Water		
Landform	Top of Slope	Manmade
Landform		
Landform		Manmade
Landform	Bottom of Cliff	Natural
Landform	Ridge or Rock line	Natural
Landform	Top of Cliff	Natural
Landform	Bottom of slope	Manmade
Network Or Polygon Closing Geometry	Inferred property closing link	
Network Or Polygon Closing Geometry	Polygon Closing link	
Path	Tunnel edge	Manmade
Political Or Administrative	District	
Political Or Administrative	Electoral	
Political Or Administrative	Parliamentary	
Political Or Administrative	County	
Political Or Administrative	Parish	
Pre-Build		
Rail	Narrow gauge	
Rail	Standard gauge track	
Rail	Buffer	Manmade
Rail		
Rail	Tunnel edge	Manmade
Road Or Track	Tunnel edge	Manmade
Road Or Track	Public	Manmade
Road Or Track	Traffic calming	Manmade
Roadside		
Structure		Manmade
Structure	Pylon	Manmade
Structure	Network Closing Link	
Tidal Water	Mean High Water (Springs)	Natural
Tidal Water	Mean Low Water (Springs)	Natural

OS Topographic Point

Descriptive Group	Descriptive Term	Make
General Feature	Positioned Non-coniferous	Natural
General Feature	Positioned Coniferous	Natural
General Feature	Positioned Boulder	Natural
Historic Interest	Site Of Heritage	
Historic Interest	CRT Structure	
Inland Water		Manmade
Landform		Manmade
Landform	Disused Feature	Natural
Landform		Natural
Political Or Administrative	Boundary Post or stone	
Pre-Build		
Provisional Or Unverified	Unclassified	
Rail	Switch	
Rail	Structure	
Roadside		
Structure		Manmade
Structure	Structure	Manmade
Structure	Triangulation Point or Pillar	Manmade
Terrain And Height	Air Height	
Terrain And Height	Spot Height	
Tidal Water		

Appendix B – Datasets used

ORGANISATION	DATASET
Countryside Agency	Open Access land
Community Forests	Community Forest Boundaries
DEFRA	North East Public Rights of Way
English Heritage	Battlefields
English Heritage	World Heritage Sites
English Heritage	Protected Wreck Sites
English Heritage	Scheduled Monuments
English Heritage	Parks and Gardens
English Nature	Ancient woodland
English Nature	National Nature Reserves
English Nature	Special Areas of Conservation
English Nature	Site of Special Scientific Interest
English Nature	RAMSAR sites
Environment Agency	Fluvial/Tidal Flood Plains
Forestry Commission	National Inventory of Woodlands
Forestry Commission	Woodland Grant Schemes
Office for National Statistics	Census Output Area boundaries
Office for National Statistics	Super Output Areas (lower level)
Office for National Statistics	Population Statistics
Office of the Deputy Prime Minister	Indices of Multiple Deprivation
Ordnance Survey	OS Mastermap
Ordnance Survey	1:10000 colour raster
Ordnance Survey	1:50000 colour raster
Ordnance Survey	1:250000 colour raster
Ordnance Survey	Strategi
RSPB	Important Bird Areas
RSPB	Bird Reserves
Sport England	Sport, Pitches and Tracks North East Region
Stockton Borough Council	Urban Open Space data
Stockton Borough Council	Local Plan data
SUSTRANS	National Cycle Network
UK Perspectives	Aerial photography (25 cm pixel resolution)
Woodland Trust	Accessible Woodlands - GB
Woodland Trust	Major/Minor concentrations of Ancient Woodland



MEMORANDUM

Agenda Item No.: H.4
Date: April 13, 2021

April 13, 2021

TO: Planning Commission
FROM: Mike Strong, Director of Community Development
SUBJECT: Discussion and direction regarding "Planning Commission Communications"

Public comment attached. No other materials available. Planning Commission discussion only.

STAFF RECOMMENDATION: None (Planning Commissioner Dao Doan)

ATTACHMENT: Portal comment submitted to the Planning Commission

From: noreply@escondido.org

From: noreply@escondido.org
To: [Joanne Tasher](#); [Mike Strong](#); [Adam Finestone](#); [Kurt G. Whitman](#)
Subject: Form Submission Received - (Community Development Department and related decision-making body Comment Form)
Date: Monday, April 5, 2021 5:44:27 PM

From Url: <https://www.escondido.org/public-comment-form.aspx>
From IP Address: 68.8.248.38

Email laurahunter744@gmail.com

Meeting type Planning Commission

Meeting Date 4/13

Planning Case # none

Subject Request for discussion on public communications with Commissioners

Position No Position

First and Last Name Laura Hunter

Escondido Resident False

Street Address 744 Quiet Hills Farm Rd

City Escondido

State CA

Zip 92029-7308

Comments April 5, 2021 Dear Planning Commissioners and Staff, I am writing today to request a follow-on discussion to the communications issue that came up last year. Sierra Club is an active local organization which advocates for environmental justice, development, climate, and housing policy. We feel it is very important that we can directly communicate with Commissioners both on items on the agenda and items of interest to city planning. The current practice and policy that the public should only file comments through the staff and website do not appear to be communicated in a timely manner. Further, when public communications are held until the agenda mailing, then there is less time for Commissioners to be able to review them. I am requesting, again, that the city provide an individual, official email for each Planning Commissioner such as is done for many important roles at the city. This includes public safety personnel, arts center, and Councilmembers and staff. As I have been requested by the staff to provide comments here, I request that this email be distributed to the Planning Commissioners within two days so that, if they have questions, I can respond. Further, we ask that this be agendized at future meeting so that action can be taken on it. The Planning Commission has an important role in the most important decisions the city makes. We ask that we be able to communicate officially with you in a timely manner. Thank you for your consideration. Laura Hunter, Chair Sierra Club NCG Conservation Committee

A form has been submitted, click the link below to view the submission:

<https://www.escondido.org/FormWizard/ViewSubmission.aspx?mid=5324&pageid=3185&rid=8bcf59a5-6b8b-42a1-a525-01d0929ea537>