UNIVERSITY DISTRICT | *San Marcos*

Heart of the City Specific Plan Amendment

Administratively Amended March 2014, November 2016, August 2017, February 2018, September 2019, February 2022, April 2022, and January 2025
Formally Amended June 2014 and July 2022
Original Approval November 2009

Prepared By:

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AMENDMENTS TO THE UNIVERSITY DISTRICT SPECIFIC PLAN

CASE #	APPROVAL	BRIEF DESCRIPTION
SP 13-007/ P13-0064	Administrative Amendment per UDSP Chapter IX.6.1 March 13, 2014/Resolution 13-4375	Changed requirement to allow the sale and consumption of alcohol from a Conditional Use Permit to a Director's Permit.
SP 14-003/ P14-0011	Formal Amendment per UDSP Chapter IX.6.2 June 10, 2014/Ord. 2014-1394	Modified amount and location of land uses, including parks and open space, reconfiguration of streets and grading, and revisions to illustrative figures.
AASP 16-001/ P15-0062	Administrative Amendment per UDSP Chapter IX.6.1 November 28,2016/Resolution ADM 16-4577	Exception granted for reduction in minimum ground floor height from 15 feet to 11 feet, four inches on Lot 1 of Map 16126 and Lot 2 of Map 15997 (APNs 220-202-08-00 and 220-202-09-00).
AASP 17-001/ P17-0028	Administrative Amendment per UDSP Chapter IX.6.1 August 15, 2017/Resolution ADM 17-4635	Block 3, Extended Learning Building Project changes: • Added Specific Plan Amendments History Page to Specific Plan • Modified Street Type Regulating Plan to show added/replaced Street Types: • Modified Building and Public Space Regulating Plan to show Mixed-Use Building A type located on west side of Campus Way, between Main Street (North City Drive) and Barham Drive extended to Barham Drive; • Modified Building Height Regulating Plan to change building height category for Mixed-Use Building A type located on west side of Campus Way, between Main Street (North City Drive) and Barham Drive to 2-stories or 20'min./6-stories and 90' max.; • Added Street Types A-1a and A-1b (Street E); • Replaced Street Type C-1 with Street Types C-1a and C-1b (Campus Way); • Added Street Type K-2a (Barham Drive); • Modified Mixed-Use Building A type Lot Size and Building Placement to allow deviations from build-to-line for retail entries, breezeways and outdoor lobbies, and retail patio at corner of Campus Way and Barham Drive; • Modified Mixed-Use Building A type Vehicle Access and Parking to allow driveway on south side of Street Type A-1 (North City Drive), and added screening requirements for parking structures located on Street Types A-1a and A-1b; • Modified Mixed-Use Building A type Building Height and Mass to allow a step at the southeast and northeast corners of Mixed-Use Building A type located on west side of Campus Way, between Main Street (North City Drive) and Barham Drive; • Mixed-Use Building A type Building Uses modified to allow ground-floor Cultural/Civic Institution (M), and ground-floor Retail at the northwest corner of Barham Drive and Campus Way.

CASE #	APPROVAL	BRIEF DESCRIPTION
AASP 17-003/ P16-0005	Administrative Amendment per UDSP Chapter IX.6.1 February 1, 2018/Resolution ADM 17-4648	Chapter IV. Open Space/Conservation • Page IV-11, Amendment to Wetland Trail and Open Space paragraph Chapter V. Transportation/Circulation • PageV-5, Amendment to Figure V.B Pedestrian Linkages Diagram Chapter VI. Form-Based Code • Page VI-27, Amendment to Street Type K-1 (Discovery Street) • Page VI-57, Amendment to Westland Trail/Open Space description • Page VI-58, Amendment to Figure VI.O Wetland Trail/Open Space Conceptual Plan
AASP 19-0001	Administrative Amendment per UDSP Chapter IX.6.1 September 16, 2019/Resolution ADM 19-4805	Adds language that identifies the portion of the *University District Specific Plan* located east of Twin Oaks Valley Road as being known as *North City*, and authorizes the use and display of the name *North City* in business, district identification, and wayfinding signage within this portion of the *University District Specific Plan* area. The following pages were modified as part of this AASP: • Cover • Amendment Summary • Page I-2, District Location • Page VI-159, Definitions • Page VII-1, District Signage • Page VII-3, Permanent Signs • Page VII-4, Wayfinding Signs • Page VII-5, Wayfinding Signs
AASP 21-0004	Administrative Amendment per UDSP Chapter IX.6.1 February 17, 2022/Resolution ADM 22-4971	Revisions to Chapter VII to clarify location and content of District Identity Statement (Sign Type A), include Vehicular-Oriented Parking Directional Signage, and add new section 2.4, "General Provisions for District Identity Statement, Gateway Signs, and Wayfinding Signs."
AASP 20-0001	Administrative Amendment per UDSP Chapter IX.6.1 April 8, 2022/Resolution ADM 22-4987	Expansions and reductions of the geographic areas covered by planning areas west of Twin Oaks Valley Rd within the *University District Specific Plan* boundary, including modification to arterial streets serving the project, lot lines, grading and associated changes to design criteria. Images throughout associated with the west side are updated to reflect said landform changes. Design changes include: • Page I-9, image. • Figure III.D, III.E, III.F, III.J, III.L, III.N, III.O. • Figure IV.A, IV.E, IV.I, IV.K. Text on pages IV-9, IV-10, IV-14.

CASE #	APPROVAL	BRIEF DESCRIPTION
		• Figure V.A, V.B, V.C. Text on Pages V-2, V-3. • Figure VI.A, VI.B, VI.C, VI.D, VI.E, VI.F, VI.I, VI.L, VI.N. Pages VI-16, VI-20, VI-21, VI-105, VI-110. • Figure VII.A • Figure VII.B, VIII.D, VIII.F.
SP 21-0003	Formal Amendment per UDSP Chapter IX.6.2 July 26, 2022/Ord. 2022-1519	Revisions include: • Expanding the geographic area covered by the University District Specific Plan boundary, including two parcels located east of the Sprinter Rail Line, APNs 220-202-18 and 220-201-90; • Removing the SR-78 flyover and Discovery Street pedestrian bridge; • Modifying building development standards to allow for greater height (up to 12, 14, and 16 stories in some areas); • Adding Mid-City Lane to the East Urban Plazas; • Replacing June Way (North of the North City Drive roundabout) with pedestrian/limited vehicular and driveway access to an underground garage; • Modifying the Transportation/Circulation chapter to remove mitigation measures consistent with the latest traffic study; • Allowing additional building types in certain areas (these building types are not new – they are part of the established building types in the UDSP); • Modifying development standards to allow for more flexibility and architectural variation; • Modifying land uses (e.g. reducing the number of hotel rooms, increasing general office square footage, decreasing medical office square footage, and decreasing mixed-use retail/commercial square footage); • Making revisions to reflect current conditions (e.g. metal structures that had no practical reuse were removed and the adaptive reuse boundary was modified as a result); • Updating figures throughout the document as appropriate; and • General clean-up and modifications to terminology to correspond to the City's current nomenclature (e.g. Major and Minor Use Permits to Conditional Use Permits and Director's Permits).

CASE #	APPROVAL	BRIEF DESCRIPTION
AASP 23-0001	Administrative Amendment per UDSP Chapter IX.6.1 January 9, 2025/Resolution ADM 24-5137	Revisions include: • Modifications to the Figure V.B Pedestrian and Bicyclist Linkages Diagram. • Modification to Street Type J from a two-way public road (formerly identified as Redel Road) to a one-way private road. • Amendment to Figure VI.A Street Type Regulating Plan to show additional street types for Barham Drive titled under K2b and K2c. • Amendment to Street Type K2 to reclassify Barham Drive from a 6-lane to a 4-lane roadway (subject to approval of the City-initiated General Plan Update) and include a Class IV bike lane. • Amendment to Street Type K2a to reclassify Barham Drive from a 6-lane to a 4-lane roadway (subject to approval of the City-initiated General Plan Update) and include a Class IV bike lane. • Addition of new street type K2b which applies to Barham Drive between Campus Way and Street Type J. • Addition of a new street type K2c which applies to Barham Drive east of Street Type J.

ACKNOWLEDGEMENTS - AMENDED 2014

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I. INTRODUCTION

I.1 *Heart of the City* Specific Plan Background

The original *Heart of the City* Specific Plan was adopted on January 12, 1988 and provided the regulatory framework for approximately 1,500 acres within the core area of the City of San Marcos. This downtown core was planned to include a full range of civic, commercial, business park, office, residential, and institutional land uses.

Now, more than forty years later, much of the planned development within the heart of the City has been realized. California State University San Marcos (CSUSM) is now one of the fastest growing CSU schools, boasting 17,000 students, with plans to expand up to 25,000. Kaiser Permanente broke ground on a 7-story hospital, set to open in 2023. The San Marcos Creek District Specific Plan (Creek District) project has officially started construction, and the San Marcos Civic Center and surrounding commercial/retail areas, including the main thoroughfare of San Marcos Boulevard are bustling. Highway 78 is a heavily utilized corridor connecting San Marcos to its neighboring North County cities, complimented by the North County Transit District (NCTD) Sprinter Light Rail Line, featuring a dedicated stop within the *University District*.

(Continued on Next Page)

"A mix of uses must insure the presence of people who go outdoors on different schedules and are in the place for different purposes, but who are able to use many facilities in common."

- Jane Jacobs, The Death and Life of Great American Cities

(Continued from Previous Page)

The *University District* Specific Plan serves to update the *Heart of the City* Specific Plan in a manner that renews its original objectives of a "university village" atmosphere. The *University District* is located at the core of San Marcos and is an urban mixed-use center of commercial office and retail uses, intermingled with a variety of housing types, as well as strong emphasis on pedestrian movement, community spaces, and mass transit. The focus is keenly on developing a true sense of "Place" that welcomes both business development and family enjoyment.

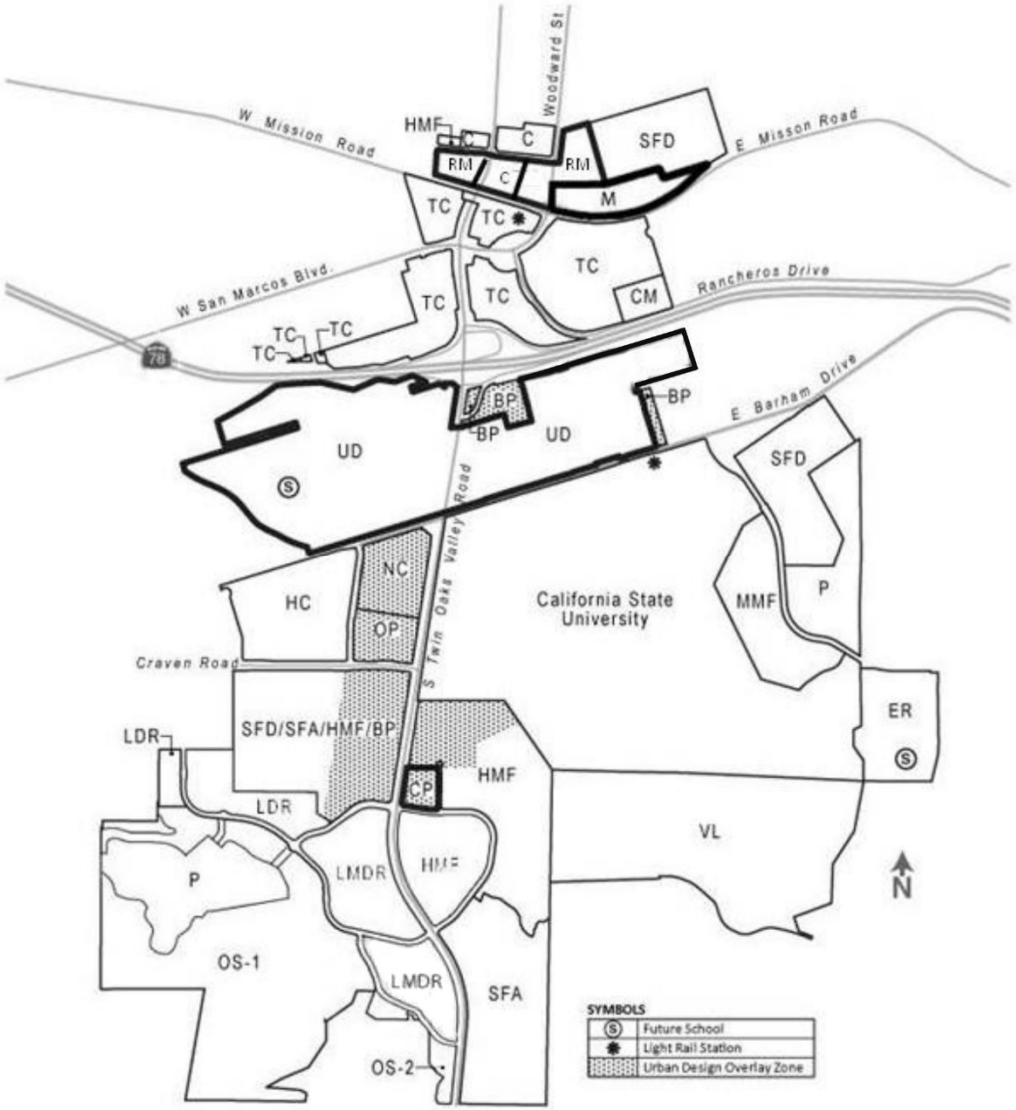
In keeping with the objectives of the original *Heart of the City* Specific Plan, the *University District* concept intends to "attract clean, campus-related and 'spin-off' development of a high design quality." The *University District* expands the City's original vision of creating an authentic "Downtown center."

I.2 District Location

The City of San Marcos is located in northern San Diego County along State Route 78 (State Route 78), between the cities of Vista and Escondido.

The *University District* project is situated in the heart of San Marcos, with parcels located on both the east and west sides of Twin Oaks Valley Road. The portion located east of Twin Oaks Valley Road is also known as *North City.* The site is bounded by State Route 78 and San Marcos Creek on the north, and Barham Drive and Discovery Hills on the south (see Figures I.A: Regional Location Map, I.B: *Heart of the City* Specific Plan Area Map, and I.C: *University District* Specific Plan Site Map).

Figure I.A: Regional Location Map



RESIDENTIAL

VLDR	Very Low Density (0.125 - 1 du/ac)
ER	Estate (1 - 2 du/ac)
SFDR	Single Family Detached (2 - 4 du/ac)
SFAR	Single Family Attached (2 - 4 du/ac)
LDR	Low Density (4 - 8 du/ac)
LMDR	Low Medium Density (8 - 12 du/ac)
MDMFR	Medium Density Multi-Family (12 - 15 du/ac)
HDMFR	High Density Multi-Family (15 - 20 du/ac)

PUBLIC/INSTITUTIONAL

TC	Town Center
P	Park
OS	Open Space

BUSINESS

BP	Business Park
CM	Commercial – Manufacturing
NC	Neighborhood Commercial
C	Commercial
OP	Office - Professional
HC	Hospital Complex
MU-4	Mixed Use

SPECIFIC PLANS

UD	University District
RM	Richmar
CP	Campus Pointe II

Figure I.B *Heart of the City* Specific Plan Area Map

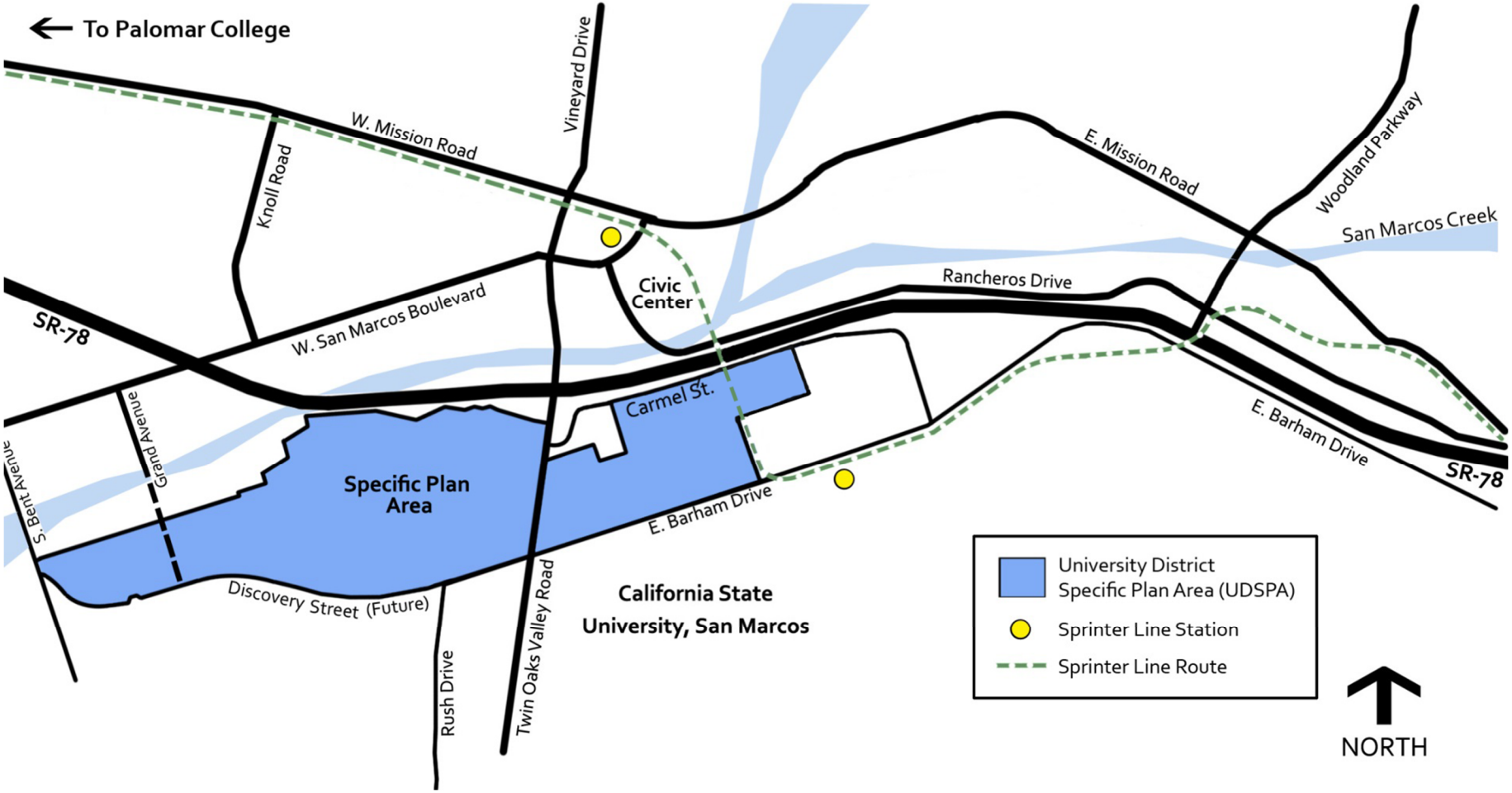


Figure I.C: *University District* Specific Plan Site Map

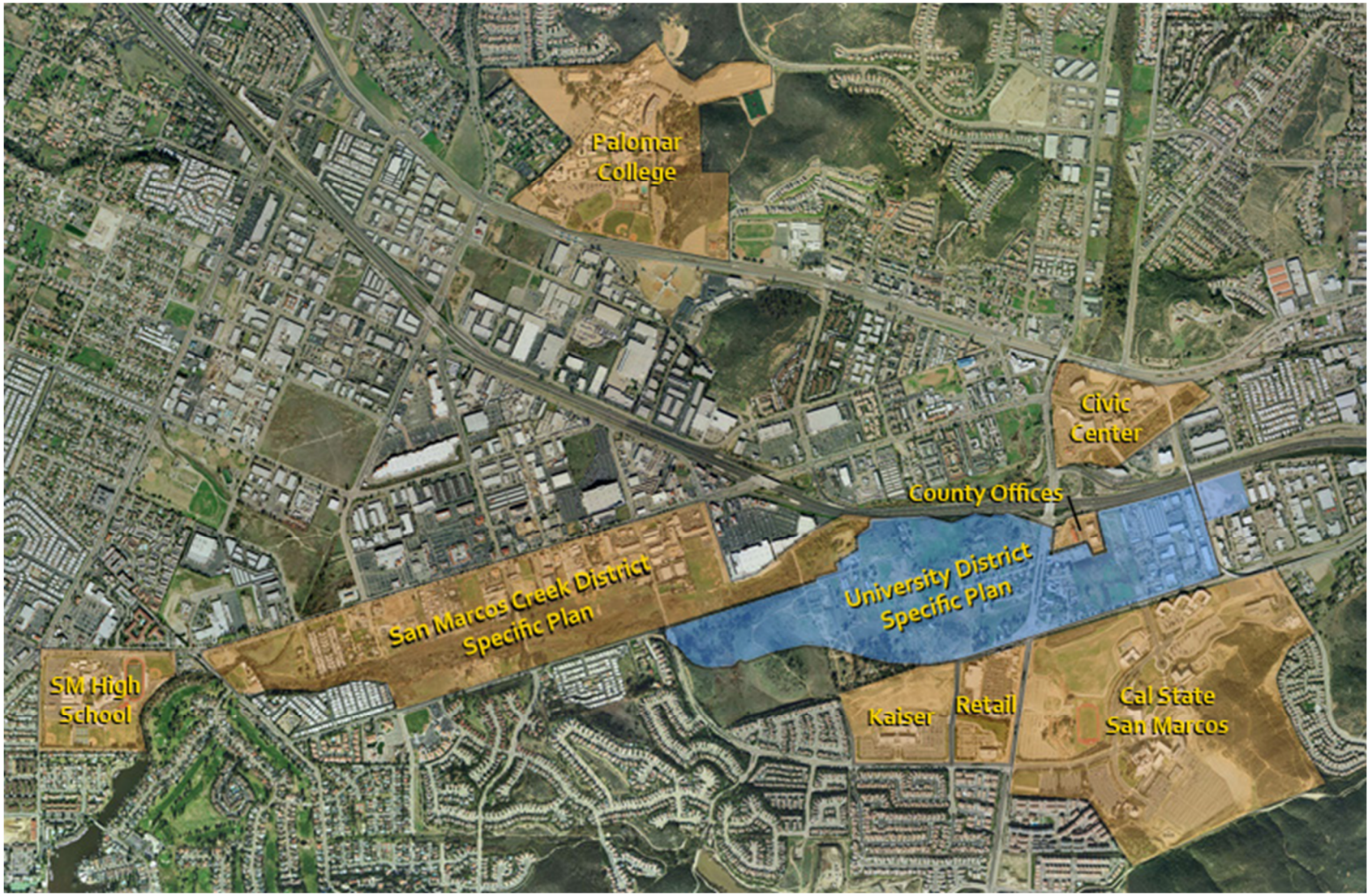


Figure I.D. Aerial Vicinity Map

I.2.1 Relationship to California State University San Marcos

While officially founded in 1989, the first phase of construction for California State University San Marcos (CSUSM) was successfully completed in 1992 on a 304-acre hillside overlooking the heart of the City of San Marcos. The campus is located immediately adjacent to the southeast section of the *University District* project site, known as North City. North City now features several extensions of CSUSM, including the Quad student housing and the CSUSM Extended Learning Building, which features a pedestrian bridge across E. Barham Drive to physically connect CSUSM and North City. (see Figure I.D: Aerial Vicinity Map).

CSUSM maintains a growing student population, with combined undergraduate and graduate program enrollment of over 17,000 students. Approximately 40 percent of freshman students and 10 percent of all undergraduate students currently live on campus. The CSUSM Master Plan forecasts an ultimate build-out of approximately 25,000 Full-Time-Equivalent Students (FTES). The Master Plan emphasizes the need for strong community relations and integration of sustainable design principles for all future facilities.

I.2.2 Relationship to San Marcos Civic Center

The San Marcos Civic Center is located on a 60-acre site along San Marcos Boulevard, Twin Oaks Valley and Mission Roads, adjacent to State Route 78 (see Figure I.D: Aerial Vicinity Map). Construction of the town center complex was completed during the mid-1990s and includes the City Hall, public library, a multi-purpose community center that opens to an outdoor amphitheater, as well as a four-story, 500-vehicle parking structure. The Sprinter Rail Line provides public transit access from the train station located immediately adjacent to the Civic Center complex.

Similar to the *University District*, special attention was given to the Civic Center's design, especially in creating a seamless transition between indoor and outdoor spaces of City

Hall. Emphasis was given to the placement of fountains, walking paths, gardens, landscaping, and public gathering plazas.

I.2.3 Relationship to San Marcos *Creek District*

The San Marcos *Creek District* Specific Plan was adopted by the City of San Marcos on August 14, 2007. The *Creek District* is a 214-acre site located immediately adjacent to and west of the *University District* project. It also is envisioned as an active pedestrian-oriented and mixed-use commercial center for the downtown area of San Marcos.

As in the *Creek District*, special preservation and integrated design considerations have been given to the portion of San Marcos Creek that runs east to west along the northern-most boundary of the *University District* Specific Plan area (see Figure I.D: Aerial Vicinity Map). Concentration of land uses within the core area of the project site, as well as building orientation and placement along the northernmost boundary preserves the natural buffer between the project and Creek.

I.3 Planning Context

I.3.1 Land Ownership and Parcelization

The *University District* project site is approximately 203 acres. Currently, three entities own a majority of the project area: the City of San Marcos, Urban Villages San Marcos LLC (the ownership entity behind North City), and Scripps (see Figure I.E: Parcel Ownership Map or Appendix A.1: *University District* Parcel Ownership Matrix for more details). The remaining parcels, all less than two (2) acres each in size are held by various other property owners.

In 2008, an estimated 50 percent of the total *University District* project site was vacant. Since the initial iteration of the *University District Specific Plan* (UDSP) in 2009, the area has undergone significant transformation and ground up development. North City, in particular, is now a solid foundation of the urban, Downtown setting it will eventually become – currently featuring market-rate housing, multiple restaurants, a fitness center,

CSUSM affiliated extensions including student housing, Scripps Medical offices, and creative office space. Concurrently, the UDSP has since been updated several times to allow for the continued intuitive development and evolution of the area.

The western half of the *University District* is being graded to make room for 600+ for sale family homes, a 20 acre park, and future commercial office and multifamily.

The Specific Plan was approved in November 2009. In June 2014, it was formally amended to take into account certain changes resulting from the impacts of the 2008-2012 recession, as well as the impacts of the internet on the retail marketplace. A formal amendment was initiated in 2021 as well to expand the eastern boundary of the Specific Plan area, address changes to the plan as a result of the dissolution of the Redevelopment Agency, increase building heights, and allow for greater flexibility to achieve superior architectural design. Several administrative amendments have also been processed as indicated in the Amendments section located at the beginning of this document. Most significantly, an administrative amendment was approved in 2017 to allow for a Public Private Partnership between Cal State University San Marcos and Urban Villages San Marcos, LLC to build a CSUSM Extended Learning Building within North City.

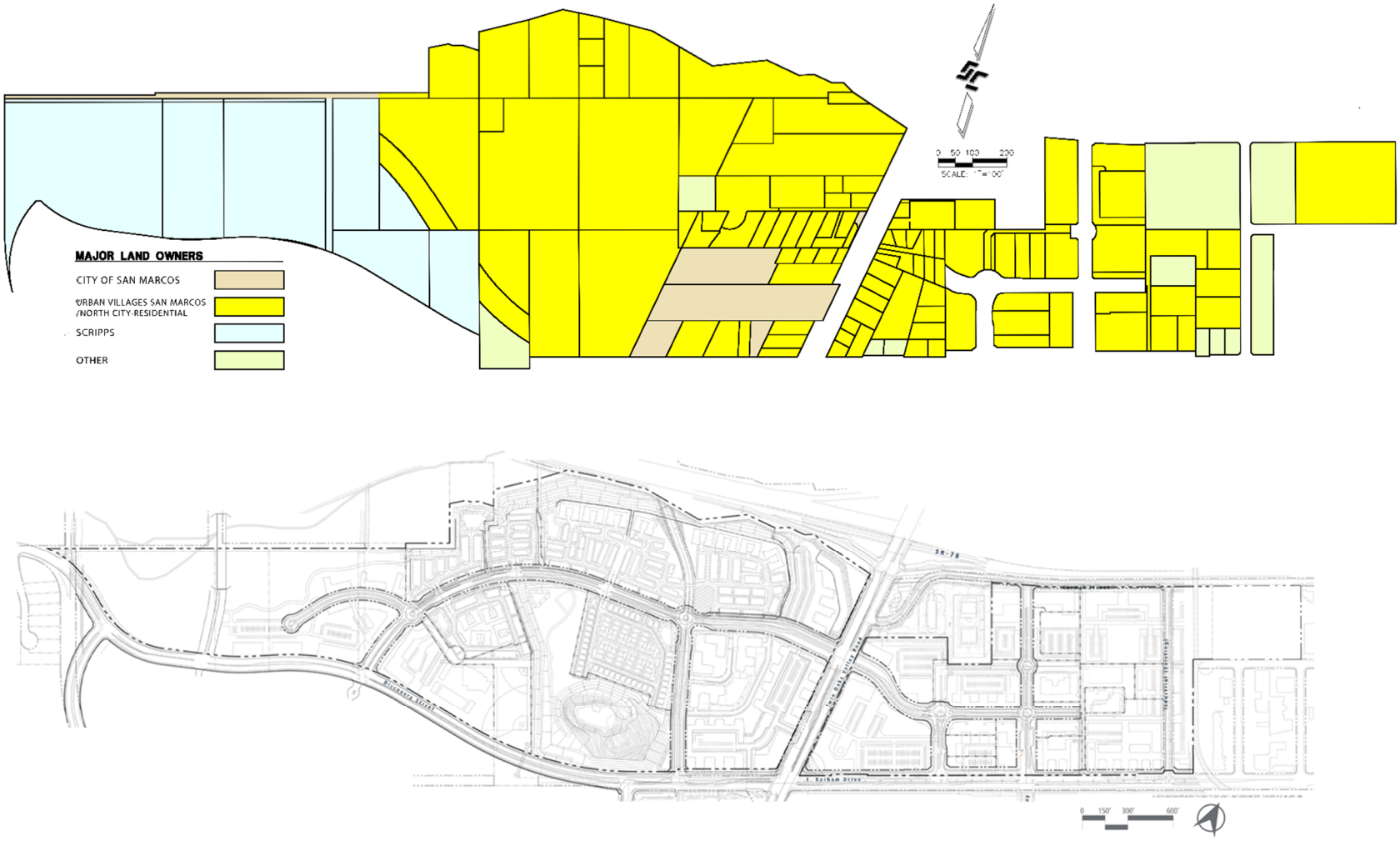


Figure I.E. Parcel Ownership Conceptual Plan Overlay

I.3.2 Planning Process and Community Outreach

In January of 2008, the San Marcos City Council established the *University District* Task Force (UDTF). Ten members and six alternates were appointed. Members included two City of San Marcos Planning Commissioners, as well as members of the general public and development community.

In addition to being prepared to serve on the committee for a period of 9 to 12 months, the City Council requested the *University District* Task Force to:

- Work with City staff, the City's consultants, and members of the community to re-evaluate the current *Heart of the City* Specific Plan in the area of the *University District* project, given the recent land use and transit developments surrounding the site.
- Formulate an amendment to the *Heart of the City* Specific Plan based on the above re-evaluation, with the goal of expanding on the downtown vision established by the *San Marcos Creek* Specific Plan.
- Evaluate the creation of a "university district" urban core to complement and take advantage of the site's proximity to CSUSM.
- Assist City staff and the City Council in the positive implementation of the *Heart of the City* Specific Plan Amendment for *University District*, and work to market the area as a "university district" incorporating student, faculty and other housing types, and the appropriate mix of retail, office, other employment, conference and hotel opportunities.
- Coordinate its activities with those of the proposed Town/Gown Commission to ensure that efforts of the Task Force incorporate those planning and design considerations particular to University-serving development.

In addition to completing approximately 15 publicly-noticed *University District* Task Force meetings throughout 2008 and 2009, the City of San Marcos hosted two public workshops in May 2008 for community members to participate in the *University District* planning process.

The prominent themes that emerged from these workshops, and which have been addressed throughout this Specific Plan, included the community's desire to:

- Integrate Low Impact Development (LID) and sustainable design features, emphasizing the need to consider orientation of solar panels so as not to disturb adjacent residential neighborhoods with panel reflections.
- Provide drought-tolerant and California native landscaping; use recycled water.
- Celebrate the historical context of Russian settlers who lived in the project area.
- Provide a range of residential units for students, faculty, families, and seniors.
- Maintain and enhance strong physical connections between the *University District*, CSUSM, Civic Center, San Marcos Creek, project parks, and the Sprinter Rail Line.
- Provide a trolley/shuttle loop system for *University District* residents and visitors to access different areas of the *University District.*
- Design streetscape improvements to offer a variety of landscape and hardscape treatments. The goal is to soften sidewalks, but make them visually interesting.
- Design varied articulation of building forms, which have strong presence immediately adjacent to pedestrian sidewalk space.
- Provide internal project walking trails, and make certain those pedestrian corridors connect with the San Marcos trails master plan, wherever possible.
- Incorporate granite, to be salvaged from the Knoll Park area, in some of the sidewalk and/or plaza areas of the site.
- Provide gathering plazas for large community events and/or live performances.
- Identify strong gateway/entry areas to the *University District* project.
- Provide commercial and office uses along State Route 78, to block freeway noise.
- Design parking structures that feel open, well-lit, and comfortable. Focus parking structures along the eastern-most boundary of the *University District*, since the Sprinter Line already acts as a barrier to that edge of the *District*.
- Design parking structures that are screened, and which maximize joint use opportunities between neighboring land uses.
- Reduce reliance on automobiles by integrating housing, employment, and recreational uses within a concentrated area.

In 2021 an amendment to the University District Specific Plan was initiated to allow for greater building heights, convert Mid-City Lane to a pedestrian paseo, remove the SR-78 flyover and Discovery Street pedestrian bridge, expand the eastern boundary of the Specific Plan area, tweak the land use allocations, and add flexibility to the form-based code requirements. A public workshop was held at the City of San Marcos Community Center on November 8th, 2021. In addition, pop-up outreach occurred at the Winter Market on December 5, 2021 and at North City farmer's markets. Two additional workshops were held in North City by the applicant on February 28, 2022 and March 28, 2022. Public comments were considered during the processing of the amendment. The following is a summary of the input received and how concerns were addressed:

- There was a mix of concern and support for greater building heights. Some people felt taller buildings would detract from the suburban character of San Marcos while others endorsed the concept and expressed excitement at the prospect of the additional public spaces that would be created. An additional commitment of 1.5 acres of urban open space has been added to the plan due to the increased building heights. In addition, if the elementary school is not constructed, the applicant has agreed to offer approximately four acres of that site to the City of San Marcos for purchase to expand Knoll Park.
- Many people expressed support for the high-quality buildings that have already been constructed in North City and were excited about the additional development that could occur as a result of the proposed amendments.
- Potential traffic impacts were a major concern, particularly with regards to removal of the SR-78 flyover. It was explained that the proposal decreases vehicular trips due to the reduction in commercial retail square footage and that the traffic study has confirmed that the circulation network would function adequately without the bridge.
- There was some opposition to removing the pedestrian bridges from the plan. In response to this concern, the bridge over Twin Oaks Valley Road was reinserted into the Specific Plan. Only the pedestrian bridge over Discovery Street was removed since a landing for the bridge was not provided for in the entitlements for the Discovery Village South development.

- School overcrowding was another prominent concern. The Specific Plan already has a site set aside for an elementary school if the San Marcos School District decides to construct a facility within the plan area. The amendment would not result in additional students since no changes were proposed to the residential unit count. To offset the demand on school services, school impact fees are required to be paid prior to the issuance of building permits.
- There was also a desire to ensure that affordable housing be provided. It was explained that the project is required to set aside 15 percent of the residential units as affordable for low and moderate income households. More information has been incorporated into the Specific Plan to indicate when those units would need to be provided.
- Some workshop participants expressed concern regarding adequate parking for the project. Several parking structures would be provided. The applicant explained that the market demands a certain amount of parking. The developer will build what is needed to ensure the success of the project. No changes are proposed to the parking requirements in the Specific Plan. Current data demonstrates that more parking has been built to date (approximately 1.7 spaces per unit) than what is actually being utilized (approximately 1.3 spaces per unit). The mix of uses and proximity of the site to public transit allow residents the opportunity to get around without a car and car ownership has been declining.

I.4 Legal Context

I.4.1 Authority to Prepare

Cities are authorized to adopt Specific Plans by California Government Code (Title 7, Division 1, Chapter 3, Article 8) Sections 65450 through 65457, in order to systematically implement their General Plan. Specific Plans may be adopted by resolution or as regulations by ordinance. The City of San Marcos will adopt the *University District* Specific Plan by ordinance, requiring public hearings by both the Planning Commission and City Council.

The *University District* Specific Plan is a regulatory plan constituting the development concept and zoning for the subject properties. Site or Master Development Plans, tract or parcel maps, development agreements, local public works projects, zoning ordinances (Government Code Sections 65455, 65867.5(b)), and any action requiring ministerial or discretionary approval related to the *University District* project must be consistent with the final adopted *University District* Specific Plan.

Furthermore, California Government Code Section 65302.4 authorizes the General Plan, and the zoning ordinances that implement the General Plan, to express community intentions regarding urban form and design. It formally allows mixed-use developments and provides for the regulation of relationships between buildings, as well as between buildings and outdoor public areas, including streets. As an ordinance implementing the General Plan, Chapter VI – Form-Based Code of the *University District* Specific Plan expresses and codifies the community's intention regarding urban form and design.

I.4.2 General Plan Consistency

The City of San Marcos General Plan was originally adopted in 1987 and has had individual Elements amended at different times over the last 20 years (i.e. Land Use and Open Space/Conservation Elements in 1995; Circulation Element in 1999; Housing Element in 2005). A comprehensive update was approved in 2012. The San Marcos General Plan serves as the blueprint for future growth and development within the City limits. Table I.A: General Plan Consistency outlines the *University District* Specific Plan's consistency with the City's General Plan goals for the Land Use, Circulation, Housing, Conservation and Open Space, Safety, and Noise Elements in effect when the Specific Plan was approved.

Table I.A: General Plan Consistency

Land Use Element

Goal: Influence and control the rate and distribution of growth within the City in a manner reflecting the needs and desires of its citizens and reinforcing the quality and stability of the community.	***Consistent*** The District is located in an underutilized infill area within the Barham/Discovery community that is slated for development by the General Plan. It is surrounded by existing development, including the Civic Center, CSUSM, commercial development, and Kaiser Permanente Medical Center. It is situated at the major intersection of SR 78 and Twin Oaks Valley Road. The District's original development concept and yields (i.e. number and type of residential units, square-footage of land uses, and location) reflects citizen input gathered from the *University District* Task Force meetings held over a one-year period, two community workshops, meetings with representatives of CSUSM and San Marcos School District, as well as elected City officials and all department staff. Project build-out will be governed by proven market demand rather than speculative timing.
Goal: Achieve a balance and compatibility between land uses to assure the maximum social and economic benefit to the City and its citizens.	***Consistent*** The District is designed to create a vibrant, 24-hour live/work/play neighborhood, with compatible land uses which are internally and externally complementary to neighboring land uses such as CSUSM, Creek District, Civic Center, residential neighborhoods, and the Kaiser Hospital.
Goal: Ensure the maintenance and enhancement of the Community environment through preservation of the City's unique natural and cultural resources for the future benefit and enjoyment of its citizens.	***Consistent*** The District is designed to maintain and emphasize significant natural features of the project area, including the existing knoll, its view-shed down to the Creek, and the open space buffer and passive recreation trails and parks along the Creek. The District is also facilitating buildout of the CSUSM area and the availability of services typically found close to a university environment.

Table I.A: General Plan Consistency	
Barham/Discovery Community Plan	
Goal: Establish land uses that will maintain a balanced community by preserving the natural resources of the community while promoting housing, employment, commercial, educational, open space and recreational needs and development of the neighborhood.	***Consistent*** Given its nature as an urban mixed-use area, maintaining a balanced community and preservation of natural resources is inherent to the District concept. This project has been designed to include diverse housing (i.e. student, faculty, family, senior; affordable, market rate; for sale, rental) and employment opportunities for the community (i.e. technology, educational, medical, professional, construction, high-end retail/restaurant, maintenance, etc.). Further, the *University District* conceptual plan maintains a strong synergy with the University faculty and students through program connections, including housing and student services, as well as provides a location for a future elementary school. Both schools have recreational facilities, but neighborhood and Knoll park facilities have been designed to include a variety of recreational amenities for both residents and District visitors.
Community Identity	
Goal: Establish a cohesive community identity which provides opportunities to achieve housing, industrial and commercial development with consistent and compatible architectural design and themes.	***Consistent*** The Specific Plan provides a clear vision for the identity of *University District* through incorporation of a Form-Based Code (Chapter VI), which details standards related to the urban form of blocks, street types, streetscape improvements, and building types. Development within the District has and will be held to a high standard of creating an urban mixed-use core that exhibits a common architectural vernacular throughout, is cohesive in form, and which promotes themes related to walkability, physical connections to internal project and City-wide trails/parks, articulated building character and visual interest, public gathering plazas, and integrated landscaping reflective

Table I.A: General Plan Consistency	
	of Low-Impact Development (LID) design features. Further, this Specific Plan includes a District Signage component (Chapter VII), which provides high-level descriptions of the type and location of District identity signs. A separate master sign program for all of *University District* will be prepared.
Residential	
Goal: Provide a variety of housing types to ensure the maintenance of the character of the area and to accommodate the needs of the different socio-economic segments of the Community.	***Consistent*** The District has been designed to allow for diverse housing for students, faculty, families, and seniors. For sale and rental units will be provided, as well as market rate and affordable units. Fifteen percent of all dwelling units (net of student units) will be reserved as affordable for low- and moderate-income households.
Goal: Ensure that residential development is sensitive to the hillside character of the Community.	***Consistent*** The knoll which exists on the west side of Twin Oaks Valley Road is the only prominent topographical feature within the project area. The *University District* conceptual plan has been designed to preserve the majority of this knoll for open space and as a natural recreation area for community residents and visitors. Additionally, residential and mixed-use developments in the vicinity of the knoll have been designed to respect the natural setting and complement the existing topography.
Commercial	
Goal: Encourage and promote the location and design of commercial development to serve the Community as well as the regional market associated with the 78 freeway.	***Consistent*** The District will include freeway commercial buildings on land immediately adjacent to and south of State Route 78. Ample opportunities for high-end retail and community-serving commercial development throughout the District have been integrated into the *University District* conceptual plan. Further, this Specific Plan includes a District Signage component (Chapter VII), which provides high-level descriptions of the type and location of District identity signs. A future master sign program will provide details on a

Table I.A: General Plan Consistency	
	consistent theme for the State Route 78 corridor, which will promote North City as the downtown core of San Marcos.
Open Space, Parks and Recreation	
Goal:	***Consistent***
Establish an open space hierarchy which will provide recreational and educational facilities and opportunities serving the community.	This Specific Plan provides for natural open space, public parks, recreational facilities, and community serving plazas and paseos throughout the District, including dedicated neighborhood parks and open space areas. The District includes complementary uses to CSUSM, which will allow for students, faculty and staff to live in the District, and utilize the campus facilities. The Creekside and Wetland Trails on the west side of the District will provide open space and passive recreation opportunities that provide connections to the Creek District urban trail system, which will provide pedestrian and bicycle connections as well as continuous open space for passive recreation and habitat preservation. The District also allows for a K-6 elementary school on 8 net usable acres (10 total acres) adjacent to the Knoll Park. The Project Team and Task Force has collaborated with the San Marcos School District on the location of the school site in order to facilitate shared use of the active recreation opportunities (ball courts, sports fields, etc.) between students and community members.
Circulation	
Goal:	***Consistent***
Develop and implement a community circulation network that will serve the needs of the residents and link with the overall City circulation network.	The District circulation plan is centered on traffic demand management, including the compact layout of land uses within the street system, implementation of traffic calming measures such as roundabouts, and provisions for alternate modes of transportation, including accessibility to light rail, bus lines, bicycle routes and pedestrian-friendly streets. The urban trail system will link pedestrians and cyclists to neighboring uses, including

Table I.A: General Plan Consistency	
	the Creek District, and to CSUSM via a pedestrian bridge across Barham Drive.
Circulation Element	
Goal: Develop a safe, convenient, and un-congested circulation system.	***Consistent*** The District circulation plan is centered on traffic demand management, including the layout of the street system, implementation of traffic calming measures such as roundabouts, and provisions for alternate modes of transportation, including accessibility to light rail, both intra-city bus lines and linking major uses in the larger San Marcos region, bicycle networks and pedestrian-friendly streets. The urban trail system will link pedestrians and cyclists to neighboring uses, including the Creek District, and to CSUSM via a pedestrian bridge across Barham Drive.
Goal: Develop and manage a street and highway system which accommodates future growth while maintaining acceptable levels of service.	***Consistent*** The traffic demand management measures that will be implemented within the District will encourage "park-once" strategies, parking option incentives, carpooling and use of alternate modes of transportation. The pedestrian bridges over Twin Oaks Valley Road and Barham Drive, the proximity to the Sprinter Light Rail, and the proposed integrated pedestrian and bicycle path systems will allow for and encourage circulation without cars.
Goal: Ensure that residential areas are protected from major impacts of the circulation system.	***Consistent*** Though the entire District is zoned to be mixed-use, individual neighborhoods have an emphasis on residential uses (refer to Chapter III, Land Use Framework). The circulation system within the primarily residential neighborhoods have low design speeds (25 mph), and other traffic calming measures such as roundabouts to protect residents and visitors from traffic impacts.

Table I.A: General Plan Consistency	
Goal:	***Consistent***
Develop and maintain a circulation system which preserves significant scenic and open space amenities.	The layout of the conceptual plan and the street network, particularly on the west side, is designed to complement the topography and scenic resources, specifically the Knoll and the view shed to and along San Marcos Creek. The implementation of LID strategies, including median swales and continuous tree placement, will contribute to scenic resources and provide more passive recreation opportunities when compared to a conventional development of green space.
Alternative Transportation Modes Goals, Policies and Implementing Strategies	
Goal:	***Consistent***
Provide a multi-modal transportation system that encourages efficient use of existing and future facilities.	The District is accessible by existing Sprinter Light Rail, and provides complete streets that will encourage circulation by bicycles and pedestrians. The District will also provide an integrated public transportation system, that links internally and also with neighboring and regional uses, such as CSUSM and Palomar College, among others. Additionally, the pedestrian bridges over Twin Oaks Valley Road and Barham Drive will allow for and encourage pedestrian connectivity with CSUSM.
Goal:	***Consistent***
Maximize traffic safety for the elderly and handicapped, transit users, bicycle riders, pedestrians, and trail users.	The District's compact design and layout of street network provides inherent traffic-calming measures, and the complete streets provide bicycle lanes and wide sidewalks. A city-funded shuttle system would provide opportunities for all users to travel within the District, with frequent stops to ensure accessibility to users. The design speeds of the internal roadways range from 15 to 25 mph, except for Barham Drive, Twin Oaks Valley Road, and Discovery Streets. Pedestrian bridges over Barham Drive and Twin Oaks Valley Road serve to reduce traffic impacts on pedestrians, cyclists, and motorists. All bridges, bus shelters, and crosswalks will be ADA-compliant, and most major roadways within the District will have bicycle lanes.

Table I.A: General Plan Consistency	
Goal:	***Consistent***
Support Light Rail in order to reduce traffic demands on their major thoroughfares.	The high density mixed-use urban development is immediately adjacent to the Sprinter Light Rail, and will contribute to reduced traffic demand by implementing "park-once" strategies and fostering a pedestrian-friendly neighborhood with multiple uses in close proximity.
Housing Element	
Goal:	***Consistent***
Encourage the development of a variety of housing opportunities with emphasis on providing housing which meets the special needs of the community.	The District emphasizes an urban neighborhood, and includes up to 800 units for student housing, located directly across the street from CSUSM. The Specific Plan also requires that 15% of all dwelling units (net of student units) be affordable for low- and moderate-income households. The District's original development concept and yields (i.e. number and type of residential units, square-footage of land uses, and location) reflects citizen input gathered from the publicly-held *University District* Task Force meetings held over a year period, two community workshops, meetings with representatives of CSUSM and San Marcos School District, as well as elected City officials and all department staff.
Goal:	***Consistent***
Protect, encourage and provide housing opportunities for persons of low and moderate income.	The Specific Plan requires that 15% of all dwelling units be affordable (net of student units) for low- and moderate-income households, and includes up to 800 units for student housing, located directly across the street from CSUSM.

Table I.A: General Plan Consistency	
Goal:	***Consistent***
Promote equal opportunity for all residents to reside in housing of their choice.	The District will include a varied mix of housing types within an urban setting, including single-family residences, town-homes, apartments, and live-work lofts. Housing opportunities exist throughout the District, from the core mixed-use areas to the more residential neighborhoods.
Conservation and Open Space Element	
Goal:	***Consistent***
Preserve the natural resources of the planning area, including dominant landforms, plant and animal habitats, and water courses.	The District is designed to maintain and emphasize significant natural features of the project area, including the knoll, its view shed down to the Creek, and the open space buffer and passive recreation trails and parks along the Creek. The *University District* conceptual plan has been designed to preserve the majority of the knoll for open space and as a natural recreation area for community residents and visitors. Additionally, residential developments in the vicinity of the knoll have been designed to respect the natural setting and complement the existing topography. The District conceptual plan provides a buffer zone between the Creek habitat and the recreational trail, and will preserve the wetland area to the far west of the project site.
Goal:	***Consistent***
Develop and maintain a complete parks and recreation open space system within the planning area.	The District is designed to maintain and emphasize significant natural features of the project area, including the knoll, its view shed down to the Creek, and the open space buffer and passive recreation trails and parks along the Creek. This Specific Plan provides for open space and recreational facilities throughout the District, including dedicated neighborhood parks and open space areas. The District includes complementary uses to CSUSM, which will allow for students, faculty and staff to live in the District, and utilize the campus facilities. Additionally, the Creekside and Wetland Trails on the west side of the District will provide open space and passive recreation

Table I.A: General Plan Consistency	
	opportunities that provide connections to the Creek District urban trail system, which will provide pedestrian and bicycle connections as well as continuous open space for passive recreation and habitat preservation.
Goal: Retain open space areas for public safety.	***Consistent*** The District is designed to maintain and emphasize significant natural features of the project area, including the knoll, its view shed down to the Creek, and the open space buffer and passive recreation trails and parks along the Creek.
Goal: Promote contiguous development of vacant land.	***Consistent*** The compact layout and density of the District provides the ideal infill development opportunity that complements neighboring land uses, including the Creek District, Discovery Hills, and CSUSM and extends existing street and utility infrastructure to enable development of adjoining properties in a manner consistent with the General Plan and zoning for those parcels.
Goal: Ensure a high level of air and water quality.	***Consistent*** The District's emphasis on sustainability and on using Low Impact Development strategies throughout the project site to manage storm water will ensure a high level of water quality, as will the implementation of Best Management Practices (BMPs) and a Storm Water Pollution Prevention Plan prepared to meet Regional Water Quality Control Board requirements. The compact layout of the land uses and circulation system, the emphasis on walkability and public transportation, the provision of bicycle paths and facilities, and the comprehensive Traffic Demand Management (TDM) Program that is integrated into the Plan will reduce reliance on automobiles and lessen vehicle emissions. The District's design commitment to sustainability and energy efficient buildings will reduce greenhouse gas emissions when compared to the "business-as-usual" development without these measures, thereby ensuring a high level of air quality, as analyzed in the

Table I.A: General Plan Consistency	
	air quality assessment and global climate change evaluation contained within the Environmental Impact Report (EIR).
Goal: Promote the use of energy conservation measures.	***Consistent*** The District's integrated approach to the promotion of energy conservation includes its emphasis on sustainability, the specific policies regarding energy efficiency, conservation and renewable energy production, as well as the comprehensive Traffic Demand Management Program that will encourage non-vehicular circulation. Thoughtful design and placement of pedestrian paseos, plazas, and other urban open spaces will enhance the walkability of internal streets within the District.
Goal: Plan for, acquire, develop and maintain a system of local parks and recreation facilities which meet the needs of the residents of San Marcos.	***Consistent*** The Specific Plan provides for open space and recreational facilities throughout the District, including dedicated neighborhood parks and open space areas on the Knoll, and adjacent to San Marcos Creek. The housing opportunities for students, faculty and staff will allow those residents to take advantage of the proximity to the campus' recreation facilities. The walkability of the internal streets will encourage passive recreation within the District.
Goal: Plan for, implement and maintain a city-wide network of trails for bicycle, pedestrian, and equestrian use.	***Consistent*** The District's compact design and layout of street network includes provision of complete streets that provide bicycle lanes and wide sidewalks throughout the District, and trails that connect to the Creek District's urban trail system.
Safety Element	
Goal: Minimize injuries, the loss of life, and property damage resulting from hazards within the planning area.	***Consistent*** The District will be developed subject to implementation of any and all applicable codes, regulations, and ordinances, as well as the mitigation measures and regulatory requirements outlined in the Environmental Impact

Table I.A: General Plan Consistency	
	Report (EIR) to reduce risk of injuries, loss of life, and property damage as a result of local hazards.
Noise Element	
Goal:	***Consistent***
Reduce noise to acceptable noise levels in adjacent areas.	The District will be developed subject to implementation of any and all mitigation measures and regulatory requirements as outlined in the Environmental Impact Report (EIR) to reduce noise levels to acceptable levels, including compliance with Title 24 of California Code of Regulations and the Title 17 of the City's Municipal Code.

I.4.3 Relationship of the 2021 UDSPA to the 2012 General Plan

Since the adopted 2012 General Plan was in effect at the time the 2021 amendment was approved, the following table addresses the consistency of the Specific Plan Amendment to the goals and policies of the current General Plan. The most significant revisions made as a result of the 2021 amendment to the UDSP are increases to the allowable building heights, the addition of approximately eight acres to the eastern boundary of the Specific Plan area, and the removal of the Johnston Street Bridge (also known as the SR-78 flyover) and the Discovery Street pedestrian bridge. Other revisions modify the development regulations and land uses to permit greater flexibility to allow for better architectural design and respond to changing market conditions. The amendment also includes general clean-up revisions, such as modifications to terminology to reflect current nomenclature used by the City of San Marcos. These revisions are consistent with the goals and policies of the current General Plan which promote walkable, mixed-use development near public transit, an adequate jobs/housing balance, a healthy economy, a variety of housing options, and sustainable development.

Table I.B: General Plan Consistency for the 2021 UDSP Amendment

Land Use and Community Design Element

Policy LU-1.1: Ensure that adjacent land uses complement one another by considering compatibility of activities, development patterns and architectural character elements and access to various mobility choices.	***Consistent*** Property added to the eastern end of the Specific Plan area along Carmel Street would be designated for residential use. The adjacent land uses would allow residents the ability to walk, bike, or utilize public transit. It is located within ¼ mile or 5-minute walk of the Cal State San Marcos Sprinter Station at La Moree Road providing easy access to various mobility choices. The site is also within walking distance of a variety of uses and employment opportunities. In addition, the development would be subject to the architectural guidelines in the Specific Plan, contributing to a cohesive character for the area.
Policy LU-1.3: Diversify land uses by providing mixed use land uses in strategic locations within the City that place housing adjacent to employment.	***Consistent*** The addition of residential uses along Carmel Street contributes to a compatible mix of land uses and would place residents within close proximity to existing and future employment opportunities. Allowing for additional residential uses within close proximity to the existing light industrial and business park uses increases opportunities to live adjacent to areas of employment. Employers are also drawn to communities where there are a variety of nearby housing options for their workers. This is a desirable location in which to focus higher intensity development due to the proximity to the University and the Sprinter Station. These factors are also catalysts for additional growth and investment in the area.
Policy LU-2.1: Promote compact development patterns that reduce air pollution and automobile dependence and facilitate walking, bicycling, and transit use.	***Consistent*** The land use change promotes a compact development pattern that encourages walking, bicycling, and public transit use, and creates a greater mix of uses east of the rail line to further smart growth objectives.

Table I.B: General Plan Consistency for the 2021 UDSP Amendment	
Policy LU-3.9: Review SANDAG's Regional Transportation Plan/ Sustainable Communities Strategy each time the City reviews and updates its General Plan and any specific plan, strategy, and zoning, to ensure overall consistency among all of these plans and strategies, and allow for associated CEQA streamlining and eligibility for State transportation funding.	***Consistent*** The proposed residential site is located within a Smart Growth Opportunity Area on SANDAG's Smart Growth Concept Map. It is identified as a Town Center where new and higher density development should be directed. The site would be developed at a density of approximately 40 dwelling units per acre and would contribute towards the development of a dense, compact urban form that helps promote public transit use. By introducing residential uses to the area, the amendment would contribute to the City's transit-oriented development goals by increasing density in an area that already has access to light rail. The subject property is closer to the Cal State San Marcos Sprinter Station at La Moree Road than other parts of the UDSP. It is located less than 1/4 mile or within an approximate 5-minute walk of this station.
Policy LU-5.1: Create unique mixed use districts with public spaces and vertical massing to create sense of place.	***Consistent*** The amendment increases building heights to create more public spaces, enhance the skyline, contribute to an inviting arrival experience at key gateways/intersections, and accommodate the residential densities already approved within the Specific Plan. The previous regulations were too restrictive and would have resulted in less variety and fewer housing units being constructed.
Policy LU-5.2: Establish a "downtown" as a focal point for the San Marcos community and an attraction for North County.	***Consistent*** The UDSP is intended to be the "downtown" for San Marcos. Increased building heights help to create a vibrant downtown with a more interesting and varied skyline that serves as a focal point for the San Marcos community. The revisions also allow for greater public open space/gathering areas for the community.

Table I.B: General Plan Consistency for the 2021 UDSP Amendment	
Policy LU-5.5: Encourage development of public spaces and plazas within commercial, mixed-use, and residential projects that include fire and water features that can accommodate civic events and function as community gathering areas.	***Consistent*** The greater building heights allow for additional public open space to be provided at the ground level which can function as community gathering areas. The revisions to the development regulations also permit the establishment of courtyards, plazas, outdoor lobbies, and other features that result in a more pedestrian-friendly environment.
Policy LU-6.9 Ensure high architectural standards and aesthetic design quality particularly for redevelopment along the State Route 78 corridor and within the commercial core of the community.	***Consistent*** The UDSP already requires high quality architecture along SR-78 and throughout the community. The revisions to the development standards and guidelines further contribute to the high architectural standards of the area by allowing for more flexibility and providing opportunities to implement advancements in building design. The changes allow for more variation along the street frontage as well as a more interesting skyline. They also allow projects to provide larger plazas, public gathering spaces, and other amenities.
Policy LU-7.1 Support walkable, mixed use development along main transit and transportation corridors.	***Consistent*** As previously indicated, the property added to the eastern end of the Specific Plan area along Carmel Street would be designated for residential use. This is an appropriate location in which to promote higher density residential development due to its proximity to the Sprinter Station and the Cal State San Marcos campus. The site is located within a ¼ mile or 5 minute walk of the transit station and helps to support walkable, mixed-use development along a transportation corridor.
Housing Element	
Policy HE-1.2 Promote the development of affordable and special needs housing near transit and/or "smart growth focus areas" where opportunities are more probable.	***Consistent*** Property added to the eastern end of the Specific Plan area along Carmel Street would be designated for residential development and may accommodate a portion of the required affordable housing units. The site is located within ¼ mile or 5-minute walk of the Cal State San Marcos Sprinter Station at La Moree Road making it an ideal location for housing. The area is

Table I.B: General Plan Consistency for the 2021 UDSP Amendment	
	also identified as a smart growth area on SANDAG's Smart Growth Concept Map.
Mobility Element	
Policy ME-3.1 Develop an integrated, multi-modal circulation system that accommodates transit, bicycles, pedestrians, and vehicles; provides opportunities to reduce air pollution and greenhouse gas emissions; and reinforces the role of the street as a public space that unites the City.	***Consistent*** The removal of the SR-78 flyover and the Discovery Street pedestrian bridge are practical revisions to the Specific Plan. The City of San Marcos found it prohibitively difficult to engineer a north side landing for SR 78 flyover which did not unduly impact San Marcos Creek and the existing residences along Johnston Lane. Current traffic volumes also do not warrant development of the bridge. Similarly, a landing for the Discovery Street pedestrian bridge was not provided for in the entitlements for the Discovery Village South development. In addition, the bridges were originally planned to be funded by the Redevelopment Agency, but that funding went away with the dissolution of redevelopment agencies by the State of California in 2012. Neither of these bridges are needed for transportation/mobility purposes and any benefit they would have provided would have been significantly outweighed by the cost to construct them. The traffic study that accompanies the amendment supports the removal of the SR-78 flyover. Removal of the flyover does not result in any new significant roadway or intersection impacts that were not previously identified in the UDSP Final EIR and 2014 Addendum. In addition, the Specific Plan includes a comprehensive pedestrian and bicycle linkages plan, which demonstrates that there are sufficient non-vehicular routes throughout the plan area. Thus, removal of the bridges promotes economic strength and stability while still accommodating a safe and efficient multi-modal circulation system that provides opportunities to decrease air pollution and greenhouse gas emissions.

Table I.B: General Plan Consistency for the 2021 UDSP Amendment	
Policy ME-3.3	***Consistent***
Provide a pedestrian and bicycle network in existing and new neighborhoods that facilitates convenient and continuous pedestrian and bicycle travel free of major impediments and obstacles.	The UDSP continues to provide a comprehensive pedestrian and bicycle network that facilitates continuous pedestrian and bicycle travel as illustrated in Figure V.B, Pedestrian and Bicyclist Linkages Diagram.
Conservation and Open Space Element	
Policy COS-4.6	***Consistent***
Promote efficient use of energy and conservation of available resources in the design, construction, maintenance, and operation of public and private facilities, infrastructure, and equipment.	Changes to the design guidelines allow development to be more sustainable by expanding the range of high-quality building materials to include more eco-friendly products that help to conserve energy and natural resources.

I.5 Specific Plan Organization

The *University District* Specific Plan is organized into nine (9) Chapters, which are described below. All design concept figures within these Chapters are for illustrative purposes only. Actual design shall be determined through Site Development Plan review and approval for the respective area.

Chapter I. Introduction

This Chapter provides a broad overview of the *University District* Specific Plan vision, the project location, parcel ownership, and summary of the original intent of the *Heart of the City* Specific Plan. Also included is a description of the scope and authority of the Specific Plan, as well as compliance with the requirements for General Plan consistency.

Chapter II. Sustainability Goals | Policies

This Chapter describes the policy foundation for the *University District* Specific Plan, including the specific goals and objectives related to implementation of the Plan.

Chapter III. Land Use Framework

This Chapter establishes the overall land use concept and anticipated development yields, and also describes existing development patterns within the *University District*.

Chapter IV. Open Space | Conservation

This Chapter establishes the overall urban open space concept, acreage calculations, and describes existing natural open space conditions within the *University District*.

Chapter V. Transportation | Circulation

This Chapter establishes the overall circulation concept, which includes improvements to pedestrian, bicycle, and public transit system access. It also includes a description of the existing transportation network, as well as strategies for parking and transportation demand management.

Chapter VI. Form-Based Code

This Chapter provides the regulating framework for development within the *University District*. Upon adoption of this Specific Plan, the Form-Based Code Chapter will serve as the legal zoning/regulating plan for the *University District.*

Chapter VII. District Signage | Public Art

This Chapter provides high-level descriptions of the type and location of district-wide signs, which include identification of the downtown core along State Route 78, internal primary and secondary gateway monuments, as well as smaller scale pedestrian way-finding directories. This Chapter also describes public art program requirements.

Chapter VIII. Infrastructure | Utilities | Public Services

This Chapter identifies existing utility infrastructure locations/capacities in and around the *University District* project area, as well as the necessary infrastructure improvements to facilitate implementation of the Specific Plan.

Chapter IX. Implementation | Administration

This Chapter provides requirements for development review and administration of the *University District* Specific Plan, including amendment procedures, financing mechanisms for implementing public improvements, and the application of this Plan to legal non-conforming uses and lot consolidation.

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II. SUSTAINABILITY GOALS | POLICIES

II.1 Core Principles

The *University District* Specific Plan was developed through the active participation and collaboration of many different stakeholders, including City management and staff, the *University District* Task Force (UDTF), representatives of California State University San Marcos (CSUSM) and San Marcos School District, project area property owners, as well as community members. This planning effort reflects a united desire to further advance "smart growth" efforts within North San Diego County.

The following six core principles were established by this collaborative group to guide development of the *University District* Specific Plan:

- Neighborhood Livability and Walkability
- Generous, Quality, and Interactive Open Space
- Enhanced Alternative Transportation
- Distinctive Urban Character
- Economic Diversity and Vibrancy
- Environmental Sustainability

(Continued on Next Page)

"When we try to pick out anything by itself, we find it hitched to everything else in the Universe."

- John Muir

(Continued from Previous Page)

Based on these core principles, this Chapter outlines specific goals and policies that will guide development so that all individual projects contribute to the larger vision of an environmentally sustainable *University District*. A *goal* identifies the physical, economic, and social ends that the community desires to achieve; a *policy* establishes a course of action for decision-makers to follow, which will fulfill the community's desired goals.

II.2 The *University District* Vision

In keeping with the original *Heart of the City* intent, the *University District* is intended to function as a sustainable and vibrant urban center that strengthens the emerging downtown core of San Marcos. The District is envisioned as a pedestrian-friendly mixed-use collection of neighborhoods, which emphasize strong physical and social connections to the surrounding land uses.

At full build-out, the *University District* will be a dynamic 24-hour "live-work-play" urban center for community residents and visitors to access retail, entertainment and dining choices, neighborhood-serving commercial uses, visitor-serving amenities such as hotel and conference space, urban gathering plazas, recreational open space, and a range of alternative modes of transportation – from walkable streets, dedicated bicycle routes, and intra-city shuttle, to public inter-city bus and Sprinter Line transit. The proposed parks, open space, and emphasis on walkable streets will provide ample recreational opportunities for residents, and in conjunction with the pedestrian bridges and trail linking to neighboring uses, will encourage non-vehicular circulation.

Collectively, these land uses will showcase the university setting and reinforce a strong sense of identity. These uses also will provide increased housing and employment opportunities, which are central to a flourishing local economy, and will complement CSUSM and other surrounding uses.

II.3 A Sustainable *University District*

In the two decades since initial adoption of the original *Heart of the City* Specific Plan, land planning has broadened its outlook. Issues related to global climate changes, increasingly stringent Federal and State water supply and quality measures, as well as rising demand on existing transportation networks that promote the use of personal verhicles over mass public transit, are requiring communities to evaluate new approaches to conservation and development.

The proximity of the *University District* project to CSUSM, the Civic Center, established residential neighborhoods, the future *Creek District*, Sprinter Line stations, and State Route 78, provides an opportunity to plan a compact development incorporating sustainable and smart growth measures. These elements will provide a healthy living environment, both built and natural, a truly walkable community offering residential options for students, faculty, youth, seniors and those in-between, workplace opportunities, retail commercial and entertainment experiences, recreation facilities, visitor accommodations, and alternative transportation modes.

Incorporation of sustainable design features into all aspects of *University District* will result in numerous benefits for the community, the environment, the City, property owners, residents, workers, and visitors. Property owners will benefit from reduced operating costs and increased property values through the creation of a strong neighborhood identity. The environment will benefit from dramatically reduced greenhouse gas emissions over those emitted by traditional suburban development. The community and public agencies will benefit through increased property values, resulting sales and property taxes, as well as increased future resource capacity. Together, these benefits allow for community development within an environmentally- and economically-sustainable model.

Sustainable Neighborhood Design

Sustainable neighborhoods successfully advance social development, environmental health, and economic prosperity through design measures and methods that integrate natural systems with human patterns, without compromising the ability of subsequent generations to meet future needs. This Specific Plan creatively integrates land use, transit, and infrastructure needs into an easily understood, workable framework for sustainable design.

Land Planning

The distribution of land uses within *University District* is formulated with the primary goal of creating a synergistic mix that promotes a walkable neighborhood. Pedestrian-friendly streets, sidewalks, public spaces and trails are designed to emphasize this walkability. The compact design of *University District* will reduce traffic impacts by facilitating mass public transit, new "park-once" habits for business patrons, and alternative commute patterns. Multiple daily tasks can be accomplished on foot due to the proximity between residential units, workplaces and facilities related to shopping, dining, entertainment, lodging, education, indoor and outdoor recreation. The land use framework is more fully detailed in Chapter III.

Transportation Demand Management (TDM)

The variety, density, and compact design of land uses allow for the successful implementation of strategic Transportation Demand Management (TDM) solutions. These solutions support management options, such as "park-once" strategies (e.g., consolidated parking with walkable streets and paseos to encourage patrons to park once and then walk), parking option incentives, car-pooling and transit-pass programs that make mass public transit more attractive and convenient. To further encourage alternate modes of travel, the Specific Plan identifies reduced parking requirements in target areas and provides for the establishment of a future intra-city shuttle system. These TDM solutions are more fully detailed in Chapter V.

Infrastructure

The Specific Plan provides for neighborhood connections through interrelating streets and pedestrian pathways, which emphasize efficient circulation and safe walkability. Traffic calming measures are built into the street design and include narrower travel lanes, traffic circles, roundabouts, and chokers. Wide sidewalks and pedestrian overpasses invite safe, convenient pedestrian travel, while maintaining fluid vehicular circulation. Bicycle paths throughout the neighborhoods also add an additional layer of accessibility. Circulation infrastructure is more fully detailed in Chapters V and VI.

Further, the Specific Plan incorporates Low Impact Development (LID) features, which is a sustainable approach to storm water management that differs radically from conventional run-off systems. LID promotes the use of natural systems for permeation, filtration, storage, and evapo-transpiration. These small-scale practices are highly effective in removing nutrients, pathogens and other pollutants from storm water, and reducing the volume and intensity of run-off. Measures may include bio-retention, vegetated roofs, flow-through planters, and permeable surfaces. These LID practices and strategies are more fully detailed throughout Chapter IV, VI, and VIII.

Leadership in Energy and Environmental Design (LEED)

Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) is collaboration among the United States Green Building Council (USGBC), the Congress for New Urbanism, and the Natural Resources Defense Council. The LEED-ND Rating System integrates the principles of smart growth, new urbanism, and green building into the first national system for sustainable neighborhood design. LEED certification provides independent third-party verification that an individual project's proposed design and location meets accepted high levels of environmentally responsible and sustainable development.

This Specific Plan recognizes that environmentally sustainable development is a relatively new field of expertise and focus, and that the United States Green Building

Council (USGBC)'s LEED system of environmental standards is currently the most recognized system for ranking sustainable development. The goals and policies established in this Specific Plan meet credit requirements found in the current Draft LEED-ND Rating System (the Final Rating System is expected in Spring 2009). These requirements directly contribute to meeting the core principles established for the *University District*. Therefore, this Specific Plan not only provides the framework for meeting the vision and core principles of the *University District*, it will also be "LEED-ND ready" should the City decide to pursue LEED-ND certification for the entire district.

The USGBC administers rating systems for other building products as well, including LEED for New Construction, LEED for Schools and LEED for Retail, among others. New buildings within *University District* shall be constructed to meet the intent of LEED certification for the appropriate building product, or be constructed according to a comprehensive set of sustainable building standards adopted by the City. Every project team shall include a LEED Accredited Professional or other similarly qualified professional approved by the City Planning Director, who will prepare and provide the necessary documentation to the City that demonstrates the project's ability to achieve the minimum points required for certification. This Specific Plan does not require project registration or certification through USGBC.

Green building construction practices will be facilitated by an incentive program formulated by the City, which may include any number of incentives, such as accelerated permit processing and plan review, discounted permit fees, tax abatements, or other suitable incentives as determined by the City.

II.4 Sustainability Goals and Policies

II.4.1 Neighborhood Livability and Walkability

Goal: ***Provide a concentrated and vibrant mix of land uses for diverse groups of people to "live, work, and play."***

Policies:

- Provide public spaces, and connections to public spaces, such as sidewalks, gathering plazas, community centers, urban parks and recreational trails.
- Activate areas through a variety and density of uses that attract people and promote activities throughout the day and night.
- Provide a mix of affordable, universally-accessible and green housing types for people of all socio-economic and household groups (including students, faculty, families, singles, seniors, and disabled).
- Entice businesses to locate within University District through a compact mix of land uses that provide proximity to retail/commercial, restaurants/cafes, lodging, entertainment, and other business-support services.
- Reserve 15 percent of all residential dwelling units as affordable for low- and moderate-income households.
- Provide a variety of easily accessible transportation choices.
- Allow flexibility in land use and building design to accommodate future changes in market conditions and real estate needs.

See Chapter III – Land Use Framework and Chapter VI – Form-Based Code for detailed implementation of these policies.

II.4.2 Generous, Quality, and Interactive Open Space

Goals: ***Create an integrated green infrastructure of environmentally-protected areas, urban parks, recreational trails/pathways, street tree systems, community gardens, gathering spaces, and waterways.***

Use landscape to treat storm water run-off, to conserve water, to create animal habitat, and to reduce "heat island effect." [1]

[1] "Heat island effect" refers to the increase in ambient air temperatures that occur over urban areas characterized by increased pavement and structures that absorb heat when compared to natural landscapes.

Policies:

- Create permeable land area such as bio-swales, permeable surfaces, and rain gardens, and other landscape features to allow for infiltration of storm water, to address storm water management and water quality.
- Protect San Marcos Creek from untreated project run-off.
- Establish a series of parks, trails, and plazas throughout University District, interconnected by pedestrian-oriented sidewalks and non-vehicular areas that connect to existing trail systems where possible to expand the trail network.
- Create visible and easily accessible urban open spaces within commercial areas to allow adjoining businesses to provide food and/or entertainment services to these areas.
- Create abundant vegetated areas to enhance site contributions to natural ecological processes, sustain air and water resources, promote bio-diversity and reduce heat island effects.
- Use native and/or drought-tolerant plants as a first-tier choice in landscaping to reduce irrigation needs.

See Chapter IV – Open Space | Conservation and Chapter VI – Form-Based Code for detailed implementation of these policies.

II.4.3 Enhanced Alternative Transportation

Goal: ***Reduce vehicle miles traveled, improve accessibility and connectivity between surrounding uses, and encourage pedestrian and bicycle commuting.***

Policies:

- Establish a local area shuttle to provide access between mass transit stations and to major population centers in the vicinity.
- Provide pedestrian and bicycle linkages between core residential and commercial areas and the Sprinter rail station.

- Provide infrastructure and support programs that supply local public transit information and facilitate shared vehicle use and car-pooling.
- Provide safe, well-established, continuous, and clearly marked bicycle routes.
- Provide bicycle parking and storage, as well as showers and changing facilities, especially in employment centers.
- Provide trail connectivity and pedestrian oriented sidewalks.
- Provide a pedestrian bridge to ease crossing at Barham Drive.
- Provide "park-once" design solutions in targeted core areas with supporting land uses.
- Provide preferred parking for carpools, vanpools and renewable and hybrid or similar low-energy vehicles.
- Provide bus stops connecting to the regional bus system.
- Provide public transit ridership incentives, such as Sprinter passes.

See Chapter V - Transportation/Circulation and Chapter VI - Form-based Code for detailed implementation of these policies.

II.4.4 Distinctive Urban Character

Goal: ***Create a vibrant town center, with a variety of uses that attract citizens of all ages and interests, with a special emphasis on providing housing, services, restaurants and entertainment for both students and faculty of CSUSM.***

Policies:

- Create a student housing village in proximity to the CSUSM Campus, with pedestrian, bike, and shuttle linkages to the campus.
- Provide campus-serving retail, restaurants, and entertainment services.
- Provide a variety of housing and land uses with sufficient density and spatial compactness to create an urban environment and neighborhood core.
- Facilitate sustainability in design, construction, and in energy conservation.
- Provide pedestrian-oriented sidewalks and strategically located trails to create a walkable community linking the neighborhood core to outlying areas.

- Provide pedestrian connections to neighboring communities.
- Provide flexibility in land use and building design to accommodate changes in market conditions.
- Create a community with a variety of transportation options for its residents, tenants, and visitors

See Chapter III – Land Use Framework, Chapter V – Transportation | Circulation, and Chapter VI – Form-Based Code for detailed implementation of these policies.

II.4.5 Economic Diversity and Vibrancy

Goal: ***Provide flexibility in land uses to encourage the development of a variety of housing, retail, entertainment, education, and employment uses to expand the choices available to the citizens of San Marcos, as well as students and faculty of CSUSM.***

Policies:

- Accommodate a range of land uses that meet the economic, environmental, educational and social needs of the District.
- Allow flexibility in design and land use constraints to adjust for evolving market conditions and encourage adaptive reuse of buildings for alternative uses.
- Provide for reduced or no minimum parking standards to facilitate shared parking, "park-once" strategies, and alternative transportation options.
- Encourage, support, and where practical, require renewable energy solutions and significant energy conservation in all buildings and public spaces.
- Provide a compact and diverse mix of uses that offer retail commercial, restaurants, lodging, entertainment and other support services to attract businesses.
- Promote a vibrant, active community through a compact mix of diverse uses that support activities throughout the day and into the night, including weekends.

See Chapter III – Land Use Framework and Chapter VI – Form-Based Code for detailed implementation of these policies.

II.4.6 Environmental Sustainability

Goals: ***Design both the land uses and buildings of University District to balance environmental responsibility, resource efficiency, occupant comfort and well-being, and community sensitivity. Emphasize alternative transportation resources.***

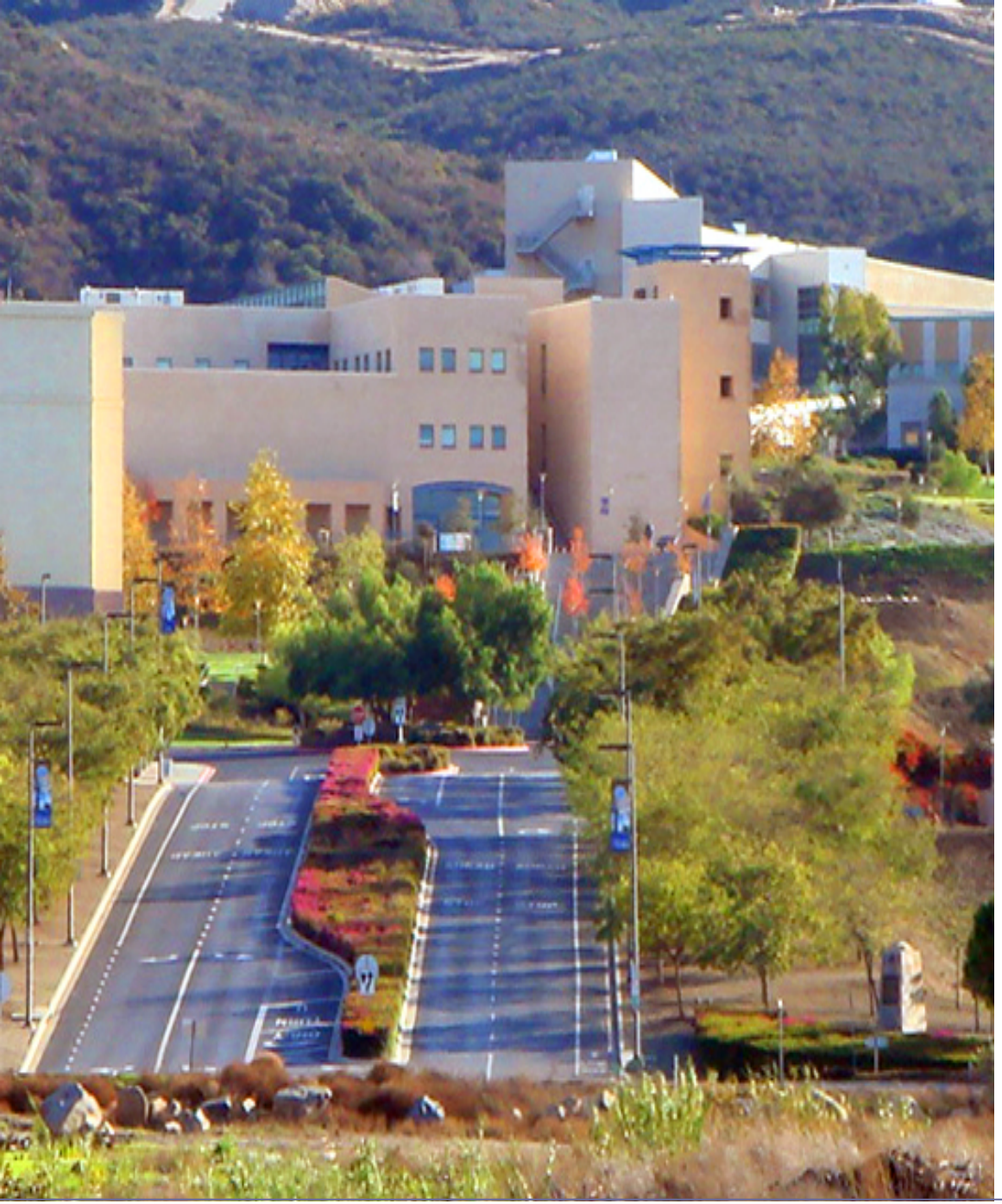
Policies:

- Require new development to comply with the City's Climate Action Plan (CAP). Development projects shall adhere to current applicable CAP measures, or equivalent, or stronger measures in effect at the time a site development plan is submitted.
- All buildings must meet all applicable pre-requisites for the LEED-ND rating system, including the pre-requisite for indoor water use efficiency.
- Design buildings to achieve maximum practicable energy efficiency through any number of best practices, including but not limited to, building envelope, appropriate mechanical equipment sizing, weather-proofing and efficient appliances. At minimum, buildings shall be 15% more efficient than Title 24 (2005) or meet the Efficiency Standards adopted by the City.
- Design buildings to take advantage of climate conditions for reducing building energy load.
- Integrate on-site renewable energy generation to the maximum extent feasible, including solar thermal, solar electric, wind power, geothermal, or biomass.
- Require all new traffic lights, streetlights, parking structure lighting to use energy saving technologies, including but not limited to, light-emitting-diodes (LED) or other highly efficient technology.
- Reduce heat island effect from roof, non-roof and right-of-way areas through any combination of strategies, including but not limited to, landscaping, shade structures (including photovoltaic panels, canopied walkways, vine pergolas,

etc.), paving and hardscape materials with a high reflectance, and "cool-roof" technologies.

- All post-project run-off flow rates and durations shall not exceed pre-project run-off flow rates and durations per County of San Diego Guidelines for Determining Significance Hydrology.
- Treat every drop of water as a precious natural resource. Group plants by water needs and design irrigation systems by hydro-zones. When irrigation is necessary, utilize highly efficient irrigation systems (e.g., drip irrigation, low-angle spray heads, multi-programmable irrigation clocks or weather-based irrigation controllers, or the latest available efficient technology), and consider the use of non-potable water (such as captured rainwater) for irrigation uses.
- Reduce consumption of non-local, non-renewable, non-recyclable and non-durable materials.
- Reduce waste by designing buildings that have flexibility in potential uses to allow for durability and flexibility in ruse to minimize future demolition and waste creation.
- Reduce embodied energy and carbon footprint associated with construction by prioritizing the use of local materials extracted and manufactured or assembled within 500 miles.
- Utilize durable, salvaged, refurbished, reused materials, materials with recycled content or made from rapidly renewable sources for construction to the greatest extent possible.
- Provide open air places with easy access and proximity to community residents and visitors.
- Implement a construction waste management program to divert materials from the landfill to the maximum extent practicable, and at minimum, in accordance with a City-adopted standard.

See Chapter III – Land Use Framework, Chapter IV – Open Space | Conservation, Chapter V – Transportation | Circulation, Chapter VI – Form-Based Code for detailed implementation of these policies.



III. LAND USE FRAMEWORK

III.1 An Urban "Town/Gown" Setting

Development of California State University San Marcos (CSUSM) was the primary motivation for crafting the original *Heart of the City* Specific Plan. The University was initially envisioned as a satellite campus for San Diego State University, but given its flourishing student enrollment due to a growing North San Diego County, the campus quickly expanded into a full-fledged four-year University.

The *University District* has been strategically planned to maximize the benefits of its proximity to the University, in addition to other neighboring uses such as the Civic Center, Kaiser Medical Center, San Marcos *Creek District*, existing residential areas and the Sprinter Rail Line. The *University District* Specific Plan provides the framework for a compact mixed-use neighborhood that links these adjoining uses together to create an authentic and lively urban "town/gown" district within the heart of the City of San Marcos.

"We have two real choices for future development: we can grow more compactly, or we can continue to sprawl across the landscape at great economic, environmental, and social cost."

- Ed McMahon, Urban Land Institute

III.2 Existing Development Patterns

The *University District* site is bisected by Twin Oaks Valley Road, creating two distinct planning areas on either side of the arterial. The east side of the project currently consists of various light-industrial uses, as well as sparse residential and commercial uses, and vacant land. The middle of the east side has been developed with new mixed-use and commercial buildings pursuant to this Specific Plan. A gas station, hotel, and San Diego County offices are located immediately south of SR-78 and east of Twin Oaks Valley Road, and a mix of commercial and light industrial uses are located on the far east portion of the site.

The project area on the west side of Twin Oaks Valley Road is vacant and included in an active grading permit that is underway. Approximately 4 legal non-conforming residential dwellings exist throughout the project area, all on the east side facing Barham Drive. The northwestern boundary of the project area west of Twin Oaks Valley Road is San Marcos Creek.

See Figure III.A: Existing Development Patterns, Figure III.B: Photos of Existing Land Uses – East Side, and Figure III.C: Photos of Existing Land Uses – West Side to further understand the types and location of existing land uses within the Specific Plan area.

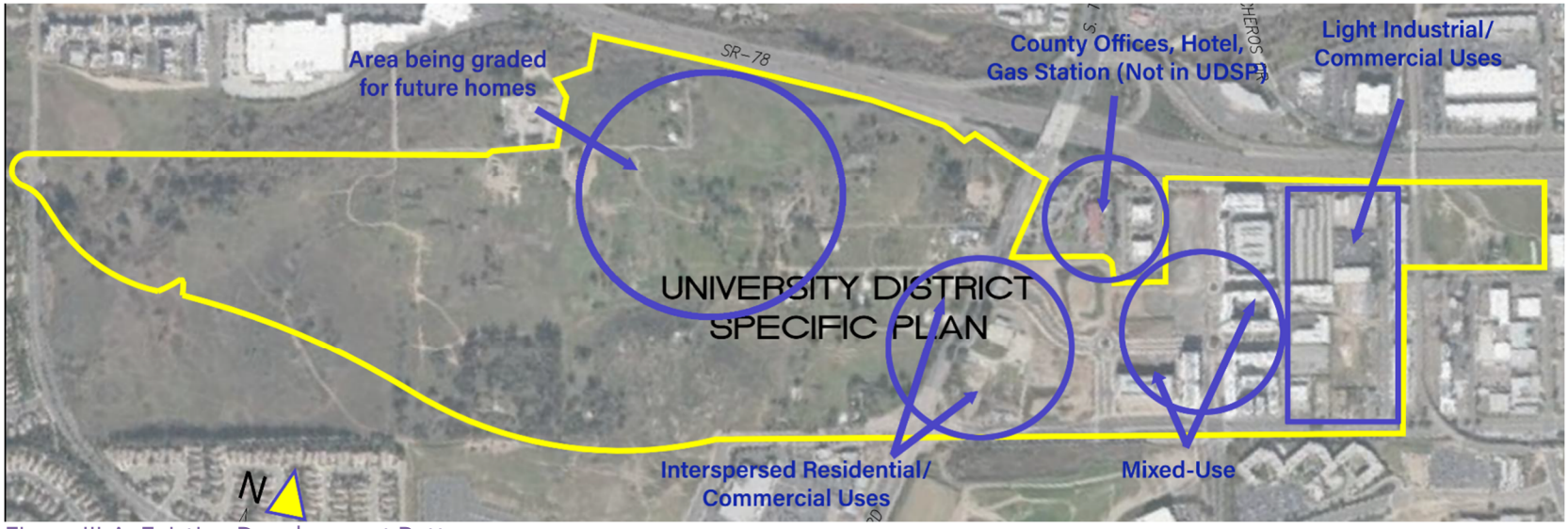


Figure III.A: Existing Development Patterns

Industrial / Commercial Uses

Student Housing (Campus Way & Barham Dr.)

Sprinter Rail Line over Carmel St. (Looking West from East Side)

San Diego County Offices (East Side; Outside Project Area)

Looking Southeast towards CSUSM (From Twin Oaks Valley Road)

Mixed-Use Development (At North City Dr. & Campus Way)

Figure III.B: Photos of Existing Land Uses – East Side

Looking Northwest towards Knoll (from CSUSM)

Looking Northeast towards Knoll
(from Kaiser Medical Center)

Southern Project Boundary
(Intersection of Barham Road and Rush Drive)

Looking north towards Knoll from Rush Dr.

Figure III.C: Photos of Existing Land Uses – West Side

III.3 Land Use Concept and Illustrative

III.3.1 Land Uses

The vision for this Specific Plan is to develop a vibrant new town center for the City of San Marcos that provides the vitality and richness characteristic of successful downtowns that have grown and evolved over time. *University District* will be an attractive, pedestrian- and transit-oriented, urban mixed-use neighborhood where residents and visitors interact and engage in a variety of social, cultural, and commercial activities. The District will be a regional hub for surrounding communities, a destination for social and cultural events, recreation, and commercial activity.

Fundamental to the success of the District is the strategic distribution of land uses where retail, entertainment, services, employment, public transit, parks, and housing are all conveniently located within walking distance of each other. A truly mixed-use district allows those who live and work in the district to be able to walk from their homes or workplaces to nearby parks and businesses for recreation, dining, retail, and services. The District*'s* walkability will also allow visitors to park once, and then walk or take public transit to each of their destinations. Providing a good mix of land uses, along with attractive pedestrian-oriented streets and convenient public transit, will reduce the daily vehicle trips typically generated when these uses are dispersed throughout the District. This will ease the problems of traffic congestion, noise, and parking difficulties often associated with downtown neighborhoods.

A continuous level of activity throughout the day and night is also fundamental to the success of the *University District*. It is necessary to balance dining, entertainment, and retail uses with residential, office, and services to ensure the economic viability of the district's commercial core. A mixture of all of these uses creates a dynamic neighborhood where the streets are animated with people working, shopping, and socializing 24 hours a day.

See Figure III.D: Conceptual Land Use Illustrative for the conceptual site design. All figures are illustrative only. Actual design shall be determined through Site Development Plan review and approval for individual projects.

Figure III.D. Conceptual Land Use Illustrative

III.3.2 Neighborhoods / Districts

Though the *University District* is conceived of as a whole, with each of its parts inextricably linked by the distribution of land uses, circulation patterns, and network of green spaces, the District is not uniform in its physical form or land use. Land use patterns, building forms, open space, and topography all play a role in creating a District composed of distinct neighborhoods with their own unique character, but which complement the character and uses in the adjacent neighborhoods. Though the entire District is zoned to be mixed-use, individual neighborhoods may have an emphasis on one or more uses, and may prohibit certain uses or building types that are allowed in other neighborhoods within the District.

The *University District* includes the following neighborhoods:

- Commercial / Retail Core
- Student Housing Village
- Mixed-Use Center
- Office Park
- Residential

Refer to Figure III.E: Neighborhoods/Districts Illustrative for an understanding of the locations and physical relationships between the proposed mix of land uses.

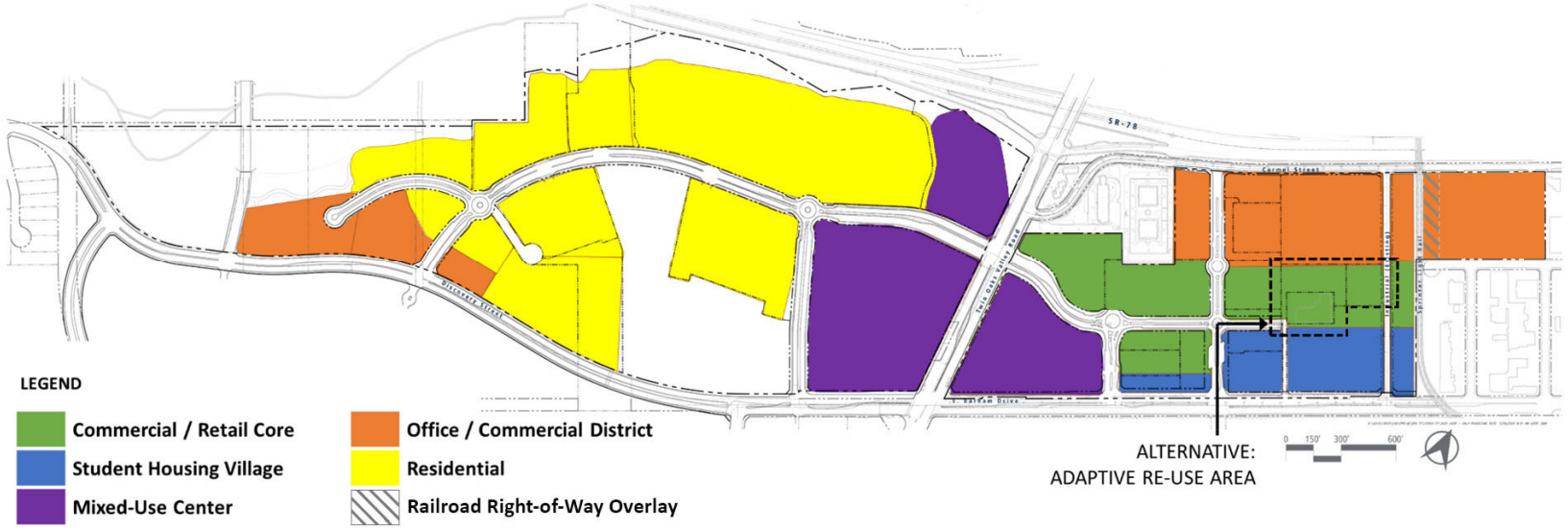


Figure III.E. Neighborhoods/Districts Illustrative

Commercial / Retail Core Neighborhood

The heart of the District is the Commercial/Retail Core. This mixed-use neighborhood is planned as the District*'s* lifestyle center and major hub of retail activity. It has the highest intensity of retail and entertainment uses in the *University District*. Its close proximity to the California State University San Marcos (CSUSM) campus, Student Housing Village, and adjacent Sprinter Line station make it a natural location for vibrant retail activity.

The neighborhood is organized around the main spine street that traverses through the project on the east side of Twin Oaks Valley Road, which culminates at a large urban plaza. Low to high-rise mixed-use buildings with ground floor commercial, retail stores, restaurants and outdoor cafes lining the street and urban plaza. Upper floors provide space for a mix of residential, office, and hotel uses.

Refer to Figure III.F: Commercial/Retail Core Enlarged Plan and Figure III.G: Commercial/Retail Core Perspective for more detailed information regarding this neighborhood. These figures are illustrative only. Actual design shall be determined through Site Development Plan review and approval.

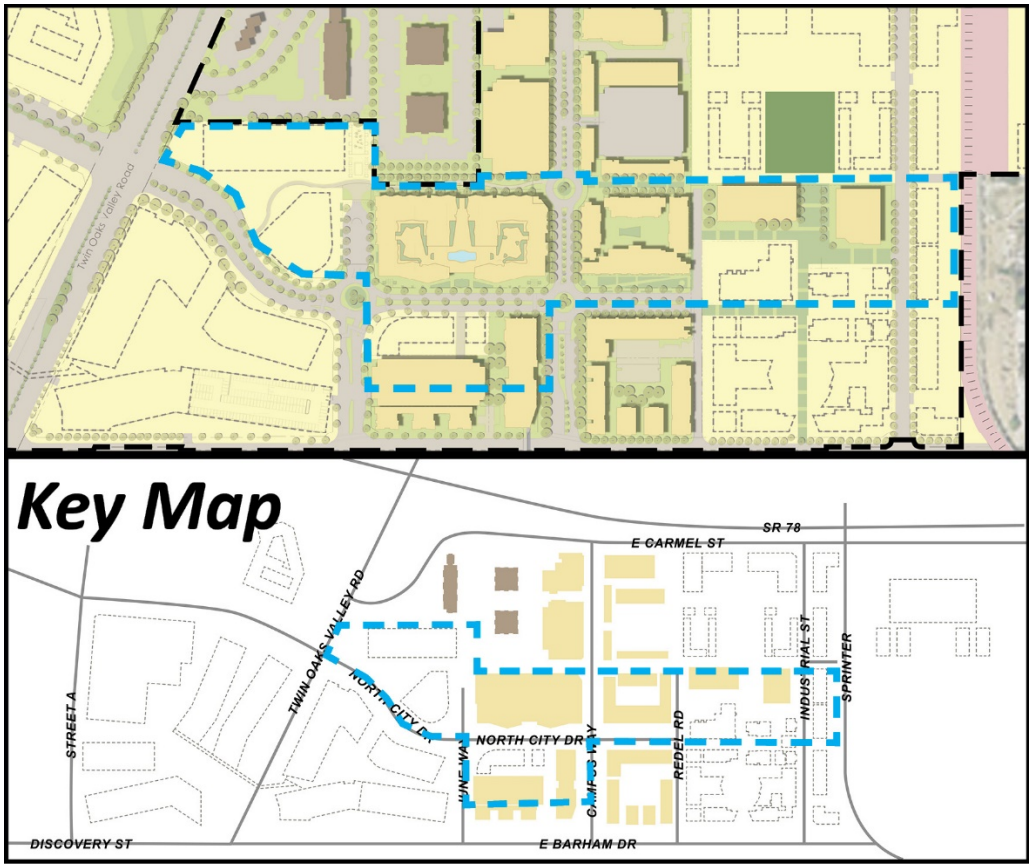


Figure III.F: Commercial/Retail Core Enlarged Plan

Figure III.G: Commercial/Retail Core Perspective

Student Housing Village Neighborhood

Immediately south of the Commercial/Retail Core, located primarily along Barham Drive east of Campus Way, is the Student Housing Village. This neighborhood is within walking distance of the main axis of Campus Way and the pedestrian bridge across Barham Drive, which leads directly into the heart of the California State University San Marcos (CSUSM) campus. This area is intended to provide a range of housing types to serve the needs of the adjacent University. The Student Housing Village is intersected by a north/south pedestrian paseo that provides more student-focused public open space.

The predominant use is for student and faculty housing, with some ground floor commercial uses. Multi-story buildings fronting Barham Drive are planned in order to create a scale more appropriate to its street width.

The Student Housing Village is connected to the CSUSM campus by way of a pedestrian bridge over Barham Drive.

Refer to Figure III.H: Student Housing Village Enlarged Plan and Figure III.I: Student Housing Village Perspective for more detailed information regarding this neighborhood. These figures are illustrative only. Actual design shall be determined through Site Development Plan review and approval.

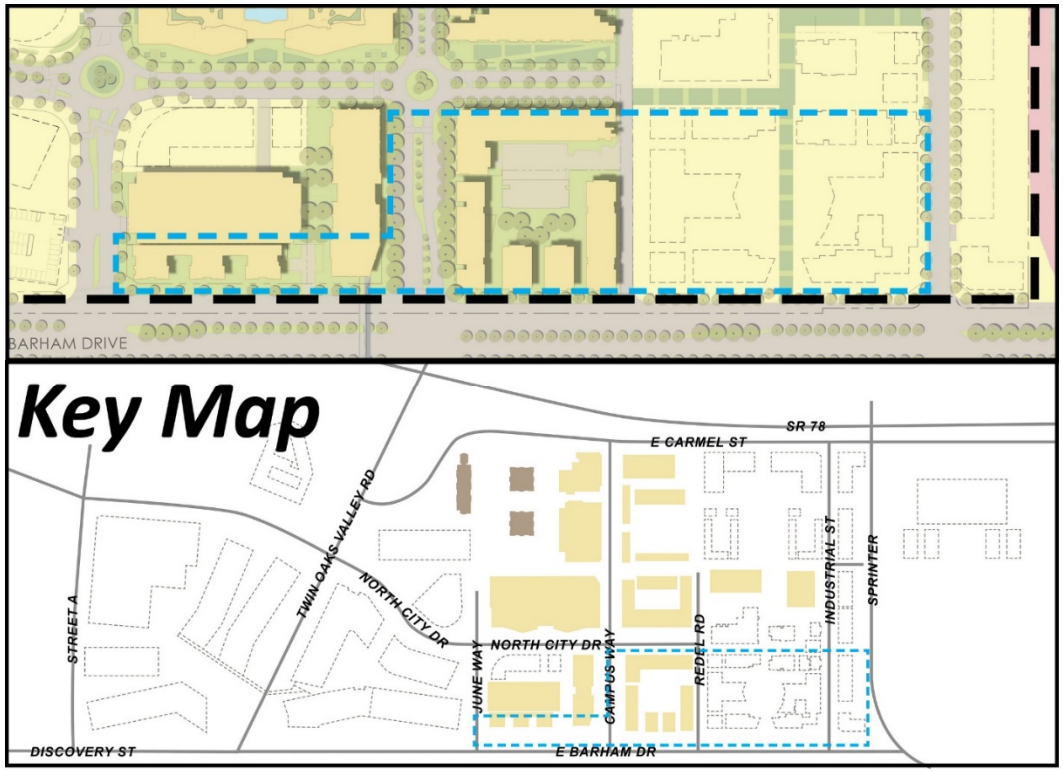
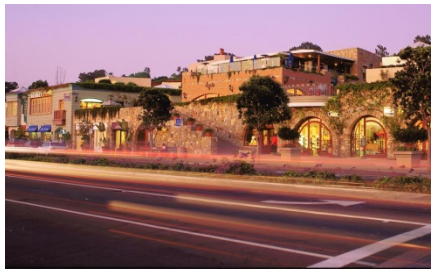
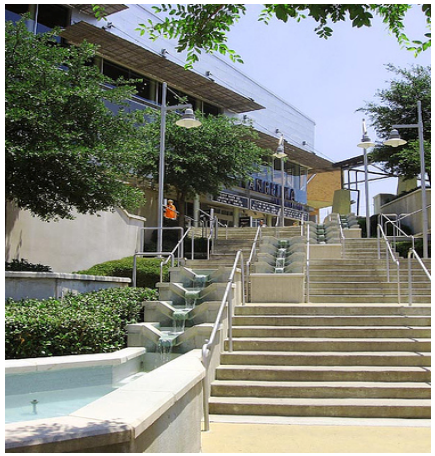


Figure III.H: Student Housing Village Enlarged Plan

Figure III.I: Student Housing Village Perspective





Mixed-Use Center Neighborhood

Located east and west of Twin Oaks Valley Road is the Mixed-Use Center, which is envisioned as a secondary hub of commercial activity, including a convergence of activating uses such as hotels, conference center, office buildings, headquarters, general office, scientific/life science, retail, dining, and high-density residential. Buildings are generally low to mid-rise in height, with taller towers located at the key intersection between the two main spine roads. .

A pedestrian bridge crossing over Twin Oaks Valley Road will link the east and the west sides together. The bridge will connect both the second story levels of the land uses on either side of the street. This feature would be designed when a site development plan is submitted for the buildings surrounding the east and west plazas.

Refer to Figure III.J: Mixed-Use Center Enlarged Plan and Figure III.K: Mixed-Use Center Perspective for more detailed information regarding this neighborhood. These figures are for illustrative purposes only. Actual design shall be determined through Site Development Plan review and approval.

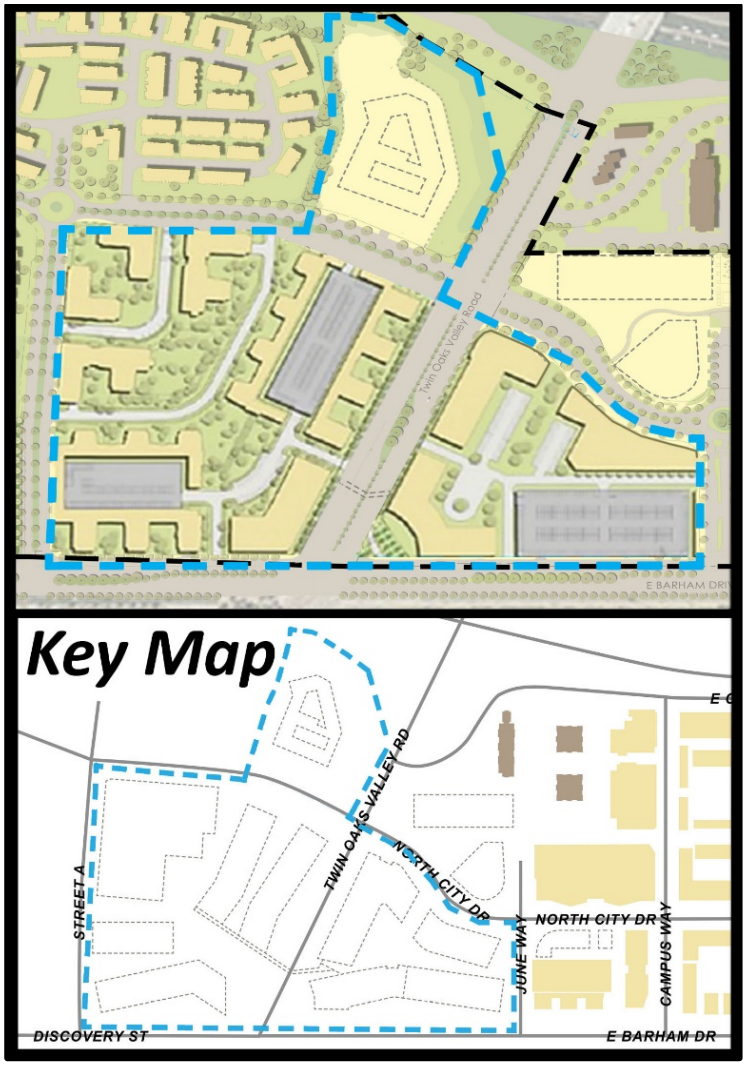


Figure III.J: Mixed-Use Center Enlarged Plan

Figure III.K: Mixed-Use Center Perspective

Office/Commercial District

The Office/Commercial District consists of the remainder of *University District*, primarily located along the State Route 78 frontage zones and in the far west portion of the District fronting the extension of Discovery Street.

These neighborhoods are zoned for office/commercial. They are primarily intended for high-intensity office uses but can include residential uses as well. These areas may have more freeway-oriented building types that are not necessarily required to follow the established requirements for other pedestrian-friendly building types located elsewhere in the District, provided they are not fronting a street where pedestrian use is emphasized.

Refer to Figure III.L: Office/Commercial District Enlarged Plan and Figure III.M: Office/Commercial District Perspective for more detailed information regarding this district. Just east of the Sprinter rail line is an approximately two-acre parcel owned by the North County Transit District (NCTD). This property (shown in pink in Figure III.L) was included in this Specific Plan as part of the 2021 amendment for connectivity purposes. The site currently serves as an emergency access to maintain the rail line and no new development will occur on that site. As such, a railroad right-of-way overlay zone has been applied to the property. If NCTD determines the overlay zone is no longer needed, subsequent environmental analyses may be required to develop the site in accordance with the underlying Office/Commercial District designation.

These figures are illustrative only. Actual design shall be determined through Site Development Plan review and approval.

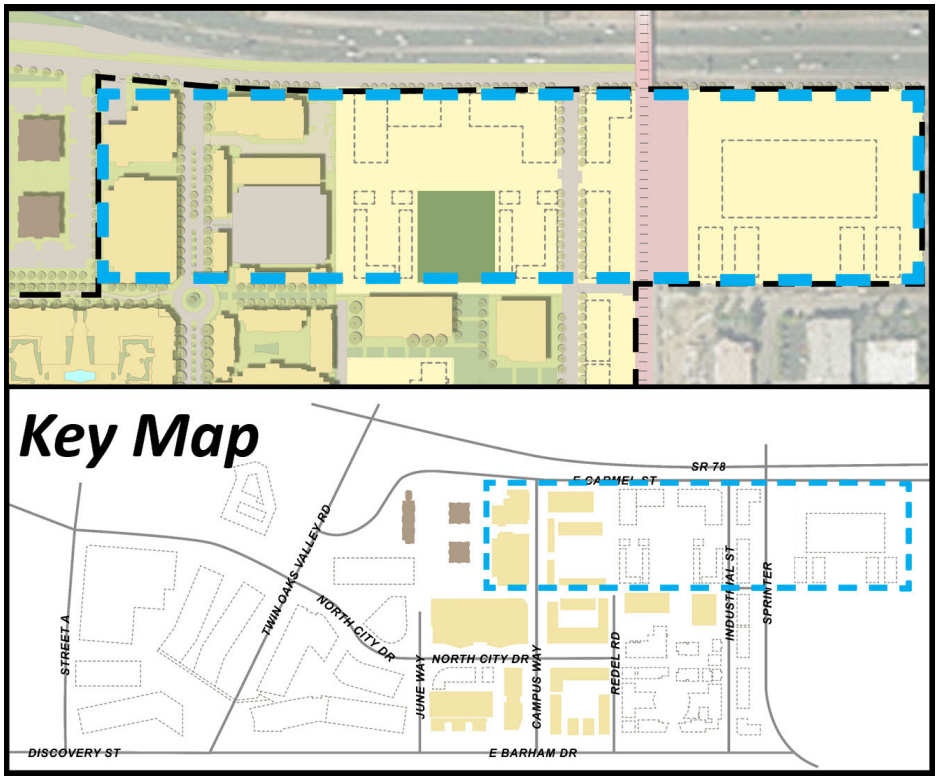


Figure III.L: Office/Commercial District Enlarged Plan

Figure III.M: Office/Commercial District Perspective

Residential Neighborhood

The Residential neighborhood is predominantly residential with a small mix of neighborhood-serving commercial uses. It comprises a large part of the west side of the District

The hilly streets in the westerly residential neighborhood respond to the natural variations of the existing topography and seek to maintain the existing natural drainage patterns. The streets are lined with townhomes, apartments, live-work lofts, and neighborhood-serving commercial uses. Some residential uses are sited against an open space buffer and the San Marcos Creek Trail, with views towards the Creek. The neighborhood is organized around a green corridor made up of Knoll Park, South Neighborhood Green and North Neighborhood Green, which will provide central open space area for passive recreational amenities. This neighborhood also allows for civic/community uses, including but not limited to senior, recreation and day-care centers, or a library.

This neighborhood also allows for a K-6 elementary school on a 10-acre site, with 8 net usable acres. More specifically, the school and park would be located immediately west of Knoll Park. While the school is not site-specific and will require further study, the City of San Marcos and Project Team Consultants have been working with the San Marcos School District to refine its possible location. Should the School District decide that the school facility is not needed, approximately four acres of this area would be offered to the City of San Marcos for purchase as an opportunity to expand Knoll Park. If the City does not purchase the land, the use would revert to residential without need to amend this Specific Plan. While the City of San Marcos is continuing to grow, demand already exists for construction of an additional elementary school. The anticipated student population for the school would be between 800 to 850 students, some of whom may be residents of the University District project, once developed. Formal selection, acquisition and approval of an appropriate site will occur at the sole discretion of the San Marcos School District, and will be subject to site negotiation with the City of San Marcos.

Refer to Figure III.N: Residential Neighborhood Enlarged Plan, Figure III.O: Residential Neighborhood Perspective, and Figures III.P/III.Q: Residential Block Case Study for more detailed information regarding this neighborhood. These figures are illustrative only. Actual design shall be determined through Site Development Plan review and approval.

Figure III.N: Residential Neighborhood Enlarged Plan

Figure III.O: West Side Residential Neighborhood Perspective

III.4 Development Intensity

The *University District* Specific Plan includes a diverse mix of land uses that will provide an assortment of amenities for residents and/or visitors upon full build-out. The conceptual land use plan allows for transfer of land use totals (i.e. use square-footage, number of dwelling units) between the west and east sides of the project (separated by Twin Oaks Valley Road), provided there is no overall increase to the total approved development densities outlined in Table III.A: Land Use Statistical Summary below.

If the K-6 elementary school or a park is constructed, there will be no resulting decrease in the allowed number of residential dwelling units. The units that would have been constructed in the area of the potential school or park site will be absorbed into the residential dwelling units proposed elsewhere within the project boundary. Should the School District decide that the school facility is not needed or the City of San Marcos declines to purchase the land for a public park, this area would revert to residential without need to amend this Specific Plan.

Table III.A: Land Use Statistical Summary

Land Use Description	*Unit Type*	*West Side*	*East Side*	*Total*
Residential Units[1]	Units	1,460	1,140	2,600
Student Housing	Units	0	800	800
Hotel	Rooms	120	130	250
General Office	SF	300,000	620,000	920,000
Medical Office	SF	150,000	50,000	200,000
Retail/Commercial	SF	40,000	305,000	345,000
Civic/Community	SF	5,000	0	5,000
Parks/Urban Open Space	Acres	20.58-24.58	6.55	27.13-31.13
Urban Trails/Paths	Miles	1.38	0	1.38
Habitat Preservation	Acres	15.10	0	15.10
Public Streets[2]	Acres	13	9	22

[1] 15% of residential units to be set aside for affordable housing.

[2] Includes public streets, adjacent sidewalks, and segment of Twin Oaks Valley Road within project boundary.

III.5 Land Use Descriptions

Residential Units

The *University District* includes up to 2,600 multi-family residential units. These units will be found in a combination of building types, including but not limited to: mixed-use with residential uses located on upper floors above ground floor commercial uses, apartments, condominiums (attached or detached), townhouses, and shopkeeper-type live/work units. Residential uses are located throughout the Specific Plan area. Residential does not include student housing units, described below.

Student Housing

The *University District* includes 800 Student Housing units. The Student Housing units are located along Barham Drive and/or Campus Way immediately across from the CSUSM campus.

Hotel

The *University District* includes 250 hotel rooms. Hotel locations are anticipated to be near the Twin Oaks Valley Road intersections with Discovery/Barham or SR-78, but may be located in other areas of the Specific Plan. Hotel uses may be of the full service type with some CSUSM shared facilities.

General Office

The *University District* includes 920,000 square feet of General Office use. General Office includes business, government, professional, and financial services, including life sciences and research and development, but excludes Medical Office, which is a specific office type described below. Office buildings will be of two types: mixed-use with office and residential uses located on upper floors above ground floor commercial uses and office park type buildings, including corporate headquarters and campus-like complexes. General Office uses are located throughout the Specific Plan area.

Medical Office

The *University District* includes 200,000 square feet of Medical Office use. Medical Office uses are generally located in neighborhoods with freeway frontage or along Discovery Street, but may be spread throughout the Specific Plan area.

Retail/Commercial

The *University District* includes 345,000 square feet of Retail and Commercial uses throughout the project area. A live/work/play urban commercial center with retail, restaurants and entertainment is anticipated along the main street corridor on the east side of Twin Oaks Valley Road. On the west side of Twin Oaks Valley Road near the intersection of Twin Oaks Valley Road and Discovery/Barham, a commercial center emphasizing dining, entertainment, hotel, and high density housing is planned. Small neighborhood-serving commercial uses are spread throughout the Specific Plan area.

Civic/Community

A total of 5,000 square feet of Civic/Community buildings is included in the *University District* area. Uses for these buildings may include daycare, senior or recreation centers and/or libraries.

Parks/Urban Open Space

The *University District* includes over 27 acres of parks and developed open space. The majority of parks and urban open space is located on the west side of the project, close to the residential area and Creek. These spaces include a wide range of uses and amenities such as passive-use and pocket parks, as well as gathering plazas. If the San Marcos School District decides that the school facility is not needed, approximately four acres of the land that is currently reserved for the school site will be offered to the City of San Marcos for purchase as an opportunity to expand Knoll Park, bringing the total amount of parkland up to approximately 31 acres. Should the City choose not to acquire the land, this area would revert to residential without the need to amend this Specific Plan.

Urban Trails/Paths

The *University District* includes an estimated 1.38 miles of urban trails and paths, which meander along the northernmost boundary of the project adjacent to San Marcos Creek. These trails are intended to provide alternative recreational activities for residents and visitors of the *University District*, as well as to link into the larger citywide trails and paths network.

Habitat Preservation

The *University District* will preserve approximately 15.10 acres of existing natural habitat area associated with San Marcos Creek in the northwest portion of the project site. In addition, off-site habitat may be acquired to contribute to meeting the open space requirements for purposes of mitigation.

Public Streets

The circulation network of public streets and sidewalks within the project area has been designed to facilitate movement of vehicles, bicycles and pedestrians in a safe manner. Refer to Chapter V – Transportation | Circulation for the Conceptual Circulation Plan.

K-6 Elementary School (Optional)

The San Marcos School District requires approximately eight (8) to ten (10) acres of usable land for an elementary school, and has other State-guided regulations pertaining to site access, school bus drop-off zones, parent/child loading and unloading zones, fencing and proximity to adjacent thoroughfares. While the City of San Marcos population continues to grow, demand already exists for construction of an additional elementary school. The anticipated student population for the school would be between 800 to 850 students, some of whom may be residents of the *University District* project, once developed.

Formal selection, acquisition and approval of an appropriate site will occur at the sole discretion of the San Marcos School District, and will be subject to site negotiation with the City of San Marcos. Should the School District decide that the school facility is not

needed, this area would either be developed as a public park as previously discussed or revert to residential without need to amend this Specific Plan.

IV. OPEN SPACE | CONSERVATION

IV.1 Existing Natural Open Space Conditions

Except for the area that has already been developed consistent with this Specific Plan, the *University District* project site largely consists of unimproved, vacant land and with sparse legal non-conforming land uses on the eastern and southeastern edge.

The area west of Twin Oaks Valley Road features a distinctive knoll with granite outcroppings and small areas of grassland and sage scrub that are characteristic of the San Marcos region. Approximately two thirds of the northwestern portion of the site is adjacent to San Marcos Creek, affording views of the riparian landscape. Owing to its proximity to the creek, the project area is subject to the possibility of periodic flooding.

The conceptual landscape plan promotes a "green network" for pedestrians to access every part of the *District*, whether via walkable landscaped paseos and streets, or recreational trails. Fundamental to the plan is preservation of natural open space where possible, and urban development elsewhere that maximizes strong physical connections between every land use.

"Open space is an urban environment's natural ventilation system."

- John M. Levy, Contemporary Urban Planning

IV.2 Urban Open Space Concept and Illustrative

The urban open space concept for *University District* seeks to create a distinct community character and neighborhood feel that is reinforced by the *University District's* relationship to a larger open space network of parks and trails. Strong emphasis has been placed on preserving existing natural open space, and creating new habitat opportunities through enhancements to existing open space buffers.

The conceptual landscape plan also provides for an extension of the existing urban trail system in San Marcos, especially along the San Marcos Creek. The urban trails within and around the perimeter of the District have been designed to connect to other nearby trails, residential neighborhoods, and adjacent commercial and civic projects such as the San Marcos Creek District, the Civic Center, and the California State University San Marcos (CSUSM). These open space linkages and landscaped corridors are reinforced by sensitively addressing, and in some cases incorporating, existing streetscape and pedestrian trail conditions, and using native landscaping.

Urban parks, trails, and gathering plazas within *University District* serve the dual function of providing open space amenities, as well as extensive and integrated storm water management. Nearly every public park and open space area within the district has been designed to employ some level of Low-Impact Development (LID) measure. This carefully planned network will not only provide inviting and enriching open space and recreational experiences, but will also contribute to enhanced property values for community residents, while creating a sustainably-designed open space infrastructure that complies with the an evolving regulatory environment.

Refer to the Figure IV.A: Parks, Plazas and Open Space Plan for the conceptual location of all proposed public and private parks, public gathering plazas, as well as preserved natural open spaces. Also included are brief descriptions, conceptual photos and perspective views illustrating the character and design intent for the public parks, plazas and open space areas within the *University District*. All figures are for illustrative purposes only.

Actual locations, sizes, and designs will be determined through Site Development Plan review and approval.

Note: Actual open space areas, locations, and linkages to be designed when building footprints are finalized through the Site Development Plan process.
Common usable open space amenities described herein shall be required of residential developments west of Twin Oaks Valley Road at the time of project specified design and Site Development Plans.
Should the San Marcos School District decide an elementary school is not needed, the eastern half of that site would be offered to the City of San Marcos for purchase as an opportunity to expand Knoll Park.

Figure IV.A: Parks, Plazas, and Open Space Illustrative

East Urban Plazas

The East Urban Plazas are envisioned as the commercial and urban heart of the community. The plaza provides valuable, flexible, publicly accessible open space that is large enough to accommodate a wide range of activities, including farmer's markets, people-watching, and public performances and festivals. Located in a mixed-use neighborhood, the plaza extends light commercial activities such as cafes and retail displays into the public realm, creating a vibrant hub for the District. As part of an alternative Adaptive Reuse Area, where existing buildings may be adaptively re-used, and new buildings reflecting vernacular industrial architecture are incorporated, the plaza extends the indoor-outdoor experience in this special area.

Refer to Figure IV.B: East Urban Plazas Perspective or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.

FIGURE IV.B: East Urban Plazas Perspective

East Paseos and Plazas

Paseos are pedestrian-only corridors that provide protected and visually-interesting means of access between streets, buildings and/or landscaped areas.

The East Paseos and Plazas are located to provide strong pedestrian connections throughout the *University District*. Paseos and plazas feature landscaped walkways and informal seating areas

Refer to Figure IV.C: East Paseos Enlarged Plan or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.

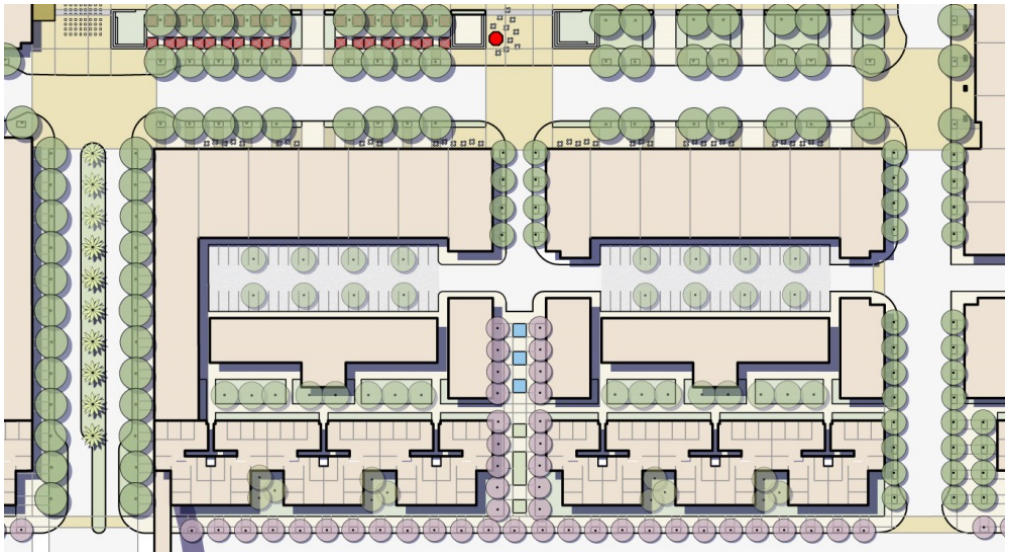


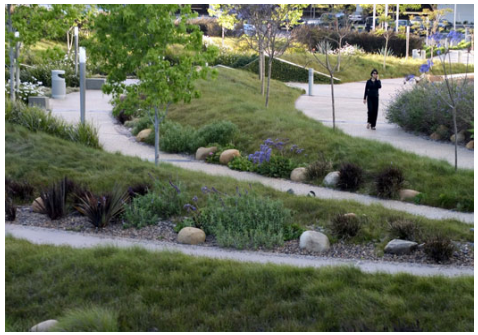
FIGURE IV.C: East Paseos Enlarged Plan

Twin Oaks Plaza and Paseos (East)

This urban plaza is located near Twin Oaks Valley Road, and is the highly-visible forecourt of the development. Given its prominent location, together with a plaza on the west side of Twin Oaks Valley Road, it serves as one of the major gateways into the project area. Landscaping, a monument sign, art work, water feature, or architecturally significant building element would distinguish this plaza.

Refer to Figure IV.D: Twin Oaks Plaza (East) Enlarged Plan or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.

FIGURE IV.D: Twin Oaks Plaza (East) Enlarged Plan



Twin Oaks West Plazas and Paseos

These urban plazas and paseos are located north and west of the Twin Oaks Valley Road and Discovery Street/Barham Drive intersection. The primary purpose of these plazas and paseos is to provide strong pedestrian connectivity. In concert with Twin Oaks Valley East Plaza, these plazas and paseos form the pedestrian gateway to the District and potentially serve to anchor the bridge across Twin Oaks Valley Road. Landscaping, monument signage, artwork, weater features, or architecturally significant building elements would distinguish these plazas and paseos.

Refer to Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.

Knoll Park and Neighborhood Green

The general landform in this area will be preserved as an iconic natural granite formation, the knoll, rising nearly 70 feet above the adjacent streets, connected on the west and north to a neighborhood green. The Knoll Park and neighborhood green will provide natural parkland, and level areas for usable, active and passive recreation serving the *District*. Park features may include a boulder scrambling field that is reached by maintained hiking trails, a basketball court, tennis/pickle ball courts, picnic areas, tot lots, playground areas, multi-purpose field, skateboard park, restrooms, downhill mountain bike path and an observation point at the top of the formation, which is reached by an accessible walking path.

Refer to Figure IV.E: Knoll Park and Trail Perspective or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.

FIGURE IV.E: Knoll Park and Trail Perspective

Creek Trail, West Creek Park

The Creek Trail, and West Creek Park provide an important link to the extensive multi-use trail system throughout San Marcos. At its east end it connects to the proposed Grand Avenue Bridge multi-use trail leading to the north and planned Creek District Promenade as well as to the Discovery Street Trail along the south side of the Creek. This trail is located within a linear greenway that threads its way between residential development to the south and San Marcos Creek to the north, linking at its west end to the pedestrian walkways at the proposed Grand Avenue bridge and at its east end to the recreational heart of the *University District*. The trail is connected to the *University District* pedestrian network.

Refer to Figure IV.F: Creek Trail Cross Section or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.

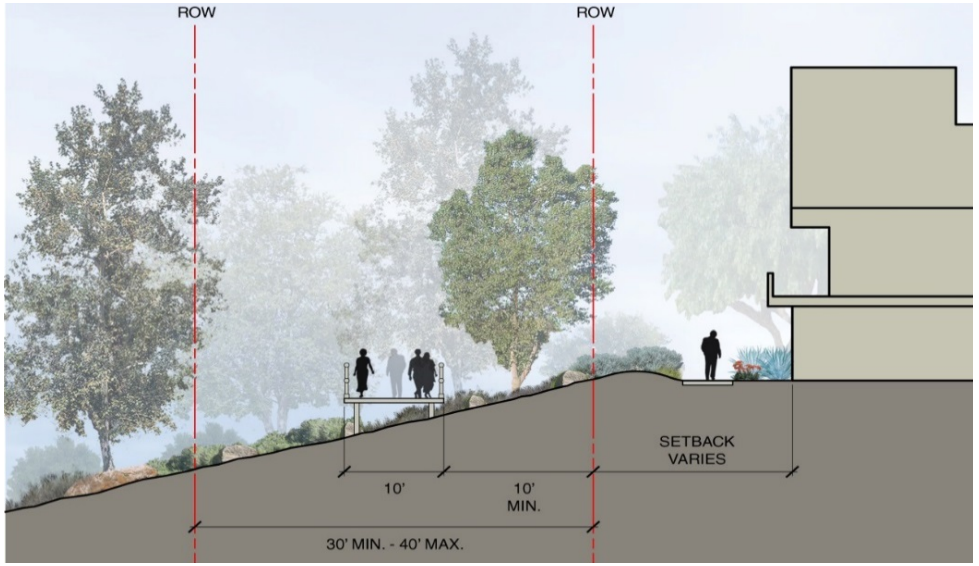


FIGURE IV.F: Creek Trail Cross Section

Wetland Trail and Open Space

A nearly 1,000 foot-long boardwalk trail is proposed for the large open space area located at the far west end of *University District*, closer to Grand Avenue. The boardwalk is contiguous to Discovery Street overlooking the San Marcos wetlands, with pull-off seating areas, interpretive signage, as well as connections to the Discovery Street Trail at its east and west ends. Graded slopes are not allowed within the mitigation areas.

Refer to Figure IV.G: Wetland Trail and Open Space Enlarged Plan or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.

FIGURE IV.G: Wetland Trail and Open Space Enlarged Plan

Residential Block and West Residential Amenities

The residential block represents an area within the University District, which utilizes a wide range of landscape and other Low-Impact Development (LID) options within the streetscape. Street tree canopies provide shade and visual interest, wide flow through inverted medians, front porch entries are bordered by shrubs to signify the transitional space between the public and private rights-of-way, and street corners are designed with highly landscaped plazas for residents and/or visitors to gather throughout various times of the day. In addition to the Residential Block are the West Residential Amenities, which consist of public and private common space.

Public common open space consists of passive green space, active recreational amenities, open flexible fields, tot lots, seating areas, picnic areas, community gardens, or other passive or active outdoor areas. The public common open space may be provided as one large area or a series of smaller areas spread throughout the residential areas west of Twin Oaks Valley Road.

Private common usable space provides private, easily accessible, and neighborhood-scaled recreational and passive areas for residents. These spaces include passive green space, active recreational amenities, open flexible fields, tot lots, seating areas, picnic areas, community gardens, or other passive or active outdoor areas. Also included are courtyard areas and interior spaces, including fitness centers, entertainment rooms, and other private common indoor uses. Leasing offices, common mailrooms, and other similar uses do not count toward private common usable spaces. Private common open space is required for all residential units constructed on the west side of Twin Oaks Valley Road.

These common areas requirements are in addition to private usable open space required for each unit, as specified in Section VI, the Form-Based Code. Actual locations for common spaces will be determined during project-level site design, and may be consolidated among several developments to provide larger, centralized amenities. Parking is not required for these neighborhood amenities as they are intended to serve

the local neighborhood, are within walking distance of many residences, and could utilize on-street parking, where provided.

Refer to Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.

IV.3 Open Space Statistical Summary

Table IV.A: Open Space Statistical Summary below summarizes the proposed park and open space calculations for the entire *University District* project area:

Table IV.A: Open Space Statistical Summary

Type	*Name*	*Size (Acres)*	*Proposed Program*	*Linkages*	*Location*
Urban Plazas	East Urban Plazas	3.02	Market, special event and performance spaces, café and public gathering areas, public art/ water feature	Connects to east side paseos, University residential courtyards and University District bike and pedestrian paths	East
	Twin Oaks Plaza (East)	0.25	Urban hardscape plaza, project gateway, public art/water feature/ monument	Connects to Twin Oaks and Barham urban trails and commercial/retail core	East
	East Paseos and Plazas	1.79	Plazas, seating areas, chess/checkers tables, public art/ water feature, cafes, stroll garden	Connects to Barham urban trail, East Urban Plazas, University residential courtyards and University District bike and pedestrian paths	East
	Twin Oaks West Plazas and Paseos	0.45	Urban hardscape plaza, project gateway, public art/water feature/ monument, seating areas, public gardens, café areas.	Connects to Twin Oaks and Discovery urban trails, residential areas, and internal University District bike and pedestrian paths. Connects to internal University District bike and pedestrian paths and Twin Oaks plaza West	West

Table IV.A: Open Space Statistical Summary (Continued)					
	Additional Commitment	1.5	With the increased height limits granted as part of the 2021 UDSP amendment, an additional 1.5 acres of urban plazas will be provided and sited during Site Development Plan review consistent with Figure IV.A.	Continuous linkages between open space areas will be provided as conceptually illustrated in Figure IV.A.	East
	Total Urban Plazas	**7.0**	**Acres**		
Type	***Name***	***Size (Acres)***	***Description***	***Linkages***	***Location***
Urban Parks	Knoll Park and Neighborhood Green	16.5-20.5	Playground, climbing/ adventure play areas, hiking trail, open field/play space, picnic areas, overlook, interpretive signage	Primary park amenity accessible through pedestrian walkways	West
	West Creek Park	1.63	Dog park, open field/play space, playground/ tot-lot, shaded seating areas	Connects to Grand Avenue urban trail, Creekside trail and internal *University District* bike and pedestrian paths	West
	West Residential Amenities	2	Common usable open space consisting of Community Center, green space, tot lots, community gardens, picnic areas, seating areas or other active or passive amenities	Connects to local *University District* neighborhoods through pedestrian paths	West
	Total Urban Parks	**20.13-24.13**	**Acres**		
Total Parks and Plazas		**27.13-31.13**	**Acres**		

Table IV.A: Open Space Statistical Summary (Continued)					
Type	*Name*	*Length*	*Proposed Program*	*Linkages*	*Location*
Trails and Paths	Wetland Trail	0.20	Boardwalk trail with shaded rest areas and interpretive displays	Connects to Grand Avenue and Discovery Street urban trails	West
	Creek Side Trail	0.54	Soft surface multi-use trail with picnic and rest areas and fitness circuit	Connects to Grand Avenue and North City Drive, urban trails, and internal *University District* bike and pedestrian paths	West
	Green Links	0.3	Publicly accessible passages to Creekside trail system	Connects to Creekside trail and internal *University District* bike and pedestrian paths	West
	Green Streets	0.34	Widened sidewalks adjacent to bio-swales and mini-plazas	Connects to Green links and internal *University District* bike and pedestrian paths	West
Total Trails and Paths		**1.38**	**Miles**		

IV.4 Conceptual Plan Landscape Zones

Like much of the central heart of San Macros, the *University District* encompasses old and new. Owing to its proximity to both major urban and transit centers and the lush San Marcos Creek riparian corridor, the *University District* landscape concept balances a largely native and naturalizing plant material palette with a simple, clean, modern aesthetic.

The District has been divided into four landscape zones that bridge the rustic and the urban palettes. Figure IV.H: Landscape Zones Diagram, in conjunction with Table IV.B: Conceptual Plant Palette – Perennials, Table IV.C: Conceptual Plant Palette – Shrubs / Groundcovers, and Table IV.D: Conceptual Plant Palette – Trees, identifies the appropriate landscape options for individual projects within the District. The plant palettes have been carefully selected to prioritize the use of drought-tolerant and native plants, in addition to locally-significant ornamental.

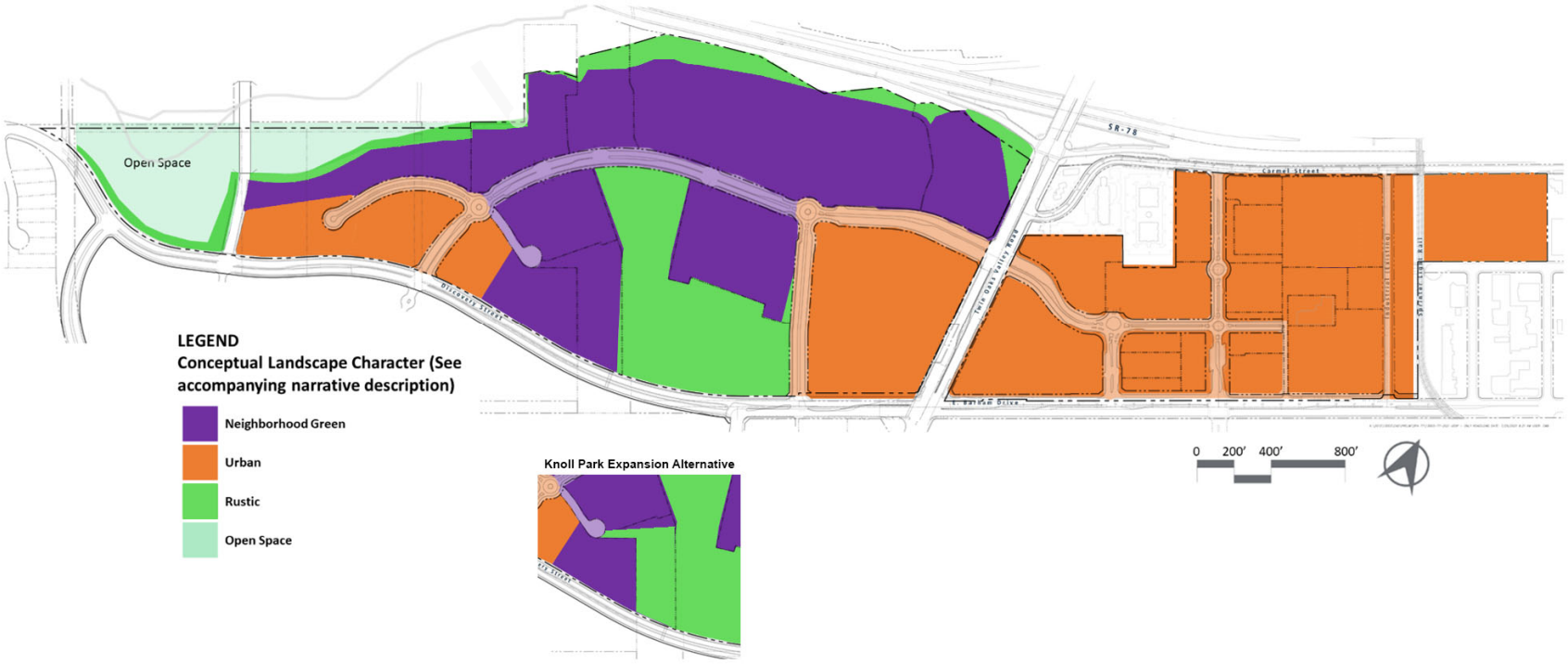


FIGURE IV.H: Landscape Zones Diagram

Open Space

Open Space refers to areas contiguous with San Marcos Creek that are existing or restored riparian landscape and habitat, and are barred from any pedestrian or recreational uses. These areas provide essential buffer and shelter for the creek and its denizens. These areas also serve as essential contextual and iconic environments for the District, providing a sense of place and valuable visual amenity for visitors and residents. The plant palette for these areas is limited to appropriate native riparian species that are currently present in and around the creek.

Rustic

The Rustic landscape zone refers to areas that are immediately adjacent to open space or to other significant natural features, such as the granite outcroppings at the Knoll Park. The rustic plant palette uses native plant materials to create a naturalistic setting that is easily maintained and feels like an extension of the surrounding riparian and coastal sage scrub landscape.

Neighborhood Green

These areas serve as the critical transition zones between urban and rustic landscapes within the *University District*. They employ a combination of native and naturalizing plant materials in more maintained park-like settings. For example, Neighborhood Green streets may employ native species for street trees or feature a lush bio-swale adjacent to a paved plaza. Plant materials in this landscape zone should be drought-tolerant, easily maintained and provide a rich variety of foliage textures and color for visual interest.

Urban

The Urban landscape has the broadest plant palette, drawing on the native plant materials used elsewhere within the District, as well as incorporating existing landscape motifs and materials where appropriate. Plants may be massed for architectural and sculptural effect, to create focal points, boundaries and defined gathering spaces. Trees are planted in groves and bosques to provide shade zones for the many urban parks and plazas in the District. Succulents and flowering accents create visual interest in the ground plane. As in the rest of the project, all plant materials should be drought-tolerant, site appropriate and easily maintained to minimize water and pesticide use.

Table IV.B: Conceptual Plant Palette – Perennials

Botanic name	Common Name	Open space	Rustic	Neighborhood Green	Urban	Parking Lots	Medians + Parkways	CA Native	Notable Features
Agave spp.	Agave			•	•	•	•		Succulent; Sculptural form
Aloe spp.	Aloe			•	•		•		Succulent; Rosette form; Flowering
Anigozanthus flavidus	Kangaroo Paw		•	•	•	•	•		Perennial; Spiked leaves; Clumping; Flowering
Aristida purpurea	Purple Three Awn	•	•					•	Ornamental Grass; Clumping; Fine textured
Bougainvillea spp.	Bougainvillea			•		•	•		Sprawling vine or mounding shrub; Colorful bracts
Bulbine frutescens	Bulbine				•				Succulent; Clump forming; Flowering
Cistus hybridus	Rockrose		•	•		•			Shrubby perennial; Flowering
Chondropetalum tectorum	Cape Rush			•	•				Rush-like perennial; Clump forming
Echeveria spp.	Hen and Chicks			•	•				Succulent; Rosette form; Flowering
Encelia californica	California Bush Sunflower	•	•	•		•	•	•	Shrubby perennial; Flowering
Erigeron karvinskiana	Santa Barbara Daisy	•	•	•		•	•	•	Shrubby perennial; Flowering
Eschscholzia californica	California Poppy	•	•	•			•	•	Short-lived perennial; California State flower
Eriogonum spp.	Buckwheat	•	•				•	•	Shrubby perennial; Flowering
Euphorbia rigida	Gopher Plant			•	•				Shrubby perennial; Flowering
Galvezia speciosa	Island Bush Snapdragon	•	•	•				•	Shrubby perennial; Flowering
Hesperaloe parviflora	Red Yucca			•	•	•	•		Succulent; Clump forming; Flowering
Keckiella cordifolia	Heartleaf Penstemon			•	•		•	•	Shrubby perennial; Flowering
Lantana hybridus	Lantana			•	•	•	•		Shrubby perennial; Flowering
Lavandula spp.	Lavender			•	•				Shrubby perennial; Flowering
Lobelia laxiflora	Mexican Bush Lobelia	•	•			•		•	Shrubby perennial; Flowering
Muhlenbergia rigens	Deer Grass	•	•	•	•	•		•	Ornamental Grass; Large, clumping; Fine textured
Phormium tenax	New Zealand Flax			•	•	•	•		Perennial; Spiked leaves; Clumping; Flowering
Salvia spp.	Sage	•	•	•				•	Shrubby perennial; Flowering
Verbena spp.	Verbena	•	•			•	•	•	Shrubby perennial; Flowering
Vitis californica	California Grape	•	•	•	•			•	Deciduous vine; Fruiting; Fall color
Yucca whipplei	Our Lord's Candle	•	•					•	Perennial; Spiked leaves; Clumping; Flowering

Table IV.C: Conceptual Plant Palette – Shrubs / Groundcovers

Botanic name	Common Name	Open space	Rustic	Neighborhood Green	Urban	Parking Lots	Medians	CA Native	Notable Features
Acacia redolens	Spreading Acacia		•	•		•			Evergreen, dense, shrubby groundcover; Flowering
Arctostaphylos spp.	Manzanita	•	•	•	•	•	•	•	Evergreen, sprawling, shrubby groundcover; Flowering
Baccharis pilularis	Coyote Brush	•	•	•			•	•	Evergreen, dense, shrubby groundcover; Tolerant
Baccharis sarothroides	Desert Broom	•	•					•	Evergreen shrub; Loose form; Tolerant
Callistemon 'Little John'	Dwarf Bottlebrush			•	•	•	•		Evergreen shrub; Flowering
Ceanothus spp.	California Lilac	•	•	•	•	•	•	•	Evergreen shrub; Flowering
Echium fastuosum	Pride of Madeira			•	•	•			Evergreen shrub; Loose form; Flowering
Fragaria chiloensis	Beach Strawberry	•	•	•	•	•	•	•	Evergreen, vining groundcover; Flowering
Grevillea spp.	Grevillea			•	•	•	•		Evergreen shrub; Loose form; Flowering
Heteromeles arbutifolia	Toyon	•		•	•		•	•	Evergreen shrub to small tree; Flowering, fruiting
Iva hayesiana	San Diego Marsh Elder	•	•					•	Evergreen, spreading, perennial groundcover; Tolerant
Laurus nobilis	Sweet Bay		•	•	•	•	•		Evergreen shrub to small tree; Aromatic foliage
Myrica californica	California Wax Myrtle	•	•	•		•		•	Evergreen shrub; Flowering
Olea europaea 'Little Ollie'	Dwarf Olive			•	•	•	•		Evergreen shrub; Loose form; Fruitless
Opuntia spp.	Prickly Pear Cactus	•	•					•	Succulent perennial; Flowering, fruiting
Pittosporum spp.	Mock Orange			•	•	•	•		Evergreen shrub; Flowering
Prunus ilicifolia	Holly Leaf Cherry		•	•	•	•		•	Evergreen shrub; Flowering, fruiting
Rhamnus californica	Coffeeberry	•	•	•			•	•	Evergreen shrub; Flowering, fruiting
Rosmarinus spp.	Rosemary			•	•	•	•		Evergreen shrub; Flowering; Aromatic foliage
Rhus ovata	Sugar Bush	•	•	•			•	•	Evergreen shrub; Large, dense form; Tolerant
Rhus integrifolia	Lemonadeberry	•	•	•		•	•	•	Evergreen shrub; Sprawling form; Tolerant
Ribes viburnifolium	Evergreen Currant	•	•	•		•		•	Evergreen shrub; Sprawling form; Flowering, fruiting
Senecio mandraliscae	Blue Chalk Sticks			•	•		•		Succulent perennial groundcover
Senna spp.	Feathery Cassia		•	•	•	•	•		Evergreen shrub; Loose form; Flowering
Tecoma stans	Yellow Bells		•	•					Evergreen shrub; Loose form; Flowering
Westringia fruticosa	Coast Rosemary			•	•	•	•		Evergreen shrub; Flowering

Table IV.D: Conceptual Plant Palette – Trees

Botanic name	Common Name	Open space	Rustic	Neighborhood Green	Urban	Parking Lots	Street Tree	Accent Tree	CA Native	Notable Features
Alnus rhombifolia	White Alder	•	•						•	Deciduous shade tree; Fast-growing; Riparian
Arbutus 'Marina'	Marina Strawberry Tree			•	•		•			Evergreen canopy tree, Flowering; Ornamental bark
Arbutus unedo	Strawberry Tree			•	•			•		Evergreen canopy tree, Flowering; Fruiting
Callistemon viminalis	Weeping Bottlebrush			•	•		•	•		Evergreen canopy tree, Flowering
Cassia leptophylla	Gold Medallion Tree			•	•		•	•		Evergreen canopy tree, Flowering
Cercis canadensis 'Oklahoma'	Oklahoma Redbud		•	•	•			•		Deciduous canopy tree; flowering
Chitalpa tashkentensis	Chitalpa			•	•			•		Deciduous canopy tree; flowering; Crossbred variety
Hesperocyparis forbesii	Tecate Cypress		•	•	•				•	Evergreen coniferous tree
Jacaranda mimosifolia	Jacaranda			•	•			•		Briefly deciduous canopy tree; flowering
Lagerstroemia 'Muskogee'	Lavender Crape Myrtle			•	•		•	•		Deciduous canopy tree; flowering
Magnolia grandiflora	Southern Magnolia			•	•			•		Evergreen shade tree; Flowering
Quercus agrifolia	Coast Live Oak	•	•	•					•	Evergreen shade tree
Quercus ilex	Holly Leaf Oak	•	•	•			•			Evergreen shade tree
Quercus suber	Cork Oak			•	•		•	•		Drought tolerant; broad leaf evergreen
Olea europaea 'Swan Hill'	Fruitless Olive			•	•		•			Evergreen canopy tree; Fruitless variety
Phoenix dactylifera	Date Palm			•	•		•	•		Vertical accent palm; Dramatic silhouette
Pinus halepensis	Aleppo Pine			•	•	•				Drought-tolerant; coniferous evergreen
Pinus pinea	Italian Stone Pine			•			•	•		Evergreen coniferous tree
Platanus racemosa	California Sycamore	•	•	•	•	•	•	•	•	Deciduous, ornamental bark
Populus fremontii	Western Cottonwood	•	•						•	Deciduous, seasonal interest, riparian
Rhus lancea	African Sumac		•	•	•	•	•			Evergreen canopy tree
Salix gooddingii	San Joaquin Willow	•							•	Deciduous canopy or multi-trunk tree; Riparian
Schinus molle	California Pepper		•	•	•	•	•			Evergreen shade tree; Weeping form
Syagrus romanzoffianum	Queen Palm				•			•		Vertical accent palm; Loose, flowing fronds
Ulmus parvifolia	Chinese Elm			•	•	•	•			Briefly deciduous shade tree
Washingtonia filifera	California Fan Palm			•	•			•	•	Vertical accent palm; Bold silhouette

IV.5 Storm Water Quality Strategies

IV.5.1 Purpose and Background

Storm water quality (SWQ) is a storm water management approach that seeks to preserve or mimic natural drainage systems and retain storm water run-off on-site. There are numerous advantages from employing SWQ strategies over conventional storm water management techniques. In addition to the environmental benefits of restoring stream quality in watersheds that are already burdened by existing developments, there are significant economic benefits to employing this type of sustainable design practice. SWQ strategies focus on intelligent, dual-purpose design of functional landscape and hardscape treatments.

Besides conveying these benefits, SWQ satisfies federal requirements for managing storm water. In brief, the National Pollutant Discharge Elimination System (NPDES) requires development projects to capture storm water run-off at the source, detain and retain a portion of the peak storm water run-off flow, and then treat the captured flow through natural filtration systems (e.g. biofiltration basins, underground basins, grassy areas with opportunities for percolation, etc.). Ultimately, the toxins and debris that generally exist in more urban environments are captured and naturally managed so they do not filter into our streams, watersheds, and oceans.

IV.5.2 Goals for *University District*

The *University District* conceptual plan has been designed to integrate a wide array of SWQ strategies, within nearly every portion of the project site with the goal of demonstrating how storm water run-off can be reduced in compliance with the City of San Marcos BMP Design Manual and the most current NPDES permit. Overall, the conceptual plan identifies potential publicly- and privately-owned space for SWQ improvements such as flow through medians/planters, permeable paving, biofiltration basins, and structural underground detention systems, where needed. Developers may choose to employ any combination of one or more SWQ strategies to successfully manage the storm water run-off resulting from development on their individual project site.

Given the arid climate, reducing irrigation water use is a high priority in southern California. Consequently, green roofs are recommended for buildings that are likely to have a supply of supplemental water, such as air conditioning blow-down water. In addition to treating air conditioning waste water, green roofs reduce heat island effect and can also serve as outdoor dining areas or communal open space.

The flow through medians/planters SWQ option has been incorporated within the entire project site, along nearly every street. The conceptual plan has been designed to provide large landscape buffer areas adjacent to many of the streets and sidewalks, for the expressed purpose of managing storm water run-off and providing shaded, walkable streets. In addition, urban street trees planted in structural soil, or within a structural suspended pavement system, are able to capture storm water run-off, as well as promote healthy tree growth and reduce sidewalk maintenance issues.

Chapter VI Form-Based Code provides more detailed requirements for how to integrate this SWQ option into the streetscape design.

The permeable paving SWQ option has been incorporated within the conceptually-planned fire lanes and pedestrian paseos throughout the District.

The biofiltration SWQ option has been incorporated into the District's large landscaped areas, Knoll Park vicinity, Twin Oaks Plaza (West), East Paseos and plazas near the Student Housing Village, and residential open space areas along the northwestern portion of the site.

Beyond the applicable NPDES storm water management permit process currently required of developers, this Specific Plan does not establish explicit requirements for where developers should install certain SWQ features. Instead, this Plan provides a comprehensive menu of SWQ strategies from which developers may choose to implement project-wide.

The intent is to maximize the overall flexibility for the City and developers in installing a variety of different SWQ strategies. Every site within the District will have different storm water run-off constraints, based on the size and types of uses to be developed, and some project sites may have more or less opportunity to implement these strategies.

See Figure IV.I: Menu of SWQ Strategies and Figures VI.J1 andJ2: Conceptual Plan SWQ Strategies as well as Chapter VI – Form-Based Code, for more detailed information regarding SWQ techniques. These figures are for illustrative purposes only. Actual strategies will be determined at the time of Site Development Plan review and approval.

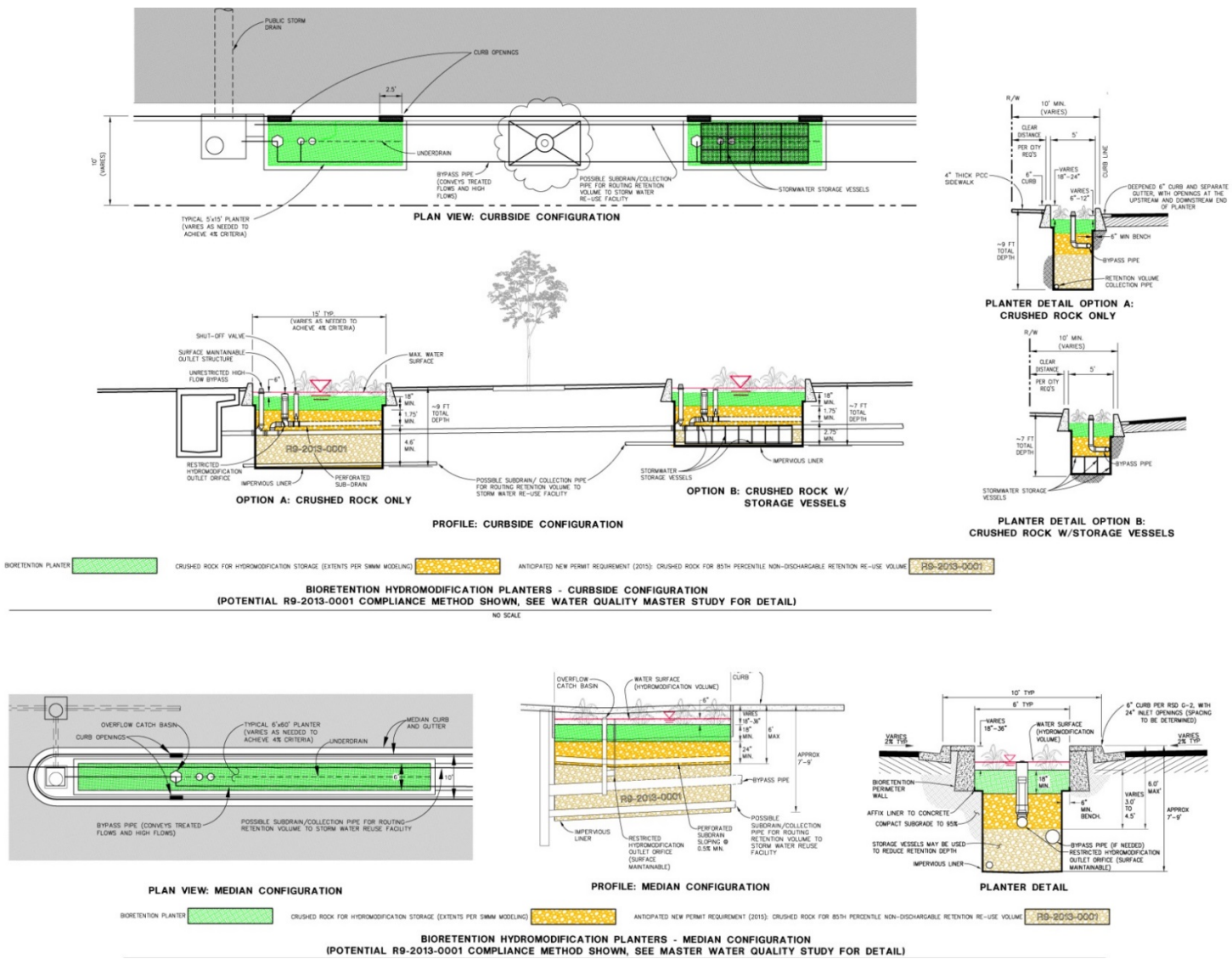


FIGURE IV.I: Menu of SWQ Strategies

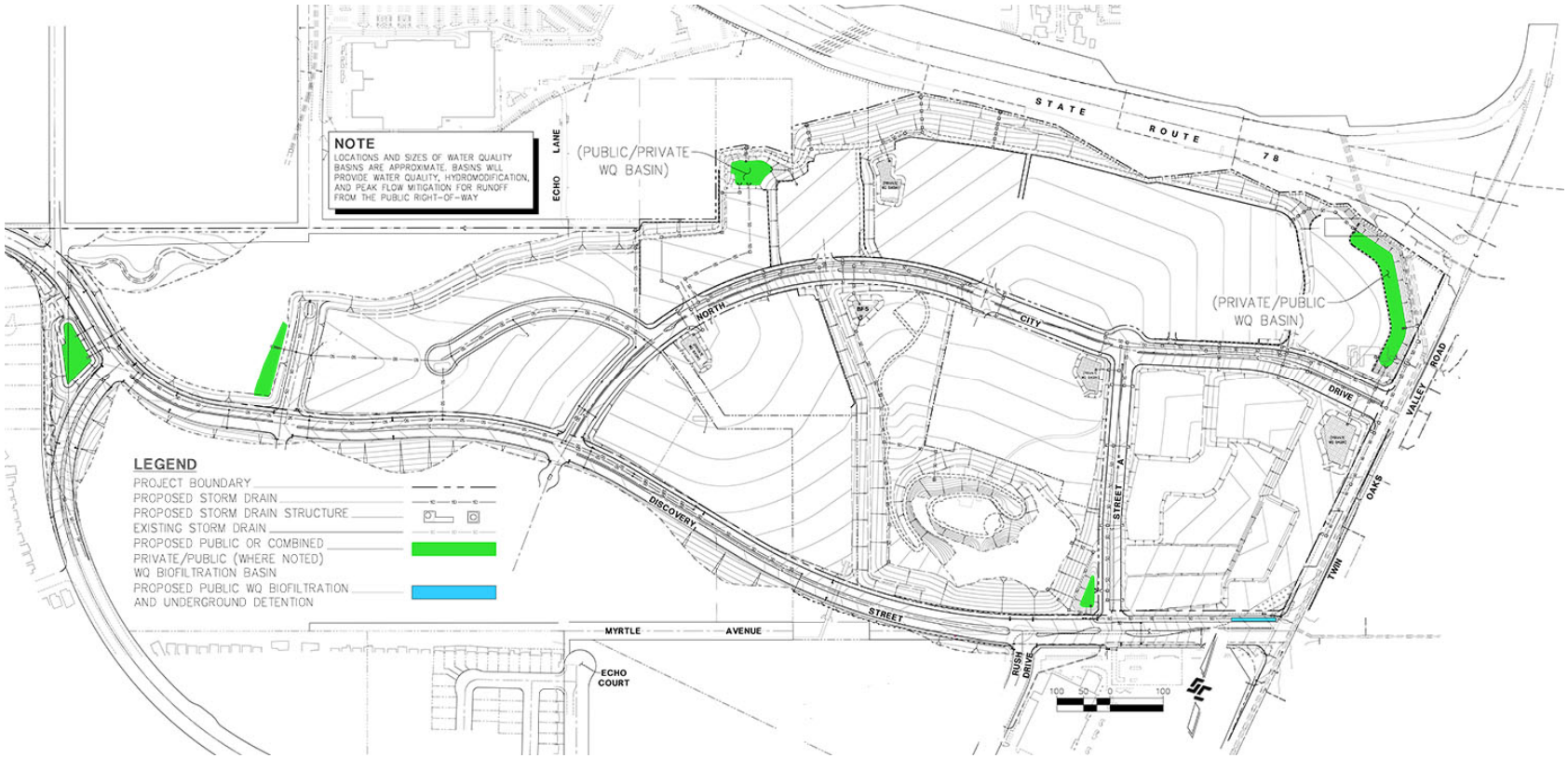


FIGURE IV.J1: Conceptual Plan SWQ Strategies for Public Rights-of-Way (West)

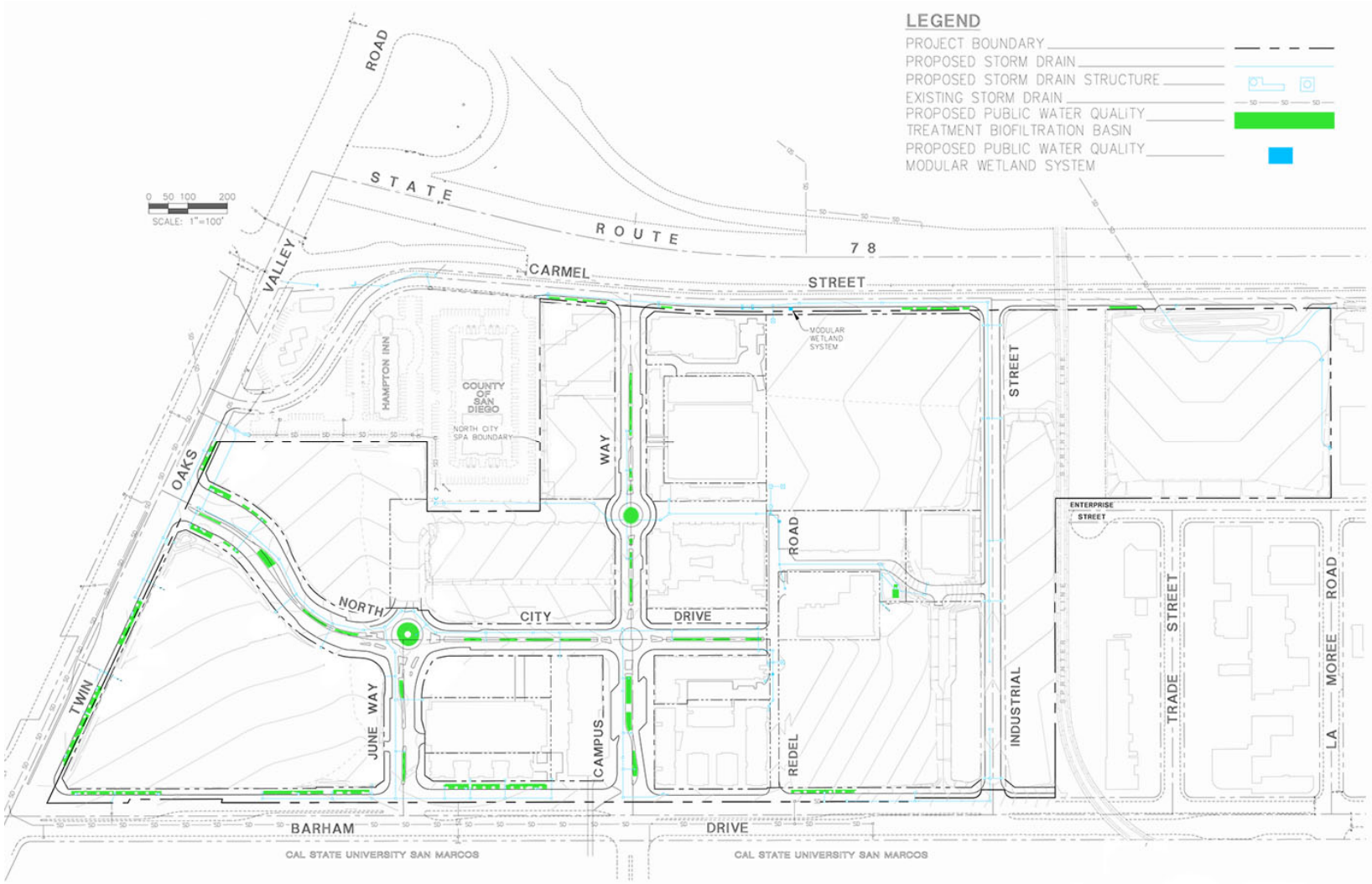


FIGURE IV.J2: Conceptual Plan SWQ Strategies for Public Rights-of-Way (East)

V. TRANSPORTATION | CIRCULATION

V.1 Mobility Is Key

Understanding that mobility is of paramount importance to the success and economic vitality of mixed-use developments, the University District project has been designed to provide a wide range of alternative transportation choices to both residents and visitors. Transportation design solutions, both in and around the project area, focus on strong connections for pedestrians, bicyclists, public transit patrons, as well as automobiles.

Further, the circulation concepts incorporated into this Specific Plan emphasize access to the Civic Center, California State University San Marcos (CSUSM), Kaiser Medical Center, and future adjacent developments such as the Creek District. The University District project will employ both Transportation Demand Management (TDM) and Parking Demand Management (PDM) strategies.

"The point of cities is multiplicity of choice, which applies to transportation too."

- Jane Jacobs, The Death and Life of Great American Cities

V.2 Circulation Concept and Illustrative

The *University District* street network is intended to foster connectivity for residents and visitors within the project area, as well as to the rest of the City of San Marcos. The District is envisioned to provide an interconnected network of curvilinear streets which are fed through primary project roads.

Primary project roads include Discovery Street/East Barham Drive to the south, East Carmel Street to the northeast, and Twin Oaks Valley Road. Grand Avenue is located on the western side of the project area.

V.2.1 Urban Form and Circulation

The master plan of *University District* emerged in response to existing site conditions such as topography, views, solar orientation, surrounding land uses, and existing vehicular and pedestrian transportation networks. The circulation concept for the project is comprised of two main spine streets that traverse east to west through the project area. The primary factor in establishing the street network was the existing topography. Care was taken to maintain existing topographical features and natural drainage patterns, where possible.

On the west side of Twin Oaks Valley Road, an existing 100-foot (approximately) knoll will be preserved and enhanced as a public park. The main network of streets on the west side curve around this landform towards the creek. Proposed drainage patterns mimic the existing flow of water. The network of streets on the west side also has been shaped to preserve and enhance existing views of the mountains and the creek. A spine street gently arcs around the knoll and serves as the District's main commercial/residential boulevard on the west side of the project.

This spine street (North City Drive) extends across Twin Oaks Valley Road to the east side and becomes the main spine on the east side and the location for the commercial core. Topography on the east side is relatively flat with a very slight slope towards the creek,

serving more commercial uses. East of Twin Oaks Valley Road, the street grid is decidedly more rectilinear. The spine road is the primary circulation route through the project area.

The intersection of the spine road at Twin Oaks Valley Road becomes a major node within the project. Secondary roads throughout the project radiate out from these main spine roads.

The spine street is designed to provide clear links to key points throughout the City. Discovery Street connects to the Grand Avenue Bridge and Creek District. Twin Oaks Valley Road connects to State Route 78, and the San Marcos Civic Center and areas north, and to the CSUSM campus, and residential neighborhoods to the south. Barham Drive connects to residential neighborhoods and Sprinter Rail Line to the east. Campus Way provides a direct link from the heart of CSUSM directly into the main street commercial core. The existing Industrial Street connection, linking Barham Drive and Carmel Way, is retained.

The circulation network created by these streets also highlights the open space amenities throughout the project. A continuous system of dedicated bicycle paths, pedestrian-oriented streets, sidewalks, and recreational trails link to the many plazas and parks dispersed throughout the project, as well as to the San Marcos Creek Trail.

See Figures V.A: Required Streets Diagram, V.B: Pedestrian and Bicyclist Linkages Diagram, and V.C: Pedestrian and Vehicular Gateways Diagram.

Figure V.A: Required Streets Diagram

The street alignments shown above for the UDSP area located west of Twin Oaks Valley Road are based on land use intensities identified in the *Westside Circulation Analysis*, University District prepared by Urban Systems Associates, Inc. dated January 5, 2022. Any changes to the intensities identified in the analysis will warrant an additional Circulation Analysis to ensure the above street alignments for the west side will operate at an acceptable level of service.

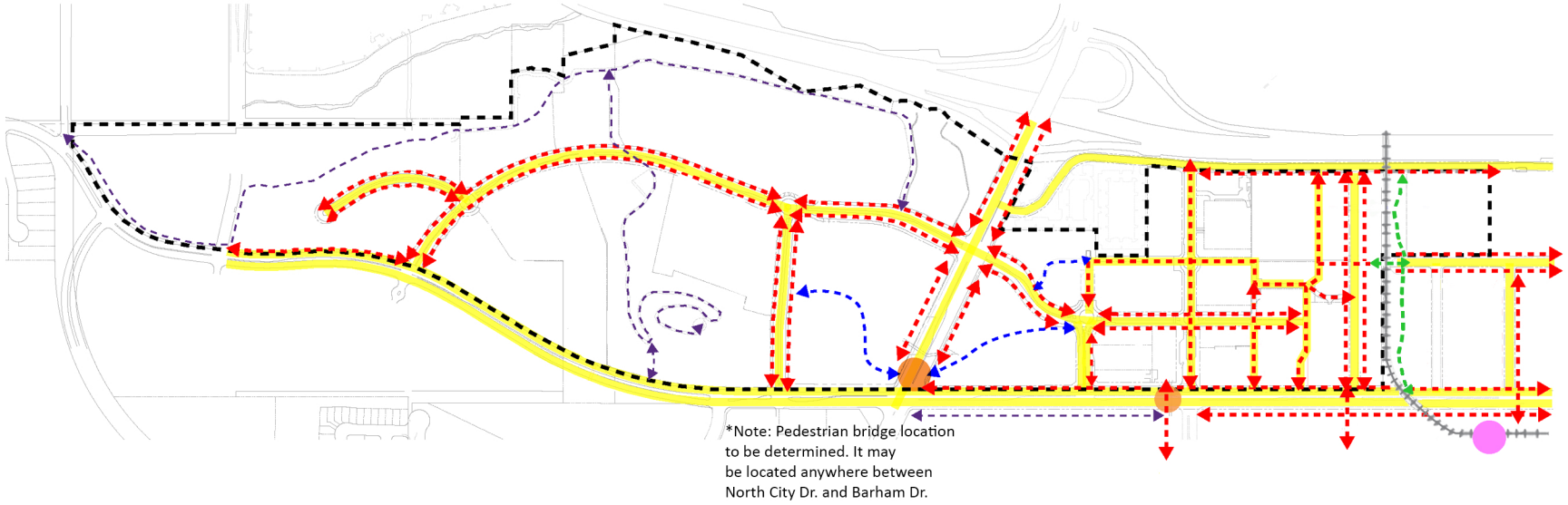


Figure V.B: Pedestrian and Bicyclist Linkages Diagram

Figure V.C: Pedestrian and Vehicular Gateways Diagram

V.2.2 Parking and Transportation Demand Management

Parking and Transportation Demand Management (PTDM) refers to a comprehensive set of strategies for controlling parking, reducing traffic congestion and Vehicle Miles Traveled (VMT), as well as providing alternative modes of travel and access. These measures may include, but are not limited to "Park Once" strategies and parking benefit districts, establishment of an intra-city shuttle service, creation and/or improvement of interconnecting bicycle and pedestrian paths, provision of public transit passes, and instituting and/or encouraging a ridesharing and/or app-based car-sharing program.

A comprehensive PTDM program can help to improve efficiency on existing roadways and transportation system networks, and provide opportunities for implementing innovative transportation measures within redeveloping or newly developing areas. The PTDM to be created and approved by the City of San Marcos for *University District* will include a menu of possible management strategies to be implemented within the District, "Park Once" strategies, City formation of a Parking Benefit District, and an intra-city shuttle service.

V.2.3 "Park Once" Strategy

Fundamental to the creation of a thriving, compact mixed-use district is the creation of a "Park Once" environment, which encourages visitors to developments like *University District* to literally park their vehicle once upon arrival and then walk (or use some other form of public transit, trolley system, or bicycle) to access various parts of the project during the remainder of their visit. The typical suburban pattern of isolated, single-use buildings, each surrounded by parking lots, requires two vehicular movements and a parking space to be dedicated for each visit to a shop, or office, or civic institution. To accomplish three errands in this type of environment requires six movements in three parking spaces for three tasks.

With virtually all parking held in private hands, spaces are not efficiently shared between uses, and each building's private lots are therefore typically sized to handle a worst case

parking load. If a proposed transit-oriented district attempts to provide typical suburban quantities of parking, with little or no sharing, the result will be a system that is costly and inefficient, and a land use pattern that is anything but transit-oriented.

The design of *University District* lends itself to the "Park Once" strategy because it allows operation of the parking supply as a single shared pool where spaces are efficiently shared between uses with differing parking demands during peak hours, days, and seasons.

As development proposals are submitted for review, the City of San Marcos will employ a variety of parking and transportation demand management strategies to ensure that parking and travel mode opportunities are sufficient to meet demand. Specific to implementing a "Park Once" strategy, the City of San Marcos may choose to form a parking benefit district to manage parking similar to a shared utility, such as streets and other public facilities, with "available-to-the-public" parking provided in strategically-placed lots and garages.

The following sections describe potential locations within the *University District* project area that are most suited for parking structures and/or garages that support the "Park Once" strategy (based on the Conceptual Land Use Plan provided in Chapter III). Actual locations will be determined at the time of Site Development Plan review and approval.

Western Edge of Commercial/Retail Core

Parking in this location offers the ability to support both the Mixed-Use Commercial/Retail Core, as well as the eastern side of the Mixed-Use Residential Area, allowing the potential for sharing of parking between retail, office, residential and hotel uses. This proposed location will enable visitors entering from Twin Oaks Valley Road to be quickly diverted from the main street into the parking structure without generating significant traffic along the main pedestrian-oriented main corridor.

West Side Mixed-Use Commercial/Retail Area

Parking in this location anticipates a structure with driveway access from both Twin Oaks Valley Road, as well as Discovery Street. The concentrated mix of uses proposed in this

area will allow for substantial shared-parking opportunities during the course of a typical day.

Far West Side Location

Parking in this location would serve the Discovery Street office parking area, as well as neighboring retail and residential uses.

Student Housing

The provision for student housing within walking distance of the campus directly reduces Trip Generation, as all parking for these student residents is provided on campus, directly eliminating trips to and from CSUSM.

V.2.4 Sprinter Line and Bus Transit Services

Although automobiles may serve as the primary mode of transportation to the *University District* project, a major transportation component of the project is the Sprinter Rail Line. North County Transit District (NCTD) Sprinter Rail Line is a light rail system that runs approximately 22 miles along State Route 78 from, between Oceanside and Escondido. Passengers use the Sprinter Rail Line to travel from the coast to inland areas, and vice versa. Stations 12 (San Marcos Civic Center) and 13 (Cal State San Marcos) are located within walking distance to *University District*.

In 2008/2009, Sprinter Rail Line trains served Stations 12, 13, and other nearby Stations with approximately 65 trains per weekday and 50 trains each weekend day, connecting the *University District* project site with major regional employment, retail and recreation centers along the State Route 78 corridor. Ridership counts at the Cal State San Marcos Station average approximately 420 riders daily, with nearly one-quarter of the Sprinter Rail Line passes being sold to University students.

As of 2008, total average weekday ridership for the Sprinter Rail Line is approximately 8,300 passengers. It is projected that average daily ridership will increase by nearly 40 percent in 2009. Weekend ridership averages about 4,500 passengers on Saturdays and 3,500 passengers on Sundays. Given its projected ridership counts, this public transit system has strong potential to attract large volumes of visitors to *University District* who are already traveling through the State Route 78 corridor cities.

Separately, NCTD operates two bus lines through the *University District* project site, which include Route 341/442 and Route 347.

See Figure V.D: Sprinter Line Stations and Route for the existing light rail line route and stations between the Cities of Escondido and Oceanside.

FIGURE V.D: Sprinter Line Stations and Route

V.3 Intra-City Shuttle

As part of the Creek District Specific Plan process, the City of San Marcos developed and approved a plan for high-frequency shuttle service to connect the San Marcos Creek District, University Office and Medical Park, Civic Center, CSUSM, and multiple other destinations including the *University District*. Implementation for this shuttle service is dependent upon the City securing adequate funding for it. The City is considering various funding options for this shuttle, such as the formation of a Community Facilities District (CFD).

The proposed shuttle routes, which are conceptual only, consist of the three (3) phases as shown in Figures V.E: TDM Route (Phase 1), V.F: TDM Route (Phase 2), and V.G: TDM Route (Phase 3). Actual shuttle route alignments are subject to change.

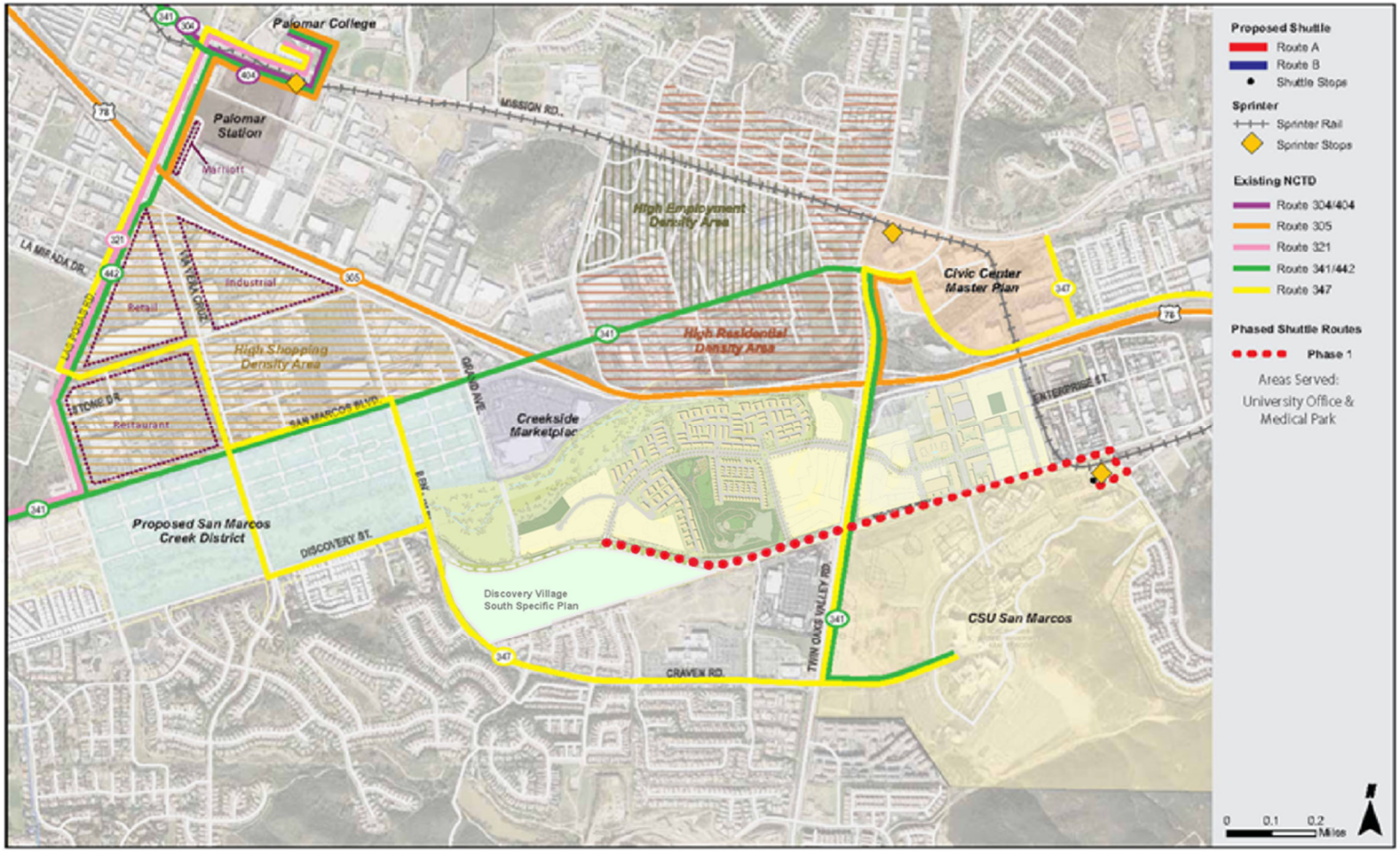


FIGURE V.E: TDM Route (Phase 1)

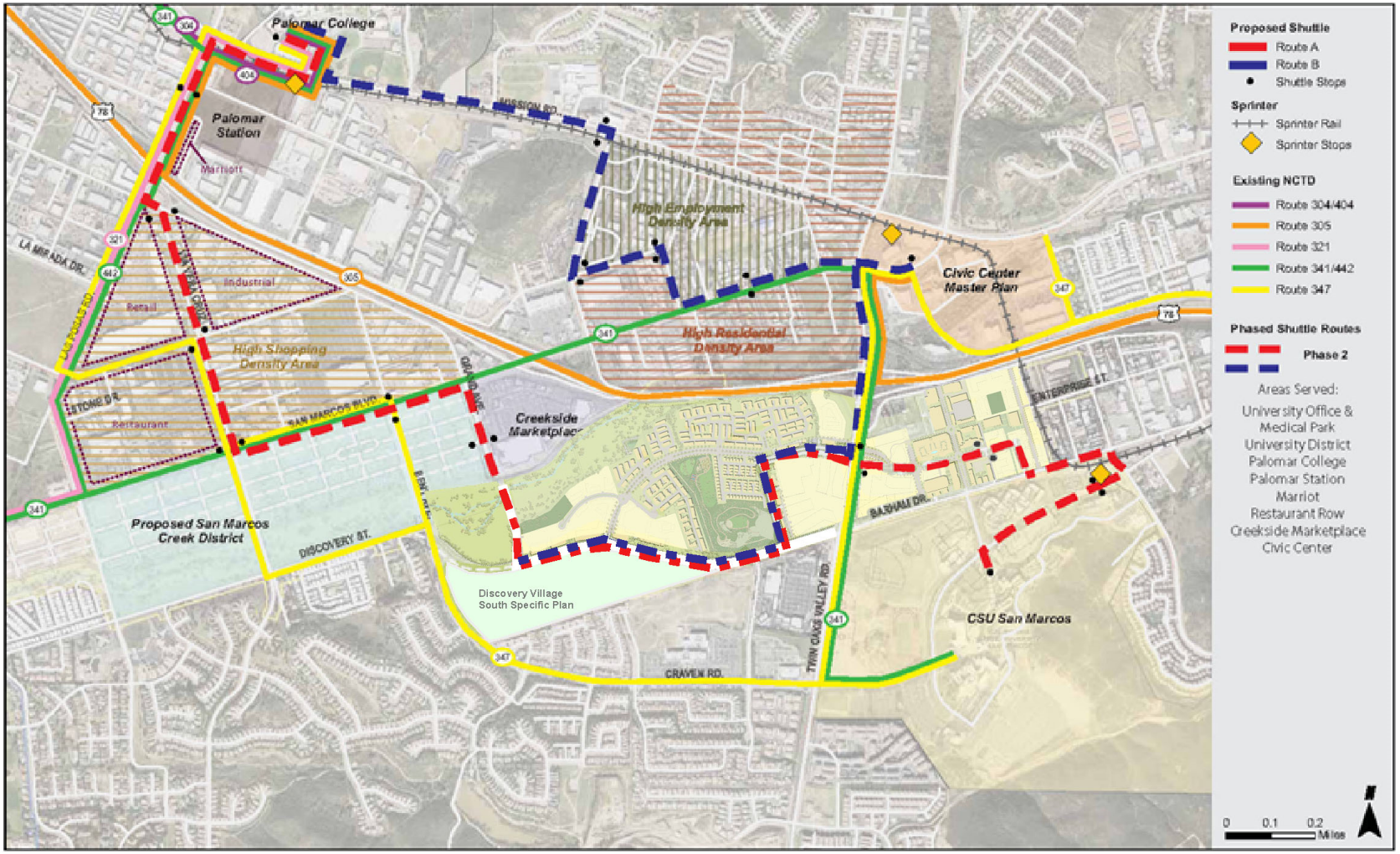


FIGURE V.F: TDM Route (Phase 2)

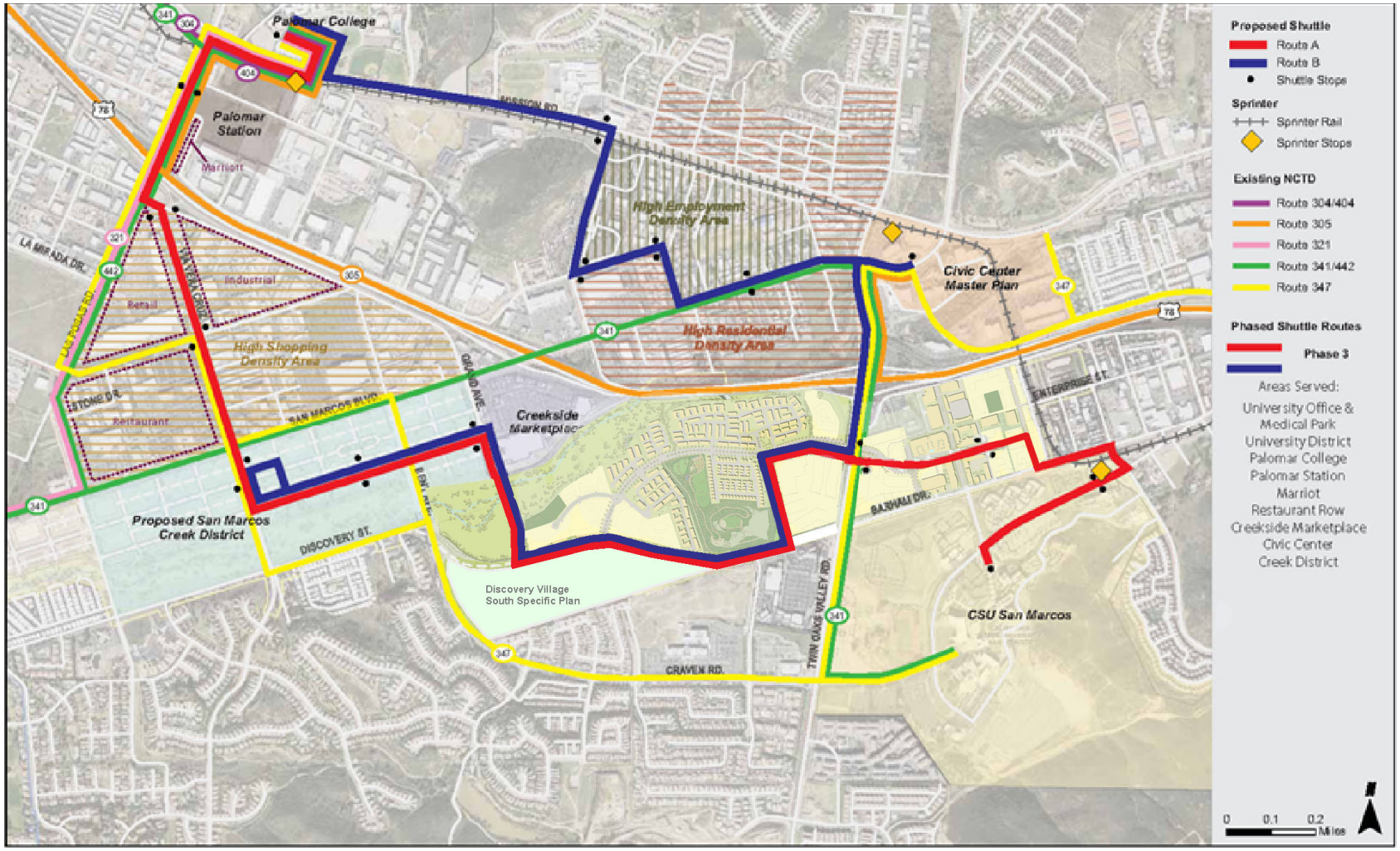


FIGURE V.G: TDM Route (Phase 3)

V.4 Roadway System Improvements

An updated Local Transportation Analysis, dated May 19, 2022, was prepared by Urban Systems Associates for the *University District* Specific Plan Addendum EIR. The focus of the local transportation analysis is a determination of whether the 2021 Specific Plan Amendment will introduce additional traffic impacts that were not identified in the original UDSP EIR Traffic Impact Analysis prepared in 2009 and the update prepared as part of the 2014 Specific Plan Amendment. The local transportation analysis includes a review of various traffic-related factors that have a primary influence on the potential for the revised project to generate traffic impacts. The key traffic-related factors include:

- Land use changes and associated traffic generation;
- Changes to project-related trip assignment at build-out on study area roadways and at study area intersections;
- Removal of the SR-78 flyover;
- Changes to project-related traffic impacts;
- Changes to required mitigation measures;
- Changes to on-site traffic circulation needs; and
- Changes to mitigation phasing requirements.

Due to a reduction in the amount of development proposed as part of this Specific Plan as well as reductions in previously approved and built projects, the updated local transportation analysis determined that the project does not result in a significant deterioration of traffic operations at any of the study intersections. No mitigation measures are required. The following intersection improvement is included as a project feature. All other necessary project-related roadway improvements and/or right-of-way dedications have already occurred.

- Discovery Street at Craven Road. Construction of an eastbound right turn lane and the addition of overlap traffic signal phasing.

The improvements connecting Discovery Street from Craven Road to Twin Oaks Valley Road were under construction at the time of the preparation of the traffic analysis for the 2021 Specific Plan Amendment. The Local Transportation Analysis (LTA) utilized conservative assumptions regarding the manner in which the public will adjust driving patterns at the Discovery Street/Craven Road intersection in response to the through connection provided by the Discovery Street improvements. As a result, the project design feature includes a future addition of a separate right turn pocket for east bound traffic at the intersection of Discovery Street and Craven Road. Given the unique circumstances, there are two alternatives for this design feature.

Alternative 1 - Traffic Monitoring. Traffic monitoring may be conducted to assess the assumption of this UDSPA that a separate right turn lane will be a required project feature. The initial traffic monitoring should be conducted following the completion of the Discovery Street extension connecting Bent Avenue with Twin Oaks Valley Road and the stabilization of area traffic patterns once the extension is open to traffic. This initial traffic monitoring effort will establish a new baseline in the traffic patterns at the intersection, providing an improved foundation for accurately assigning future 2035 and 2050 traffic growth.

To allow this stabilization of traffic patterns to occur, the AM and PM peak traffic counts will be obtained at the Discovery Street/Craven Road intersection at least two months but no more than six months after the opening of the Discovery Street extension, or as determined by the City's Development Services Director. The study shall be conducted when Cal State University San Marcos is in regular session and not during a summer or holiday period. The study shall be conducted by a California licensed Traffic Engineer and shall include documentation of the post extension project right turn traffic volume destined to Craven Road. The study shall analyze traffic operations for options with and without the right turn lane; for the option including the right turn lane, the analysis will assess both with and without overlap signal phasing for the east-to-south and north-to-west turning movements.

The study shall include an analysis of three scenarios including Existing Conditions, 2035 With Project, and 2050 With Project. Previously developed traffic forecasts will be adjusted as appropriate to reflect the traffic patterns documented in the peak period traffic counts with the Discovery Street extension completed. A memo report with appropriate exhibits and the preparing Traffic Engineer's professional opinion as to the required improvements at the Discovery Street and Craven Road intersection shall be provided to the City for review and acceptance. The City Development Services Director or their representative shall make the determination if the right turn lane is to be installed by the Project. The Project shall construct the project feature prior to issuance of occupancy of the building permits that would trigger a LOS E or F impact at the intersection.

If the monitoring study traffic data does not conclusively show that there will not be a future need for the right turn lane, the Project shall provide additional monitoring prior to the ultimate build-out of the University District Specific Plan. At times as determined at the discretion of the Development Services Director, the Project shall monitor the operations of the intersection in an incremental manner as the west side development parcels are submitted for final City building permit approval and occupancy permits are requested. If the incremental monitoring effort determines that the dedicated right turn lane is required to ensure adequate intersection operation, the Project shall construct the project feature prior to issuance of occupancy of the building permits that would trigger a LOS E or F impact at the intersection.

If the incremental monitoring does not indicate the construction of a dedicated right turn lane, the Project shall provide a final monitoring effort just prior to full build-out of the west side of the University District Specific Plan to conclude whether the dedicated right turn lane improvement will be warranted to support adequate intersection operation. If the study shows that the post-development traffic patterns do not warrant a right turn lane, then the Development Services Director may make a finding that the intersection is not impacted in the ultimate condition, and that the project feature to address the forecasted impact at the intersection is no longer required. If the study shows that the turn lane is needed, then the University District shall design and construct the improvement.

Alternative 2 – Construct Eastbound Right Turn Lane. If the Developer opts to construct the eastbound right turn lane prior to the commencement of the monitoring of the intersection, or during the monitoring of the intersection, then monitoring requirements will no longer be required upon the complete construction of the right-turn lane.

Figure V.H provides a conceptual layout illustrating the planned configuration for this intersection.

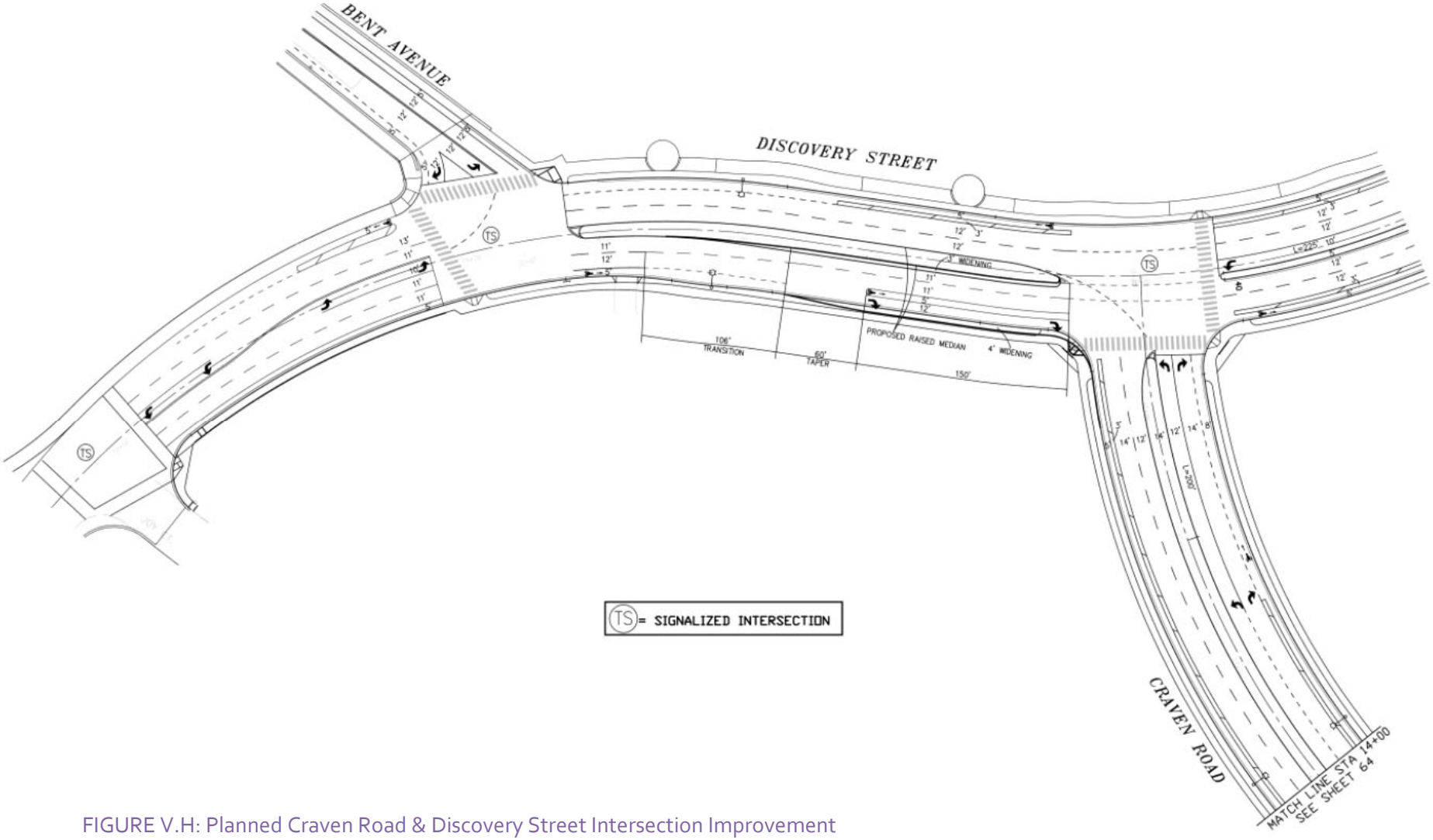


FIGURE V.H: Planned Craven Road & Discovery Street Intersection Improvement

Specific Plan Amendment Project Trip Generation

At project build-out, the proposed 2021 UDSPA amendment is forecast to generate approximately 58,517 trips per day, with approximately 4,691 trips occurring during the a.m. peak hour, and 7,728 trips occurring during the p.m. peak hour. In comparison, the original 2009 UDSP project was estimated to generate approximately 114,697 trips per day, with approximately 6,970 trips occurring during the a.m. peak hour, and 11,749 trips occurring during the p.m. peak hour. The 2014 amendment was forecast to generate approximately 92,880 trips per day, with approximately 5,970 trips occurring during the a.m. peak hour and 9,511 trips occurring during the p.m. peak hour. The 2021 UDSPA reduces the total trip generation by approximately 49% compared to the original 2009 Specific Plan and by approximately 37% compared to the 2014 Specific Plan. The trip generation considered under the original 2009 FEIR, 2014 Addendum, and 2022 Addendum is summarized in Table V.A, below.

Table V.A Trip Generation Comparison			
	Total ADT	*AM Peak ADT*	*PM Peak ADT*
2009 FEIR	114,697	6,970	11,749
2014 Addendum	92,880	5,970	9,511
2022 Addendum	58,517	4,691 (2,877 in/1,814 out)	7,728 (3,297 in/4,449 out)

The Local Transportation Analysis prepared by Urban Systems Associates (dated May 19, 2022) utilized more conservative assumptions that are slightly different from the 2021 Specific Plan amendment land uses. This is because the modeling was conducted earlier to determine if removal of the SR-78 bridge was feasible. The land use assumptions for the Specific Plan amendment were subsequently refined. Table V.B summarizes the Specific Plan land uses and traffic generation expected from those land uses. Total traffic generation for the Local Transportation Analysis (58,517)

exceeds that of the Specific Plan land uses (53,350) by 5,167 average daily trips (ADT). This means the transportation analysis assumed approximately 8% more trips than the 2021 Specific Plan amendment proposed. Therefore, the local transportation analysis analyzed a worst-case scenario.

Table V.B Specific Plan Traffic Generation				
Land Use	*Intensity*	*Unit*	*Rate*	*ADT*
Residential	3,400	DU	6	20,400
Hotel	250	Rooms	10	2,500
General Office	300	KSF	20	6,000
Corporate Headquarters	620	KSF	7	4,340
Medical Office	200	KSF	24	4,800
Retail	345	KSF	40	13,800
Civic	5	KSF	30	150
Elementary School	850	Students	1.6	1,360
			PROJECT TRIPS	**53,350**

VI. FORM-BASED CODE

VI.1 Introduction

The purpose of this Form-Based Code is to provide a set of development regulations and procedures for property owners or developers to implement the envisioned future for the University District project. Specifically, it is intended to:

- Facilitate development of walkable urban neighborhoods.
- Require compact, pedestrian-oriented, and mixed-use development patterns.
- Provide a range of housing opportunities to accommodate diverse ages and incomes.
- Develop a range of public spaces, including parks, linear trails and plazas.
- Respect the topographic features of the site.
- Incorporate sustainable site, building and landscape design features to minimize consumption of natural resources, water and energy.
- Provide compatible uses to support California State University at San Marcos.
- Establish clear design standards while allowing flexibility in future land uses to account for adjustments in market conditions.

(Continued on next page)

"Without an architecture of our own, we have no soul of our own civilization."

- Frank Lloyd Wright

(Continued from Previous Page)

Applicability

This Form-Based Code applies to all future development/redevelopment projects within the *University District* and represents the community's intentions regarding urban form and design. As intended, this code regulates massing of the proposed development through height restrictions, setbacks, building form and orientation, as well as mix of land uses.

This Specific Plan establishes development patterns that are very different than the existing patterns of development within the *University District*. Currently, the District consists of a variety of small and large lots that form very large and disconnected block patterns. Existing developed properties contain a mix of building types and uses. In order for development to occur in compliance with this Specific Plan, major changes are required. Existing properties may be consolidated, demolished, subdivided, and graded (as needed) to create new blocks and development sites. Certain properties may not be developable without a coordinated effort between neighboring property owners. The City of San Marcos may assist in the process of consolidating properties or forming development partnerships to create new blocks and development sites.

Severability

The provisions of this Form-Based Code are declared to be severable and if any section, sentence, clause or phrase of this Form-Based Code shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Form-Based Code but they shall remain in effect, it being the legislative intent that this Form-Based Code shall stand notwithstanding the invalidity of any part.

Interpretation

Interpretation of the standards within this Form-Based Code shall be the responsibility of the San Marcos Development Services Staff. All uses not specifically listed or defined within the Form-Based Code are subject to approval and/or interpretation by the Planning Director.

The images within this Form-Based Code are meant to illustrate planning and urban design concepts; images are intended for illustrative purposes only.

User's Guide

The following steps should be used to assist users of this Form-Based Code:

- Step 1: Review Section VI.2 to determine compliance with the regulating plans for the *University District*. Regulating plans include street types, buildings and public spaces, and building heights.
- Step 2: Review Section VI.3 to gain an understanding of the block standards that shall be used to create new blocks within the *University District*.
- Step 3: Review Section VI.4 to gain an understanding of the allowed street types and streetscape standards for pavement, streetlights, and street furniture within the *University District*. The allowed locations of each street type are provided on *Figure VI.A: Street Type Regulating Plan*.
- Step 4: Review Section VI.5 to gain an understanding of the allowed public spaces within the *University District* and standards for what shall and may be provided within each public space. The allowed locations of the public spaces are provided on *Figure VI.B: Building and Public Space Regulating Plan*.
- Step 5: Review Section VI.6 to gain an understanding of the allowed building types within the *University District* and development standards for each building

type. The allowed locations of the building types are provided on Figure VI.B: Building and Public Space Regulating Plan.

- Step 6: Review Section VI.7 to determine the design standards for the frontages and projections for buildings within the *University District*.
- Step 7: Review Section VI.8 to gain an understanding of the architectural design standards and guidelines for buildings within the *University District*, including materials, colors, roofs, and podium parking structure facades.
- Step 8: Review Section VI.9 to gain an understanding of the landscaping standards for public and private properties within the *University District*.
- Step 9: Review Section VI.10 to gain an understanding of the types of business identification signs that are allowed within the *University District*, as well as standards for each sign type.
- Step 10: Review Section VI.11 to gain an understanding of the terms, acronyms, and definitions of such used throughout this Form-Based Code.
- Step 11: Contact the City of San Marcos Planning Department to discuss specific questions, potential projects, or opportunities for public/private partnerships:

  City of San Marcos
  1 Civic Center Drive
  San Marcos, CA 92069
  Phone: 760/744-1050
  www.ci.san-marcos.ca.us

VI.2 Regulating Plans

Intent

A regulating plan is a plan or map that designates how building form standards, street design standards, and public space standards are applied to properties within a planning area boundary. The intent of a Regulating Plan is to provide an urban design and regulatory framework to ensure that the vision for the planning area is implemented.

Regulating Plans

This Form-Based Code contains the following three Regulating Plans:

- *Figure VI.A: Street Type Regulating Plan*: The Street Type Regulating Plan shows the planned street and block network and the locations of various street types within the District. Standards for each street type are provided in Section VI.4 (Street Standards).
- *Figure VI.B: Building and Public Space Regulating Plan*: The Building and Public Space Regulating Plan shows the general locations of public spaces and development sites for the various building types that are allowed within the District. Development standards for each public space are provided in Section VI.5 (Public Space Standards). Development standards for each building type are provided in Section VI.6 (Building Type Standards).
- *Figure VI.C: Height Regulating Plan*: The Height Regulating Plan shows the minimum and maximum number of floors that are allowed on the development sites within the project.

Conceptual Grading Plan

To create the street and block network as illustrated within the Regulating Plans, properties will need to be consolidated, demolished, subdivided, and graded (as needed)

to create new blocks that are defined by both existing and new street right-of-ways. The Regulating Plans for the *University District* have been developed based on a conceptual grading plan (see *Figure VI.D: Conceptual Grading Plan*). As individual projects are presented to the City of San Marcos, more precise grading plans for the project area(s) will be created to further define the grading which is intended to meet the goals of this Specific Plan to create a walkable, urban community and to maintain functional connectivity. All design criteria shall be worked out through the Site Development Plan review process. Buildings shall adhere to the regulations in Chapter VI, the Form Based Code, and are encouraged to utilize a terraced design approach and/or other measures to avoid "table top" style development. The intent of this Specific Plan is to ensure functional connectivity between the building and sidewalk/paseo/street, as well as between the sidewalk/paseo/street and the rest of the project.

Grading along the northwesterly project frontage shall not impact the proposed San Marcos Creek restoration area and conservation easement.

Modifications

The exact locations, layouts, and elevations of the streets, blocks, public spaces, and development sites (as illustrated by the Regulating Plans and Conceptual Grading Plan) are illustrative in nature Actual design and layouts will be determined at the time of Site Development Plan review and approval and/or the subdivision process. Provided that the block standards of Section VI.3 of this Form-Based Code are met, minor adjustments to streets, blocks, public spaces, and zones may result without amendment to the Specific Plan. However, the final street locations, layouts, and elevations should generally comply with the Regulating Plans and Conceptual Grading Plan.

See Chapter IX – Implementation and Administration for the process of obtaining approval for deviations from the Regulating Plan and Conceptual Grading Plan.

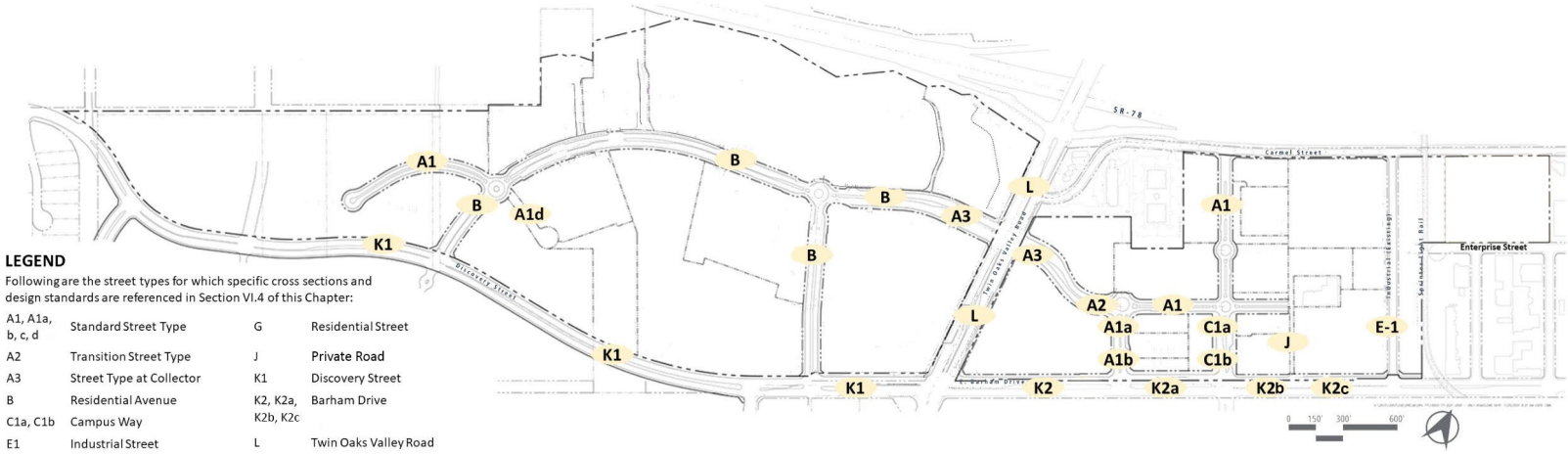


Figure VI.A Street Type Regulating Plan

Figure VI.B Building and Public Space Regulating Plan

Figure VI.C Building Height Regulating Plan

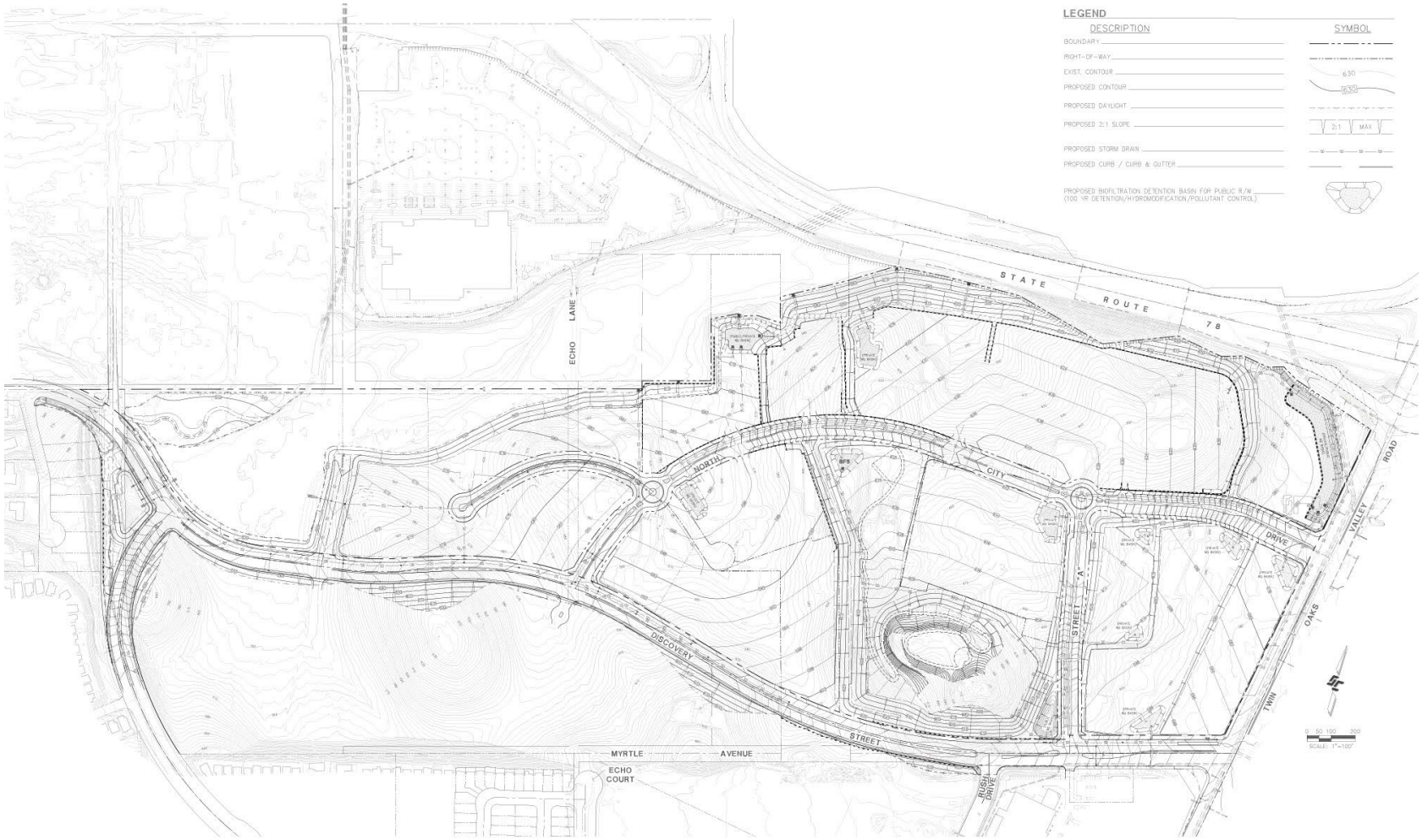


Figure VI.D1 Conceptual Grading Plan (West of Twin Oaks Valley Road)

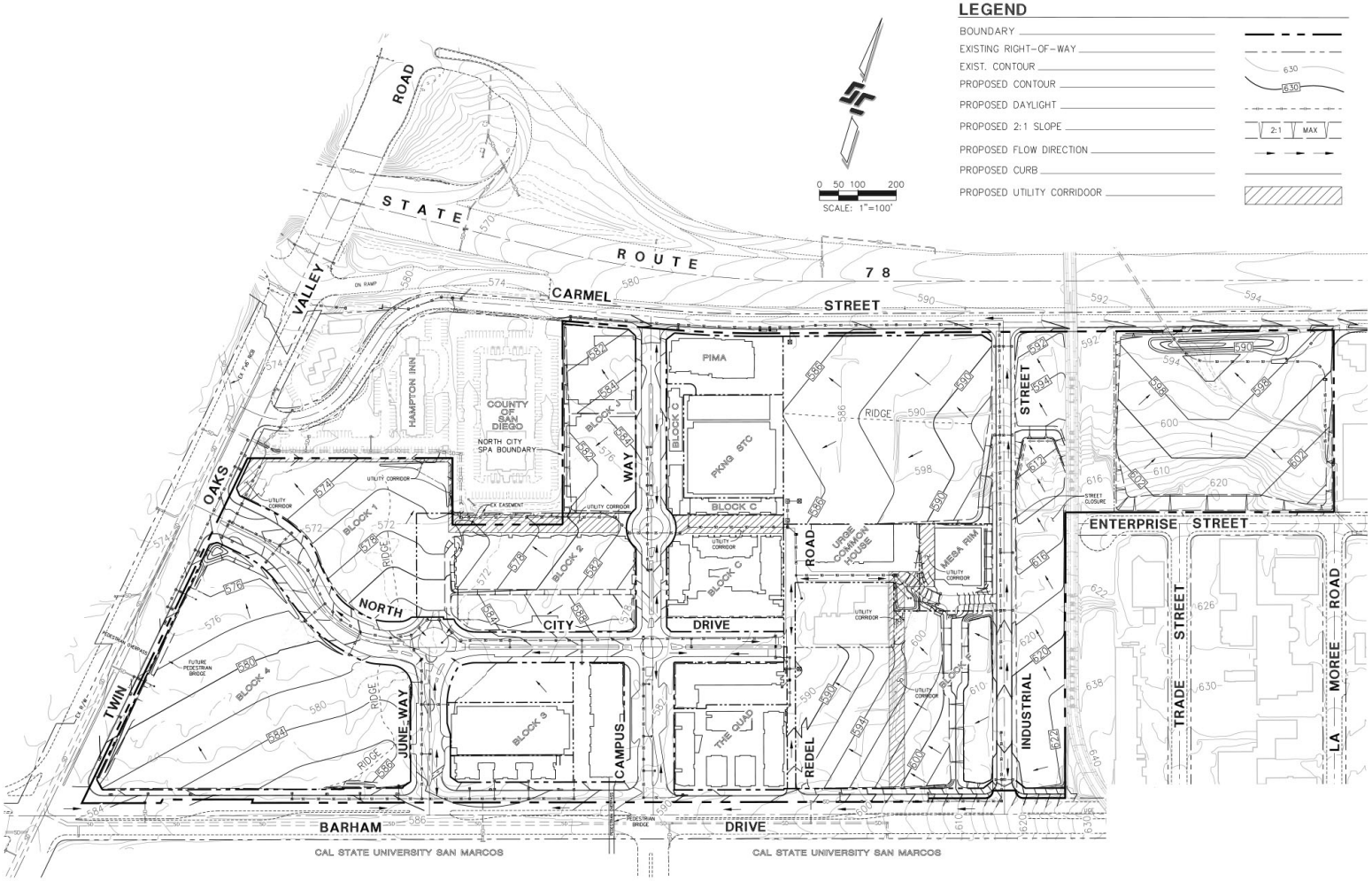


Figure VI.D2 Conceptual Grading Plan (East of Twin Oaks Valley Road)

VI.3 Block Standards

Intent

The *University District* is envisioned to be developed with an interconnected network of streets. The street network is intended to:

- Promote walking and alternative modes of transportation within the District by creating a pattern of relatively small blocks that are defined by pedestrian-friendly streets.
- Provide convenient access to California State University at San Marcos (CSUSM), the adjacent Sprinter Line Station, and adjacent neighborhoods.
- Provide access and connections to the parks, open spaces, and civic uses within the District.

Block Standards

As described in the Modifications sub-section of Section VI.2 (Regulating Plans), the Planning Director may approve deviations from the street and block network (as illustrated on the Regulating Plans) if the street network complies with the block standards provided in this section. All modifications shall comply with the following standards:

- Except as otherwise provided, block perimeters shall not exceed 1,600 linear feet. Block perimeter shall be measured by adding the length of all external property lines that are located adjacent to a street or pedestrian paseo. On the east side of Twin Oaks Valley Road, the block perimeters may be increased to 2,400 linear feet to allow for the construction of a public parking structure that is lined with mixed-use buildings.
- All new streets that intersect with Twin Oaks Valley Road, Barham Drive, and Discovery Street shall have centerline offsets of at least 200 feet between existing and planned intersections.

- Any single block face longer than 550 linear feet must include access to a publicly dedicated sidewalk or pedestrian passage that connects to the opposite block face. The sidewalk or pedestrian passage shall be at least 8 feet wide and may go under or through buildings. This standard does not apply to blocks that contain a mixed-use building with an above ground public parking structure.

- If the *University District* is subdivided in phases by different property owners/developers, each subdivision shall be graded and designed with street stubs to adjoining areas within the District to accommodate future street connectivity. All new streets must be publicly dedicated. Private streets may be permitted with a Site Development Plan (SDP). Gated streets may be permitted on private streets with a Site Development Plan (SDP).

- Dead-end streets are not permitted except where physical conditions, such as State Route 78, open space areas, or unique topographic features, provide no practical connection alternatives. If a street terminates near an open space area, a visual corridor between the street and the open space area shall be required. The visual corridor shall be at least 50 feet wide.

The blocks described below are exempt from the above-referenced block standards:

- Any block that includes adjacent properties that are not located within the *University District* project boundary.

- Any block that is adjacent to the Sprinter Line.

- Any block that is located adjacent to the open space along State Route 78 and San Marcos Creek (including the East Creek Park, the West Creek Park, and the Creek Trail).

- Blocks that would be occupied by the public school site, the Knoll Park, and the Wetland Trail and Open Space.

- Any block that is to be developed with a mixed-use building type with a public parking structure.

VI.4 Street Type Standards

This section addresses the comprehensive design of all public streets within the *University District*. It includes design standards for the allowed street types, sidewalk and crosswalk pavement, streetlights, and street furniture. Additional landscaping standards for streets are provided in Section VI.9 (Landscaping Standards).

Intent

The *University District* is envisioned to be developed with streets that facilitate the movement of people through a variety of modes of transportation, including walking bicycling, transit, and automobiles. Certain streets will be designed as attractive public spaces that are enhanced with wide tree-lined sidewalks and attractive streetscape furniture. Certain streets will also be designed with storm water quality (SWQ) facilities to address storm water management. Refer to Figure IV.J1 and IV.J2 for conceptual plan SWQ strategies for public rights-of-way. SWQ measures that will be used within street rights-of-way include, but are not limited to:

- Underground Storm Water Storage Chambers: Chambers are closed below ground storage vessels that are located beneath the sidewalk or street. Chambers capture run-off and/or overflow from streets, impervious surfaces, and other SWQ features.
- Tree-Grate Flow-Through Planters: Tree grate flow-through planters are planted bio-swale areas located between the sidewalk and the curb and gutter. Tree grate flow through planters capture storm water run-off from streets, impervious surfaces, and other SWQ features.

- Flow-Through Planters: Flow-Through Planters are planted bio-swales located within medians or along the edges of streets. The plant root systems within the flow through planters filter run-off before it percolates into the ground.
- Other measures acceptable to the City in order to meet the intent of SWQ design.

Streets are envisioned to include consistent landscaping and landscape patterns to identify streets and create a sense of place. Streets along public spaces (such as a park or

plaza), at a major intersection, or other unique feature may deviate from the palette for that street to signify the feature; however, use of similar species, landscape patterns, and amenities is envisioned. Specific palettes for each street shall be prepared prior to approval of engineering plans. The Planning Division Director may approve alternative landscape plans with a Site Development Plan.

Allowed Street Types

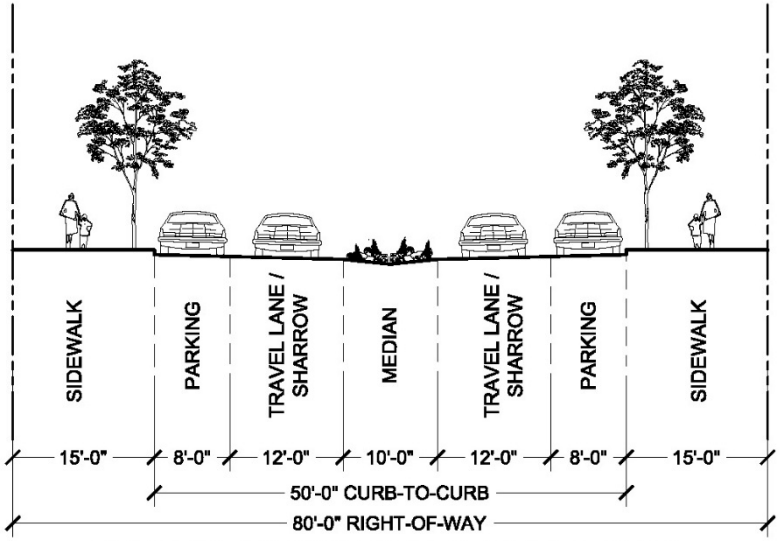
A variety of street types are allowed within the *University District*. Figure VI.A: Street Type Regulating Plan shows the locations for the various street types. Design standards for each street type are provided on the following pages.

For each street type, there are standards that address:

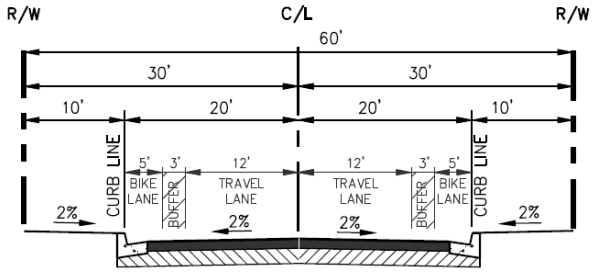
- Design Speed
- Right-of-Way Width
- Curb-to-Curb Width
- Parking Lane Width
- Bike Lane (The use of either bike lanes or sharrows shall be at the discretion of the City Engineer and appropriate regulatory guidelines)
- Travel Lane Width
- Drainage Type
- Width of Sidewalks
- Other Unique Features
- Tree Species and Spacing

Street Type A-1, A-1c, A-1d (Standard Street Type)

For Street E between Main Street (North City Drive) and Barham Drive, see Street Type A-1a and Street Type A-1b.



TYPE A1 (STANDARD STREET TYPE)

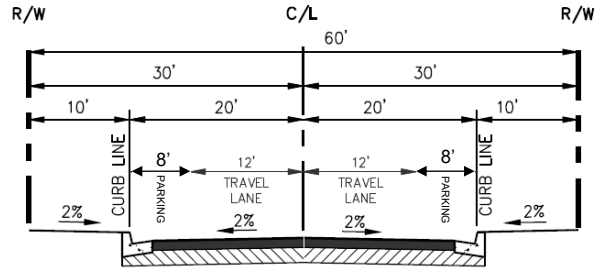


TYPE A1c – OVERPASS CONNECTOR

Standards:	A-1	A-1c	A-1d
Design Speed:	25 mph	25 mph	25 mph
Right-of-Way Width:	80′	60′	60′
Curb-to-Curb Width:	50′	40′	40′
Parking Lane Width:	8′	n/a	8′
Bike Lane:	Sharrow	Buffered Bike	Sharrow
(Per the discretion of the City Engineer and appropriate regulatory guidelines)			
Travel Lane Width:	12′	12′	12′
Drainage Type:	Center Median / Curb and Gutter		
Width of Sidewalks:	15′	10′	10′
Other Unique Features:	Not Applicable		
Tree Species and Spacing:	*Cassia leptophylla* Spaced at 30′ Maximum on Center. May be modified through Site Development Plan or by Director's Permit		

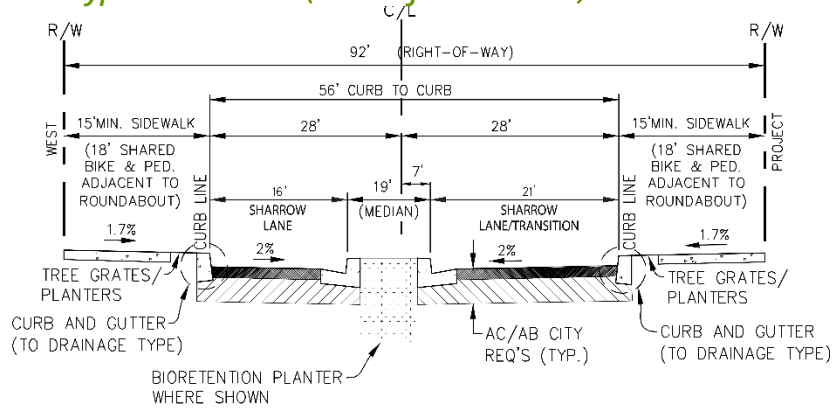
Notes:

The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram



TYPE A1d

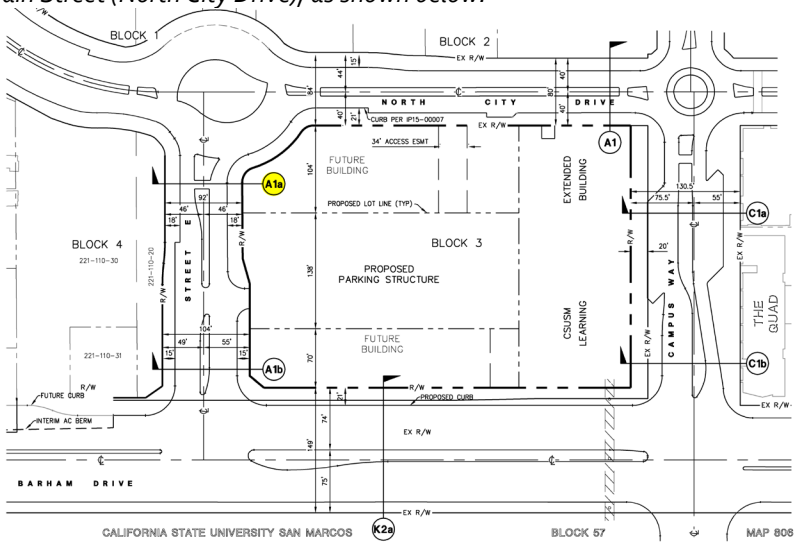
Street Type A-1a Street E (South of Roundabout)



STREET TYPE A1a
STREET E

A1a

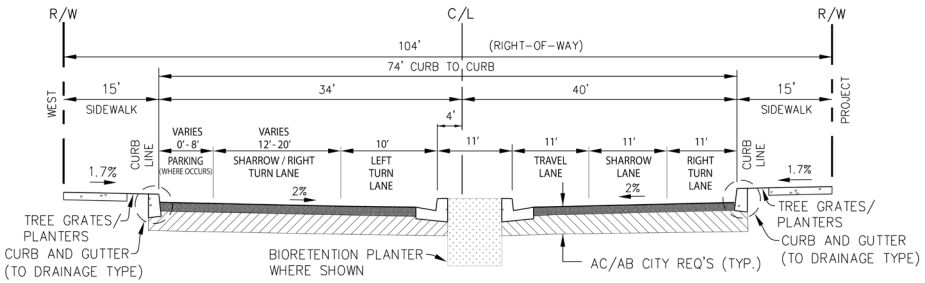
This cross-section applies to Street E south of the roundabout at the intersection of Main Street (North City Drive), as shown below:



Standards:	
Design Speed:	25 mph
Right-of-Way Width:	92′
Curb-to-Curb Width:	56′
Parking Lane Width:	N/A
Bike Lane:	Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)
Travel Lane Width:	16′ Sharrow Lane
Drainage Type:	Center Median/Curb and Gutter
Width of Sidewalks:	15′ minimum
Tree Species and Spacing:	*Cassia leptophylla* Spaced at 30′ Maximum on Center. May be modified through Site Director's Permit, or Conditional Use Permit review.

Notes:
The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram

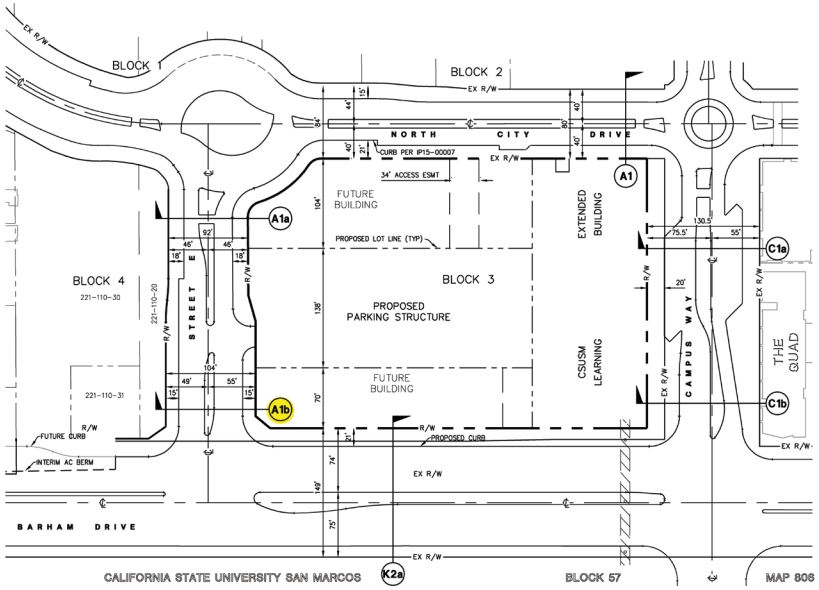
Street Type A-1b Street E (North of Barham Drive)



STREET TYPE A1b
STREET E

A1b

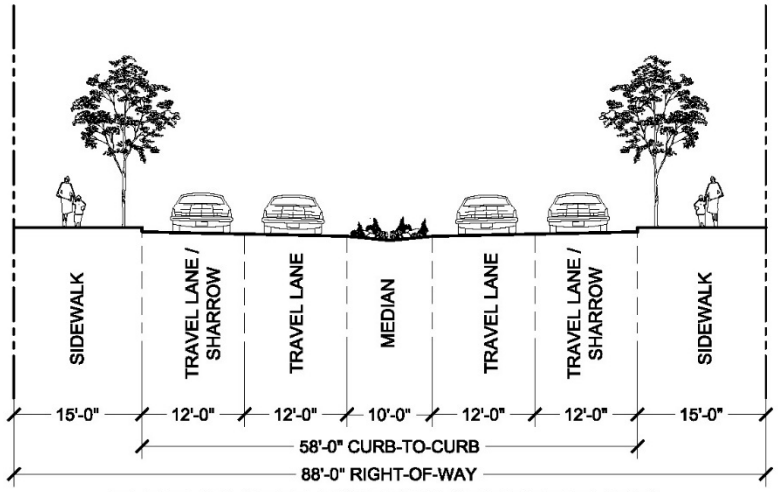
This cross-section applies to Street E north of Barham Drive and south of Street Type A-1a, as shown below:



Standards:	
Design Speed:	25 mph
Right-of-Way Width:	104′
Curb-to-Curb Width:	74′
Parking Lane Width:	Varies 0′ – 8′
Bike Lane:	Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)
Travel Lane Width:	11′
Drainage Type:	Center Median/Curb and Gutter
Width of Sidewalks:	15′
Other Unique Features:	Not Applicable
Tree Species and Spacing:	*Cassia leptophylla* Spaced at 30′ Maximum on Center. May be modified through Site Development Plan, Director's Permit, or Conditional Use Permit review.

Notes:
The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram

Street Type A-2 (Transition Street Type)

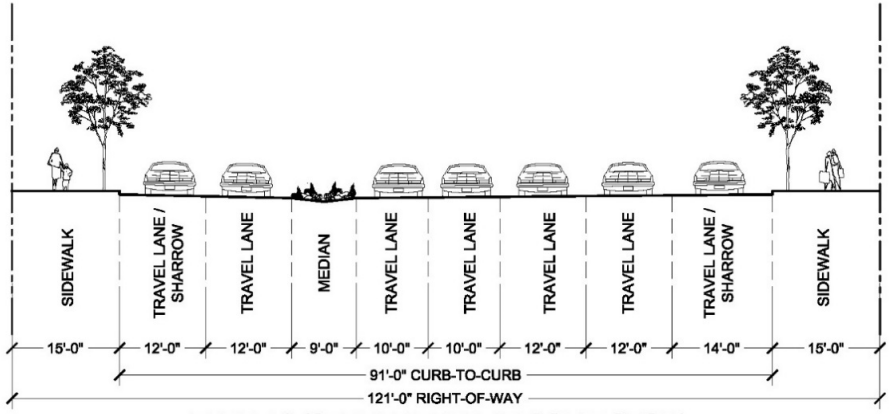


TYPE A2 (TRANSITION STREET TYPE)

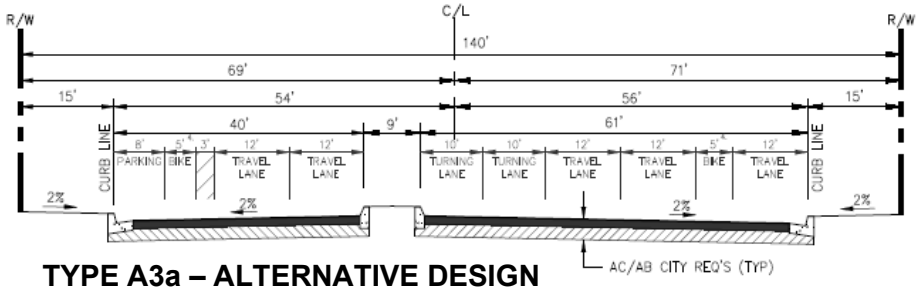
Standards:	
Design Speed:	25 mph
Right-of-Way Width:	88′
Curb-to-Curb Width:	58′
Parking Lane Width:	8′
Bike Lane:	Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)
Travel Lane Width:	12′
Drainage Type:	Center Median
Width of Sidewalks:	15′
Tree Species and Spacing:	*Cassia leptophylla* Spaced at 30′ Maximum on Center. May be modified through Site Development Plan or by Director's Permit

Notes:
The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram

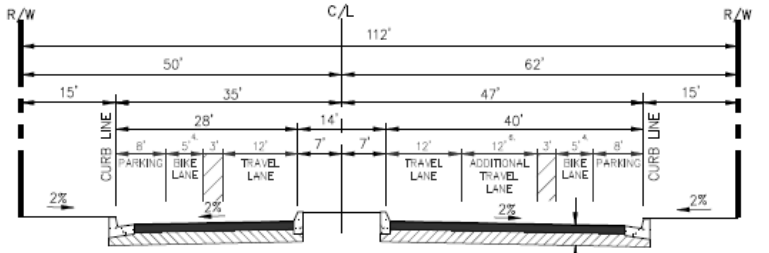
Street Type A-3, A-3a, A-3b (Street Type at Collector)



TYPE A3 (STREET TYPE AT COLLECTOR)



TYPE A3a – ALTERNATIVE DESIGN



TYPE A3b – ALTERNATIVE DESIGN

Standards:	A-3	A-3a	A-3b
Design Speed:	25 mph	25 mph	25 mph
Right-of-Way Width:	121′	140′	112′
Curb-to-Curb Width:	91′	110′	82′
Parking Lane Width:	Not Applicable		
Bike Lane:	Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)	Buffered	Buffered
Travel Lane Width:	10′	12′	12′
Drainage Type:	Center Median		
Width of Sidewalks:	15′	15′	15′
Tree Species and Spacing:	*Quercus agrifolia* and *Cassia leptophylla* Spaced at 30′ Maximum on Center. May be modified through Site Development Plan or by Director's Permit		

Notes:

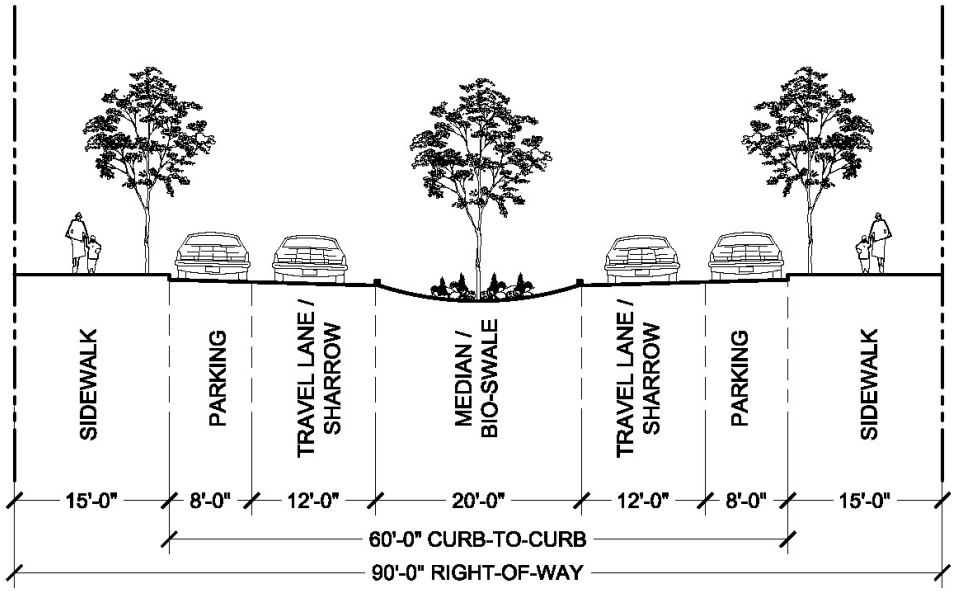
Type A3a & A3b Alternative designs to be used per Figure VI.A: Street Type Regulating Plan;

The spacing of street trees may be modified where curb-cuts are required for driveway access;

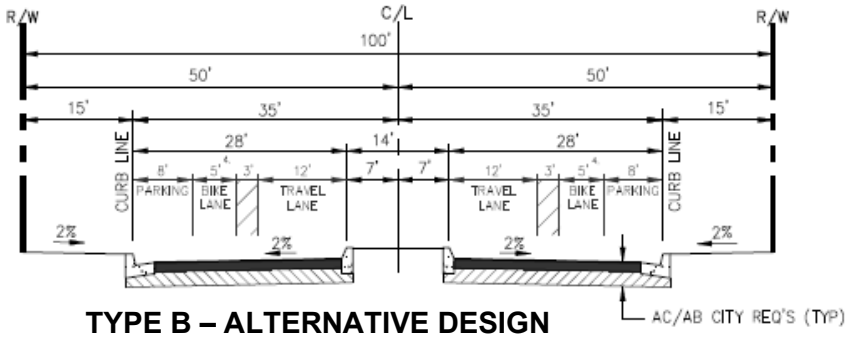
See Figure IV.J: SWQ in Public R.O.W.;

See Figure VI.E: Street Tree Diagram

Street Type B (Residential Avenue)



TYPE B (RESIDENTIAL AVENUE)



TYPE B – ALTERNATIVE DESIGN

Standards:	B	B Alternative
Design Speed:	25 mph	25 mph
Right-of-Way Width:	90', 100'	100'
Curb-to-Curb Width:	60', 70'	70'
Parking Lane Width:	8'	8'
Bike Lane:	Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)	Buffered
Travel Lane:	12'	12'
Drainage Type:	Center Median / Bioswale	
Width of Sidewalks:	15'	15'
Tree Species and Spacing:	Species Vary: *Platanus racemosa* and *Populus fremontii* Spaced at 25' Maximum on Center; *Alnus rhombifolia* Spaced at 20' Maximum on Center. May be modified through Site Development Plan or by Director's Permit	

Notes:

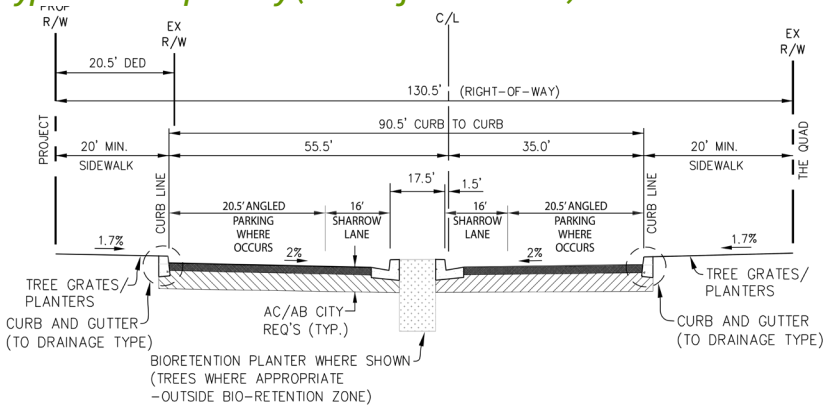
Type B Alternative design may be used instead of Type B per the discretion of the City Engineer and appropriate regulatory guidelines.

The spacing of street trees may be modified where curb-cuts are required for driveway access;

See Figure IV.J: SWQ in Public R.O.W.;

See Figure VI.E: Street Tree Diagram

Street Type C-1a Campus Way (South of Roundabout)

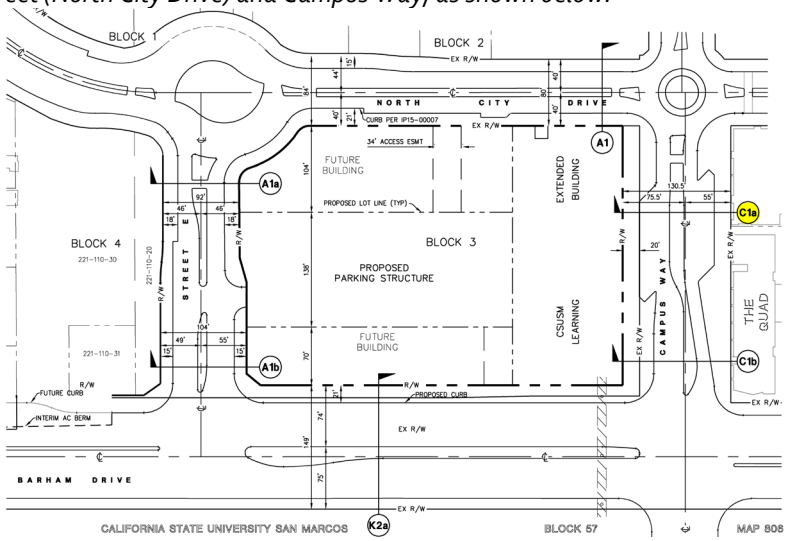


STREET TYPE C1a
CAMPUS WAY

*NOTE: CAMPUS WAY IS A TRANSITIONAL SEGMENT BETWEEN BARHAM DR. AND NORTH CITY DRIVE

C1a

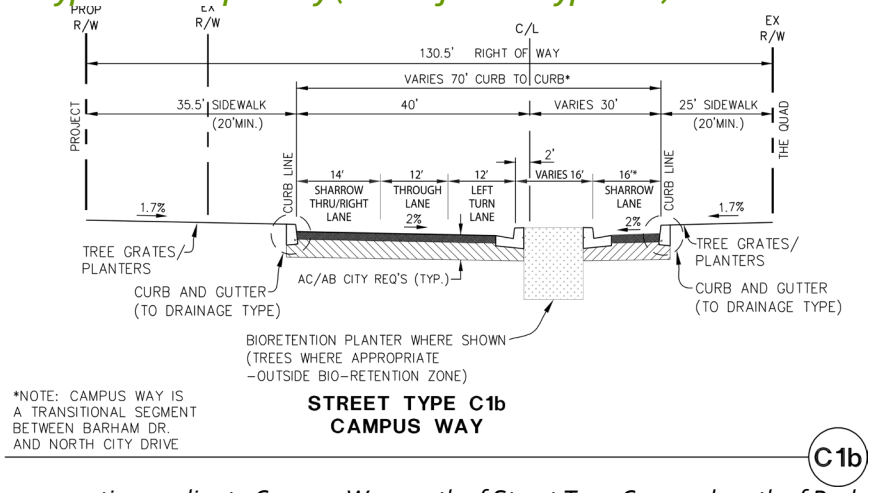
This cross section applies to Campus Way south of the roundabout at the intersection of Main Street (North City Drive) and Campus Way, as shown below:



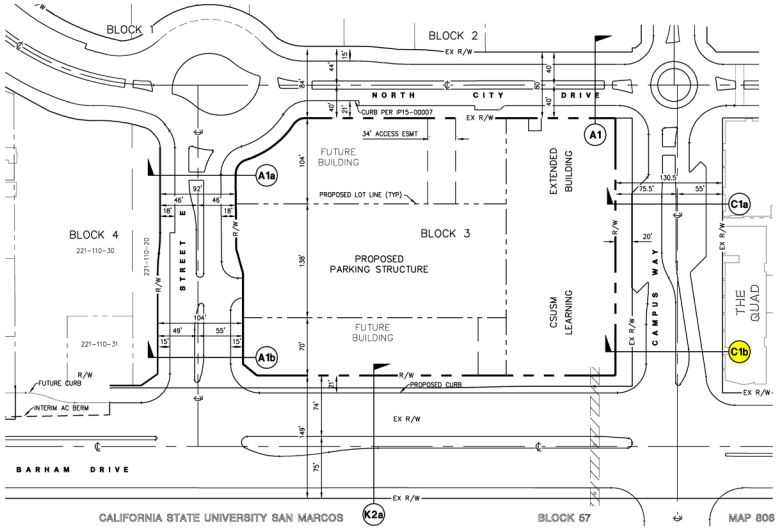
Standards:	
Design Speed:	25 mph
Right-of-Way Width:	130.5′
Curb-to-Curb Width:	90.5′
Parking Lane Width:	20.5′
Bike Lane:	Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)
Travel Lane Width:	16′ Sharrow Lane
Drainage Type:	Center Median / Bio-Swale / Curb and Gutter
Width of Sidewalks:	20′ minimum
Tree Species and Spacing:	Accent Tree: *Syagrus romanzoffianum* Spaced at 15′ Maximum on Center; Street Tree: *Callistemon viminalis* Spaced at 30′ Maximum on Center. May be modified through Site Development Plan, Director's Permit, or Conditional Use Permit review.

Notes:
The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure VI.E: Street Tree Diagram

Street Type C-1b Campus Way (South of Street Type C-1a)



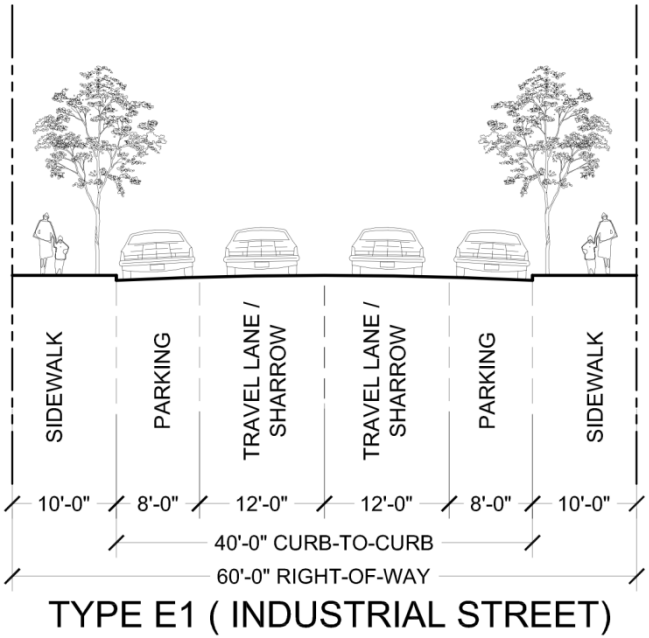
This cross section applies to Campus Way south of Street Type C-1a and north of Barham Drive, as shown below:



Standards:	
Design Speed:	25 mph
Right-of-Way Width:	130.5'
Curb-to-Curb Width:	70' varies
Parking Lane Width:	N/A
Bike Lane:	Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)
Travel Lane Width:	12'
Drainage Type:	Center Median / Bio-Swale / Curb and Gutter
Width of Sidewalks:	20' minimum
Tree Species and Spacing:	Accent Tree: *Syagrus romanzoffianum* Spaced at 15' Maximum on Center; Street Tree: *Callistemon viminalis* Spaced at 30' Maximum on Center. May be modified through Site Development Plan, Director's Permit, or Conditional Use Permit review.

Notes:
The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure VI.E: Street Tree Diagram

Street Type E-1 (Industrial Street)

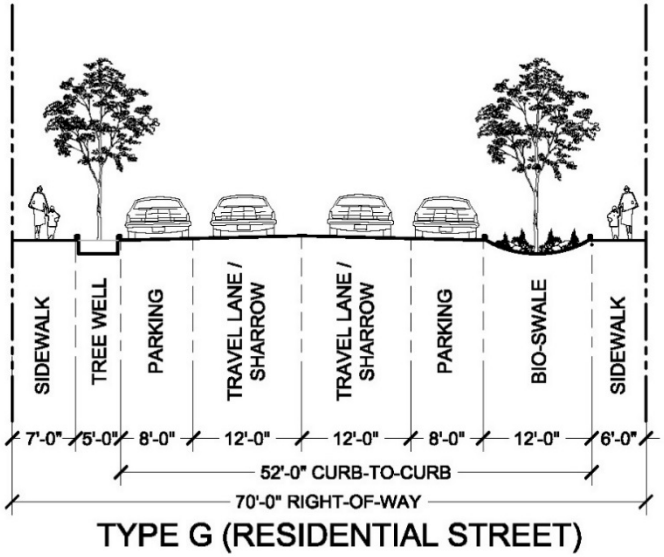


TYPE E1 (INDUSTRIAL STREET)

Standards:	
Design Speed:	25 mph
Right-of-Way Width:	60′
Curb-to-Curb Width:	40′
Parking Lane Width:	8′
Bike Lane Width:	Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)
Travel Lane Width:	12′
Drainage Type:	Curb and Gutter
Width of Sidewalks:	10′
Tree Species and Spacing:	*Arbutus* 'Marina' and *Rhus lancea* Spaced at 25′ Maximum on Center. May be modified through Site Development Plan or by Director's Permit

Notes:
The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram

Street Type G (Residential Street)

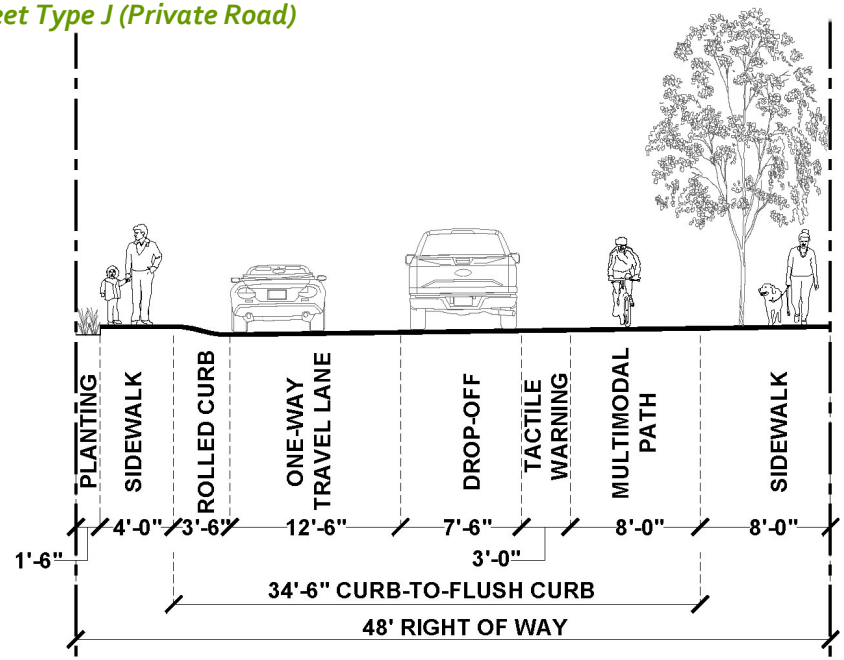


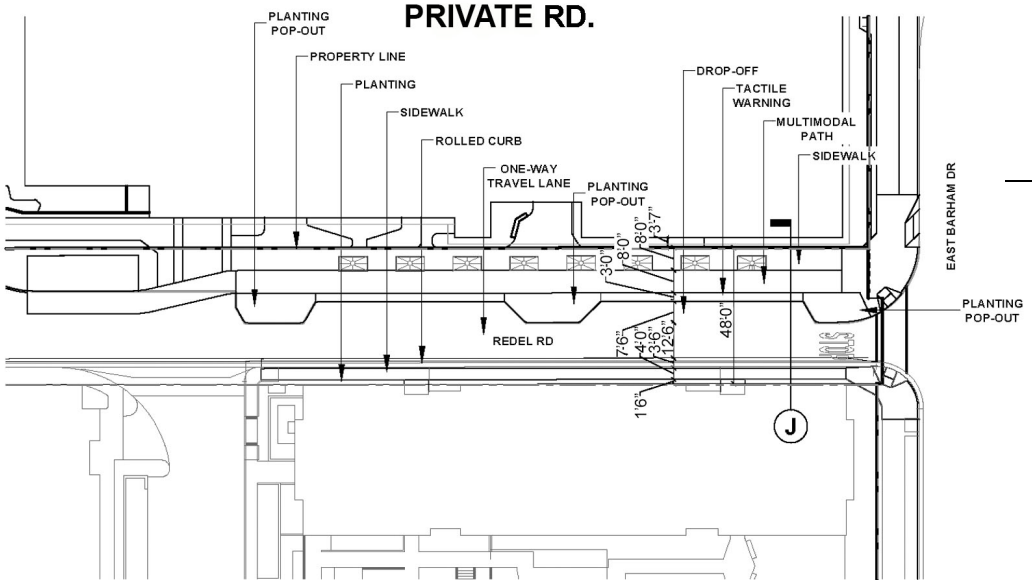
TYPE G (RESIDENTIAL STREET)

Standards:	
Design Speed:	25 mph
Right-of-Way Width:	70′
Curb-to-Curb Width:	52′
Parking Lane Width:	8′
Bike Lane Width:	Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)
Travel Lane Width:	12′
Drainage Type:	Flow-Through Planter
Width of Sidewalks:	6′, 7′
Tree Species and Spacing:	*Platanus racemosa* and *Rhus lancea* Spaced at 25′ Maximum on Center. May be modified through Site Development Plan or by Director's Permit

Notes:
The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram

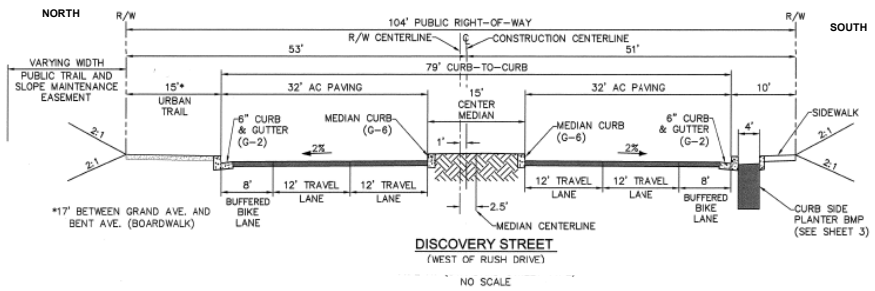
Street Type J (Private Road)

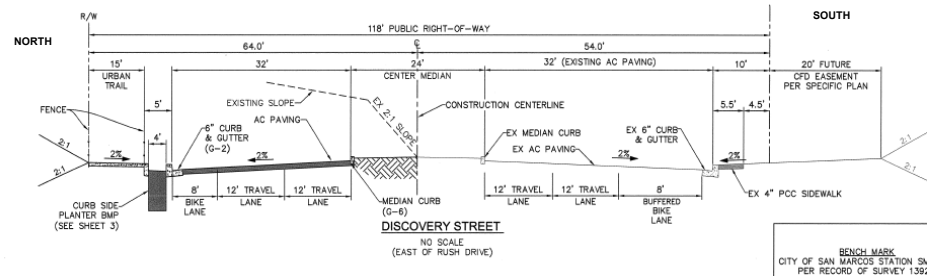




Standards:	
Design Speed:	15 mph
Right-of-Way Width:	48′
Curb-to-Curb Width:	34′-6″
Tactile Warning Width:	3′
Drop-Off Width:	7′-6″
Multi-Modal Path Width:	8′
Travel Lane Width:	12′-6″
Drainage Type:	Curb and Gutter
Width of Sidewalks:	4′, 8′
Tree Species and Spacing:	*Lophostemon Confertus, Brisbane Box, Rhus Lancea, African Sumac, Tabebuia Impetiginosa, Pink Trumpet Tree, Arbutus 'Marina', Marina Strawberry Tree. Spaced at 22′ on center.* May be modified through Site Development Plan or by Director's Permit.

Street Type K-1 (Discovery Street)



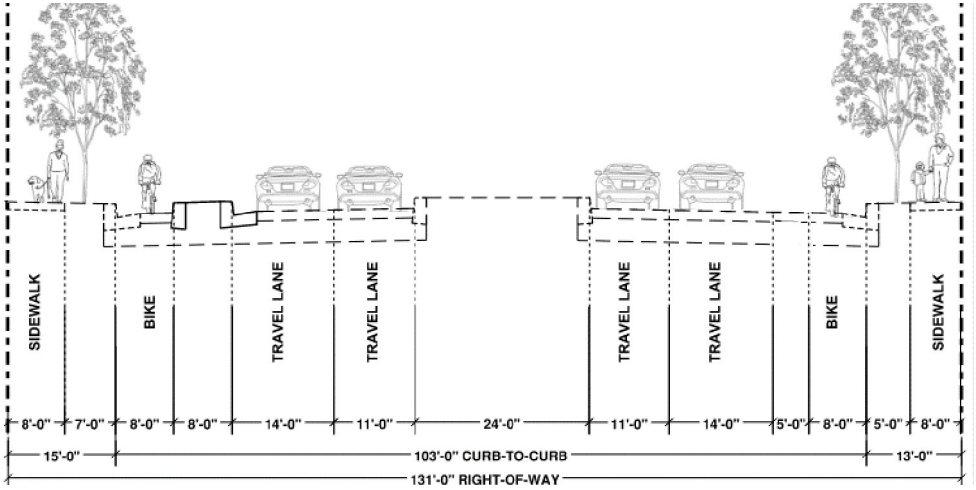


Standards:	
Design Speed:	45 mph
Right-of-Way Width:	104′ to 118′
Curb-to-Curb Width:	100′
Parking Lane Width:	Not Applicable
Bike Lane Width:	8′ (Buffered Bike Lane)
Travel Lane Width:	12′
Drainage Type:	Curb and Gutter
Width of Sidewalks:	15′ and 10′
Tree Species and Spacing:	Median: *Pinus Pinea* Spaced at 50′ Maximum on Center; Street Tree: *Lagerstroemia* 'Muskogee' Spaced at 25′ Maximum on Center. May be modified through Site Development Plan or by Director's Permit

Notes:

The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure IV.J: SWQ in Public R.O.W.; See Figure VI.E: Street Tree Diagram

Street Type K-2 (Barham Drive between Twin Oaks Valley Road and June Way)



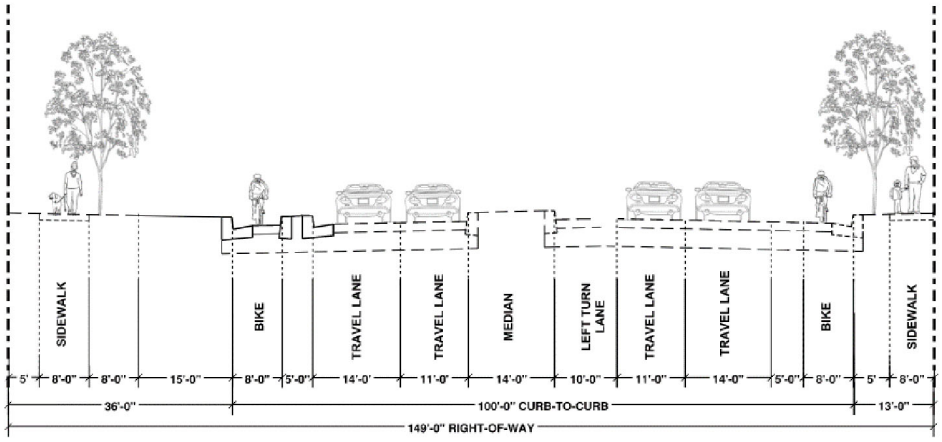
Standards:	
Design Speed:	45 mph
Right-of-Way Width:	131′
Curb-to-Curb Width:	103′
Parking Lane Width:	Not Applicable
Bike Lane Width:	8′ separated/protected by 8′ raised barrier island on the north and 5′ bike buffer on the south
Travel Lane Width:	11′-14′
Drainage Type:	Curb and Gutter
Width of Parkways:	15′ and 13′
Tree Species and Spacing:	Median: *Pinus Pinea* Spaced at 50′ Maximum on Center; Street Tree: *Lagerstroemia* 'Muskogee' Spaced at 25′ Maximum on Center. May be modified through Site Development Plan or by Director's Permit.

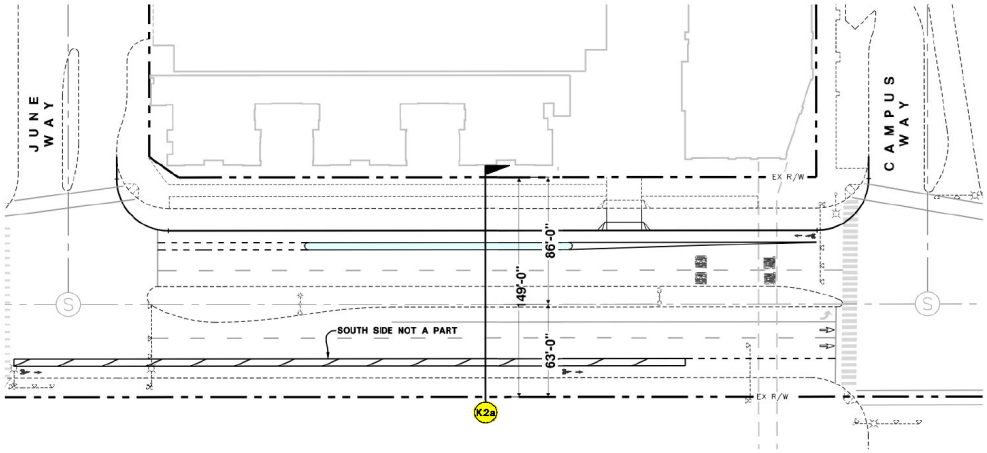
Notes:

The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure IV.J: SWQ in Public R.O.W.; See Figure VI.E: Street Tree Diagram

Reclassification of Barham Dr. to a 4-lane roadway is contingent upon approval of the City-initiated General Plan Update.

Street Type K-2a Barham Drive (Between Street E and Campus Way)



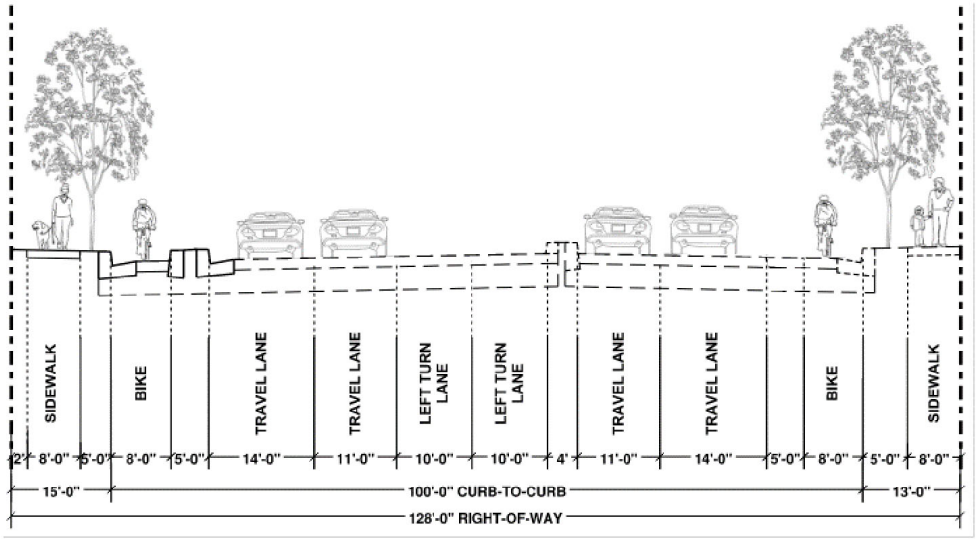


Standards:	
Design Speed:	45 mph
Right-of-Way Width:	149′
Curb-to-Curb Width:	100′
Parking Lane Width:	Not Applicable
Bike Lane Width:	8′ separated/protected by 5′ raised barrier island on the north and 5′ bike buffer on the south
Travel Lane Width:	11′-14′ (10′ left-turn lane)
Drainage Type:	Curb and Gutter
Width of Parkways:	36′ (north) and 13′ (south)
Tree Species and Spacing:	Median: *Pinus Pinea* Spaced at 50′ Maximum on Center; Street Tree: *Lagerstroemia* 'Muskogee' Spaced at 25′ Maximum on Center. May be modified through Site Development Plan, Director's Permit, or Conditional Use Permit review.

Notes:

The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram
Reclassification of Barham Dr. to a 4-lane roadway is contingent upon approval of the City-initiated General Plan Update.

Street Type K-2b Barham Drive (Between Campus Way and Street J)

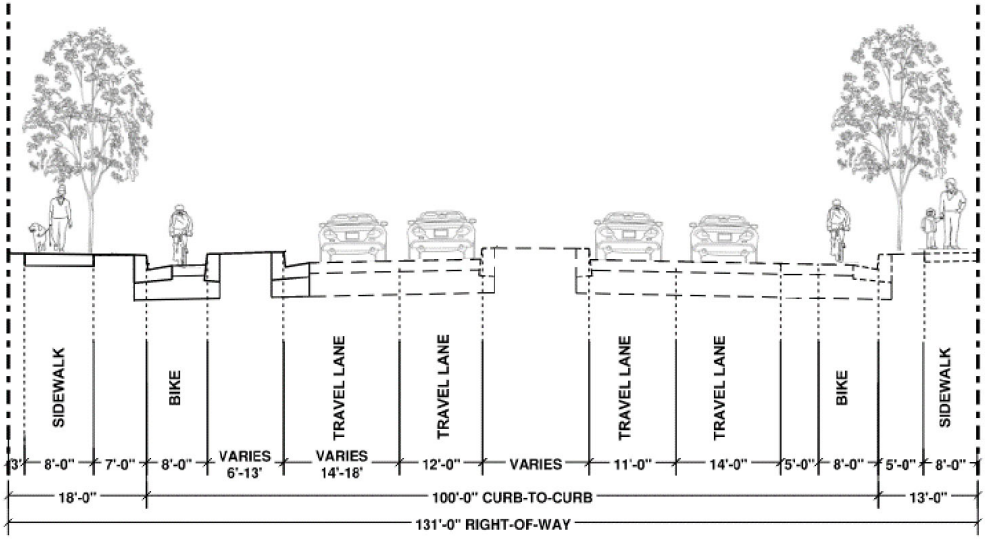


Standards:	
Design Speed:	45 mph
Right-of-Way Width:	128′
Curb-to-Curb Width:	100′
Parking Lane Width:	Not Applicable
Bike Lane Width:	8′ separated/protected by 5′ raised barrier island on the north and 5′ bike buffer on the south
Travel Lane Width:	11′-14′
Drainage Type:	Curb and Gutter
Width of Parkways:	15′ (north) and 13′ (south)
Tree Species and Spacing:	Median: *Pinus Pinea* Spaced at 50′ Maximum on Center; Street Tree: *Lagerstroemia* 'Muskogee' Spaced at 25′ Maximum on Center. May be modified through Site Development Plan, Director's Permit, or Conditional Use Permit review.

Notes:

The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram
Reclassification of Barham Dr. to a 4-lane roadway is contingent upon approval of the City-initiated General Plan Update.

Street Type K-2c Barham Drive (East of Street Type J)

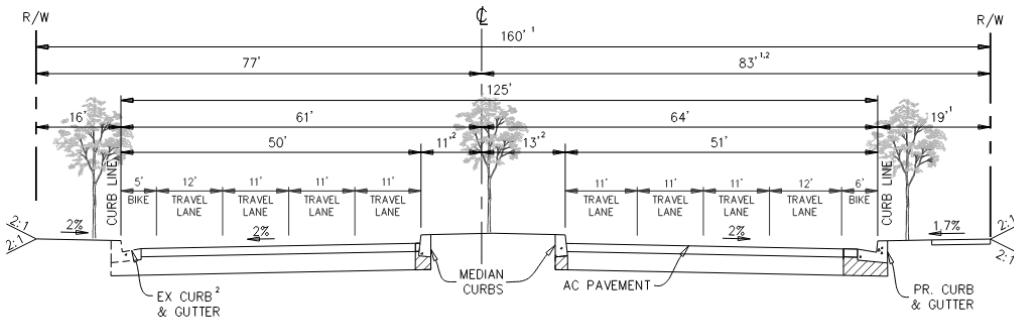


Standards:	
Design Speed:	45 mph
Right-of-Way Width:	131′
Curb-to-Curb Width:	100′
Parking Lane Width:	Not Applicable
Bike Lane Width:	8′ separated/protected by 5′ raised barrier island on the north and 5′ bike buffer on the south
Travel Lane Width:	11′-18′
Drainage Type:	Curb and Gutter
Width of Parkways:	18′ (north) and 13′ (south)
Tree Species and Spacing:	Median: *Pinus Pinea* Spaced at 50′ Maximum on Center; Street Tree: *Lagerstroemia* 'Muskogee' Spaced at 25′ Maximum on Center. May be modified through Site Development Plan, Director's Permit, or Conditional Use Permit review.

Notes:

The spacing of street trees may be modified where curb-cuts are required for driveway access;
See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram
Reclassification of Barham Dr. to a 4-lane roadway is contingent upon approval of the City-initiated General Plan Update.

Street Type L (Twin Oaks Valley Road)



TYPICAL SECTION DEPICTS EXISTING CONDITION PER IP15-00007

STREET TYPE L (PROJECT)
TWIN OAKS VALLEY ROAD

NO SCALE

L

TYPICAL SECTION NOTES

1 ADDED WIDTH ACCOMMODATES WATER QUALITY COMPLIANCE AND MINIMUM 10' PEDESTRIAN ACCESS.

2 MEDIAN DIMENSIONAL OFFSET MAINTAINED EXISTING WEST CURB, AND PROVIDES MINIMUM FOUR FOOT WIDTH OF MEDIAN NOSE.

Standards:	
Design Speed:	45 mph
Right-of-Way Width:	160′
Curb-to-Curb Width:	125′
Parking Lane Width:	Not Applicable
Bike Lane Width:	5′ and 6′ (Per the discretion of the City Engineer and appropriate regulatory guidelines)
Travel Lane Width:	11′, 12′
Drainage Type:	Curb and Gutter
Width of Sidewalks:	16′, 19′
Tree Species and Spacing:	Median: *Pinus Pinea* Spaced at 50′ Maximum on Center; Street Tree: *Cassia leptophylla*Spaced at 35′ Maximum on Center. May be modified through Site Development Plan or by Director's Permit

Notes:
The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure IV.J: SWQ in Public R.O.W.;
See Figure VI.E: Street Tree Diagram

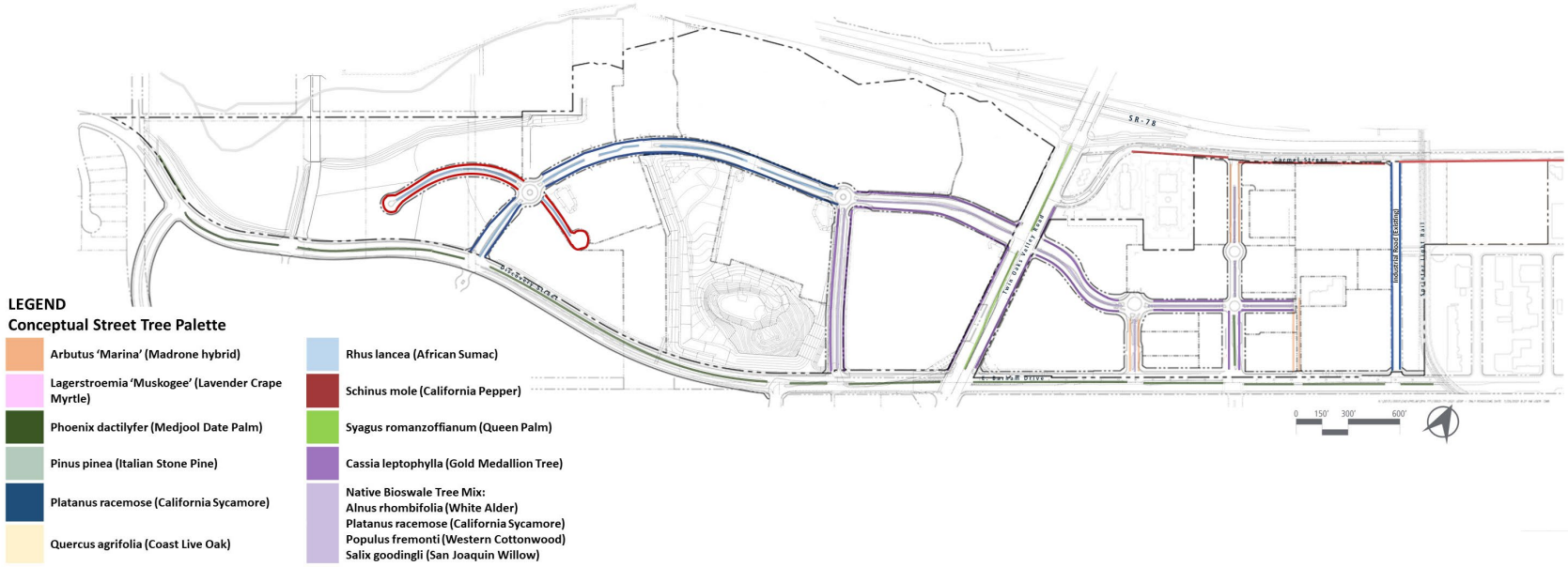
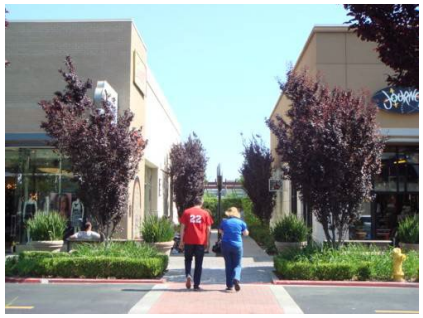


Figure VI.E Street Tree Diagram

Sidewalk and Crosswalk Pavement

Sidewalk and crosswalk pavement shall be designed in compliance with the following standards:



- All sidewalk and crosswalk pavement materials and patterns shall comply with Title 24 and the Americans with Disabilities Act.
- Paving materials shall be simple, functional, and long-lasting.
- Except where designated as enhanced paving, sidewalks in the public right-of-way shall be made of a single standard concrete mix so as to provide a uniform appearance throughout.
- Enhanced or accent paving shall be used to accentuate crosswalks, street corners, and significant pedestrian nodes. Materials may include concrete or stone unit pavers, porous, and/or integrally colored concrete with a contrasting finish, such as exposed aggregate.

- Crosswalk paving shall be enhanced to distinguish it from the surrounding road. It shall be of a material that will not present difficulties to people with decreased mobility and shall meet the safety criteria established by the City of San Marcos and any other regulating authority.
- A simple, uniform score joint pattern that is coordinated with the location of tree grates, light poles, building entries and other design elements shall be established for the entirety of the District to provide a cohesive appearance.
- Sidewalk and crosswalk pavement shall not be stamped to resemble another material, such as stone or brick.
- Paving shall not have beveled edges or other features that can cause excessive bouncing for carts, strollers, and wheelchairs.
- Due to maintenance and durability issues, surface colored concrete shall not be used.

Streetlights

Proposed street, sidewalk, path and trail lighting shall provide safe levels per City of San Marcos standards, and shall be configured so as not to create a new source of substantial sky-glow, light trespass or glare that would adversely affect nighttime views in San Marcos Creek and its environs. In addition to City ordinances, lighting and luminaries shall comply with all State of California and County light pollution and energy consumption regulations and standards, including but not limited to CEQA, Title 24, and San Diego County Light Pollution Code (LPC, also known as the Dark Sky Ordinance).

Safe levels of lighting shall be provided using energy efficient lamp technologies such as metal halide, induction lamps, high pressure sodium, LED, or other light sources as approved by the City of San Marcos, along with luminaries designed with shades and cut-offs to eliminate off-site lighting and nighttime sky pollution. Lighting should be directed from edges of view corridors onto paving surfaces, rather than placing fixtures or visible sources of light in the view.

Further, energy-saving control systems should be used, including photovoltaic-sensors to turn lights off when adequate daylight is available.

Street-lights shall comply with the following standards:

- A single style of street light fixture or a family of fixture styles shall be chosen for all streets within the *University District*. The selection of the street lights shall be made in consultation with the Planning Director.
- Street light fixtures shall be made of metal with a powder coat finish. The color shall be determined in consultation with the Planning Director.
- Street lighting shall be scaled to the pedestrian, shall be provided on both sides of all streets and shall be no taller 14 feet (taller cobra head lights are allowed at intersections to meet the Public Works lighting standards).
- Street and median lighting along Barham Drive, Discovery Street, and Twin Oaks Valley Road shall complement the existing lighting fixtures found within the public right-of-way.

- Street light fixtures shall be located within three (3) feet of the face of the curb.
- Spacing of street light fixtures shall comply with City of San Marcos standards.
- Lighting fixtures for street lights should be approved low-light sources.
- Upward pointing or upward reflected light from outdoor lighting is not permitted.
- Lighting levels shall be adequate for safety, especially in areas of pedestrian crosswalks and parking, while minimizing light spillage and point of glare. Where necessary, luminaries shall have shades to shield residential areas from street lights.
- Where possible, pedestrian-scaled light poles should be combined with building and site features such as walls/fences, shade structures, traffic signal and/or other vehicular-oriented signage poles to minimize sidewalk clutter.
- Solar-powered and energy-efficient streetlights should be utilized where feasible, and incorporate time-clocks and energy management systems that automatically adjust for daily and seasonal sunrise/sunset times or simply limit lighting to specific hours of the day.

Street Furniture

Street furniture includes benches, trash/recycle receptacles, tree grates, tree guards, bollards, bike racks, drinking fountains, and bus shelters. Street furnishings are to be provided throughout the district to enhance the functionality of the streetscape and promote the use of public spaces for informal and neighborly gathering. Streets shall be designed to provide for street furniture, in accordance with the following standards:

- A single family of street furnishing styles shall be chosen for all public streets in the District. The selection of the street furniture shall be made in consultation with the Planning Director. Street furniture should be of a style that complements rather than competes with the architecture of the adjacent development.

- Street furnishings should be clustered in both areas of sun and shade to present and inviting streetscape image and encourage a wide range of seasonal use.
- Street furnishings fixtures shall be made of materials that have long life spans and are able to withstand constant use and exposure to the elements. Higher grade materials are recommended to reduce long-term maintenance and replacement costs.
- Street furniture shall be placed to maintain a clear pedestrian path.
- Trash and recycle receptacles shall be provided near high traffic areas such as parks, plazas, transit stops and retail developments. Trash and recycle receptacles shall be provided on all streets at intervals no greater than 800 feet.
- Benches shall be placed within 6 feet of the face of curb.
- Seating shall be designed in a way that discourages inappropriate use by skateboarders and stunt bikers.
- Bicycle racks should be provided near community nodes such as schools, libraries, retail developments and transit stops. Bicycle racks shall be located within public view.

Underground Parking Facilities

Underground parking structures are allowed beneath streets and public spaces provided that their location and design allow for the required street trees, landscaping features, and storm water/SWQ facilities. Access to utility lines shall also be considered during the design process.

Interim Parking Facilities

Surface parking lots may be allowed on an interim basis during build-out of a project, provided a permanent parking solution conforming to the requirements of this Specific Plan, and a timeframe for implementing such permanent parking solution, are identified

in the project development plan application. All interim parking lots shall be landscaped and/or otherwise screened from streets and other public view sheds.

Above Ground Parking Structure Connections

Bridges that connect parking structures on adjacent blocks are allowed with the approval of the Planning Director. The bridges shall be no wider than 60' and shall be no lower than the third floor of the building.

Above ground parking structure connection bridges shall only be allowed to span over the following street types:

- Street Types K-1, K-2, and L

Parking Structure Special Urban Design Standards

To better accommodate more urban development, the following standards apply to parking structures within the *University District*:

- Standard stall dimensions for retail and restaurant parking shall be a minimum of 8.5 feet wide by 18 feet long.
- Standard stall dimensions for residential parking shall be a minimum of 8 feet wide by 18 feet long.
- Compact stall dimensions for commercial parking shall be a minimum of 8 feet wide by 18 feet long. A maximum of 20 percent of the parking spaces may utilize these compact parking stall dimensions; the remainder shall comply with the standard stall dimensions of 8.5 feet wide by 18 feet long.
- Drive aisles shall be a minimum of 24 feet wide for 90 degree (perpendicular) parking and a minimum of 26 feet wide along end aisles to allow for an efficient turning radius in both directions. Perpendicular parking is the most efficient and is preferred over angled or parallel parking.
- Ramps of 15% or greater require City Engineer approval.

VI.5 Public Park and Gathering Space Standards

This section addresses the design of all public spaces (including spaces on private property that are open to the general public) within the *University District*. Additional landscaping standards for private spaces are provided in Section VI.9 of this Chapter.

Intent

The *University District* is envisioned to be developed with a variety of public spaces. These spaces range in approximate size from 0.25-acre mini-parks to a 16-acre neighborhood park. These spaces are intended to:

- Provide easily accessible recreation areas and to provide visual breaks in the built environment.
- Provide links to pedestrian and bike trails and function as nodes and rest areas along the greater San Marcos trail system.
- Create gathering spaces for residents and visitors that are inviting, enhance the overall character of the District, and serve a variety of users with passive and active recreational options.
- Promote walking and bicycling within the District by including a series of pathways that connect to the various neighborhoods, areas, trails, parks and plazas that make up the District.
- Preserve prominent natural features that are valuable assets and tie the District to its unique context.
- Connect the District's urban open spaces to the larger community by providing clear and convenient connections to Cal State San Marcos and other neighboring developments and public spaces.

- Maximize opportunities for low impact development (LID) and storm water quality measures to manage storm water run-off.
- Comply with City of San Marcos design guidelines for Park and Recreation amenities.

General Public Space Standards

Standards for the public spaces in the *University District* are provided on the following pages. The locations of these public spaces, provided on Figure VI.B: Building and Public Space Regulating Plan, are conceptual only and represent approximate sizes, configurations, as well as range of recreational uses and amenities.

Please reference Chapter IV – Open Space | Conservation for additional descriptions of the various public parks and open spaces conceptualized within the *University District* project.

East Urban Plazas

The East Urban Plazas shall include the following elements:

- Space for outdoor cafés and seating areas
- Site furnishings including fixed and moveable seating, trash receptacles, bike racks, and pedestrian scaled lighting
- A pedestrian paseo connection to the blocks and developments north of the plaza
- Canopy shade and accent trees at a maximum of forty (40) feet on center, excluding in areas of driveway curb cuts and utility vaults
- Storm water management features such as permeable paving, bio-retention and self-retaining areas, sized at a minimum to accommodate run-off from plaza hardscape areas
- Distinctive, enhanced plaza paving, consistent with the surrounding commercial and residential development
- Community event space for performances, festivals, and multi-use gathering space

The following elements may also be provided within the East Urban Plazas:

- Public art elements
- Interactive water feature
- Shade structures, kiosks or arcades
- Food carts and mobile vendors
- Informational kiosks
- Area for farmer's markets

The final plan for the East Urban Plazas shall be approved through Site Development Plan review and approval.

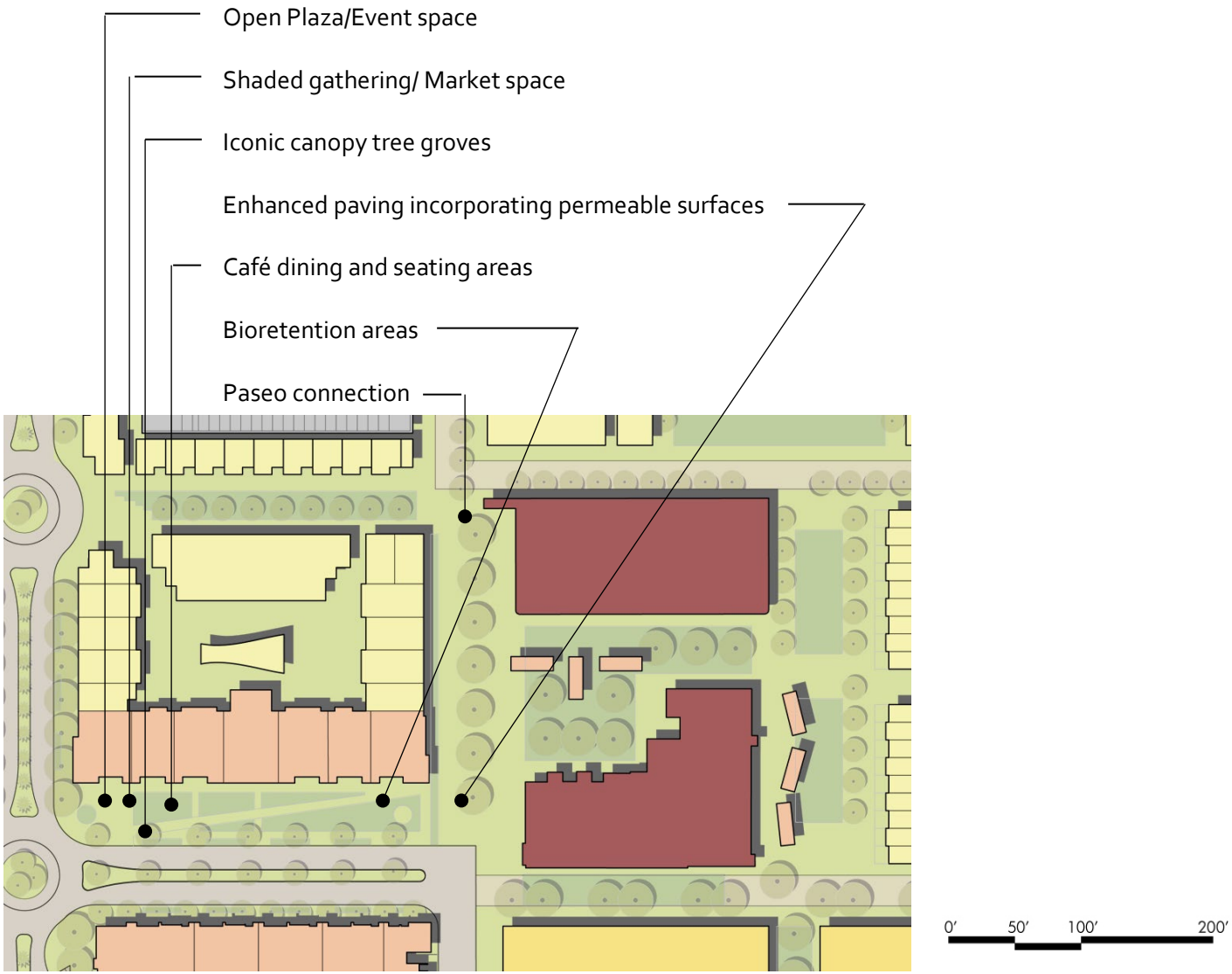
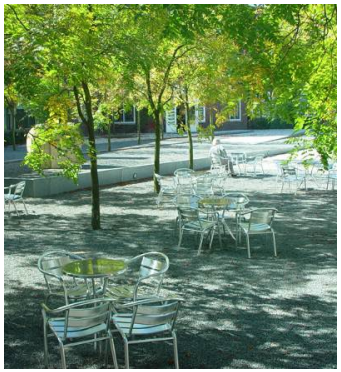


Figure VI.F East Urban Plazas Enlarged Plan

East and West Paseos



Paseos are linear, pedestrian-only circulation zones that provide opportunities for small scale urban plazas and gathering spaces. Paseos shall be a minimum of forty (40) feet wide. Paseo hardscape and plaza areas shall be configured to allow access for fire trucks where applicable.

The following elements are required within each paseo:

- Storm water management features such as permeable paving and bio-retention and self-retaining areas, sized at a minimum to accommodate run-off from paseo hardscape areas
- Canopy accent trees and enhanced feature planting
- Enhanced pavement that distinguishes the paseo from adjacent public sidewalks
- Site furnishings including seating, trash receptacles, bike racks, and pedestrian scaled lighting

The following elements may also be provided within paseos:

- Public art elements
- Interactive or reclaimed water features
- Moveable or café seating areas
- Informational kiosks
- Coffee cart and mobile vendors
- Small scale activities such as game tables, climbing structures, bocce courts, etc.

Actual Design of the East and West Paseos shall be determined through Site Development Plan review and approval.

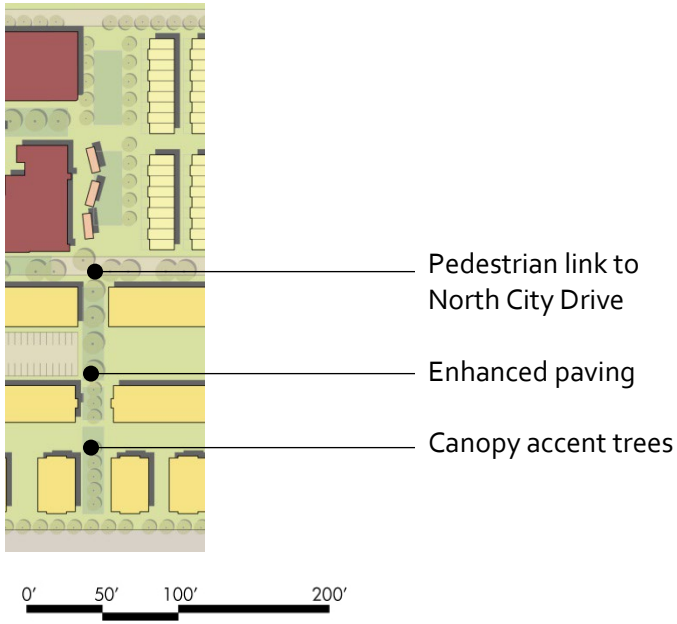


Figure VI.G Typical East Paseo Conceptual Plan

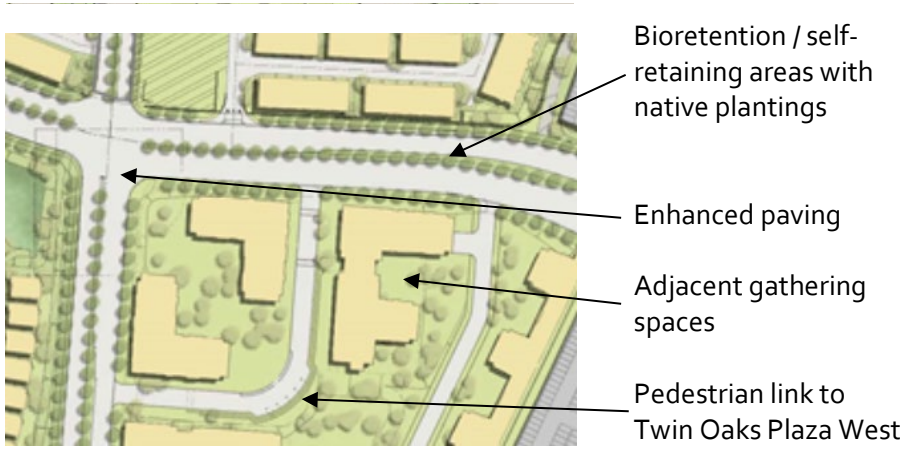
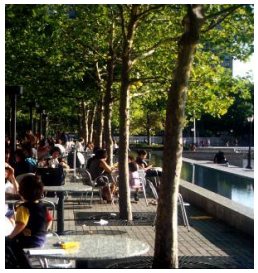


Figure VI.H Typical West Paseo Conceptual Plan



Twin Oaks Plaza (East)

Twin Oaks Plaza (East), with Twin Oaks Plaza West, forms the symbolic south gateway to the District.

The following elements are required within Twin Oaks Plaza (East):

- Major accent trees, coordinated with the design of the plaza to the west, that form a focal point for the gateway and compliments the existing plantings on the south side of the intersection
- Storm water management features such as self-retaining areas, pervious paving, rain gardens or flow through planters
- Enhanced paving at the pedestrian crosswalk and mini plazas that is coordinated with the design of the plaza to the west and compliments the existing enhanced paving in the intersection
- Site furnishings including seating, trash receptacles, bike racks, and pedestrian scaled lighting
- Wayfinding graphics and signage

The following elements may also be provided within Twin Oaks Plaza (East):

- Public art element
- Water feature
- Café seating area
- Enhanced/ accent lighting effect
- Information or small retail kiosks

Actual design for Twin Oaks Plaza East shall be determined through Site Development Plan review and approval.

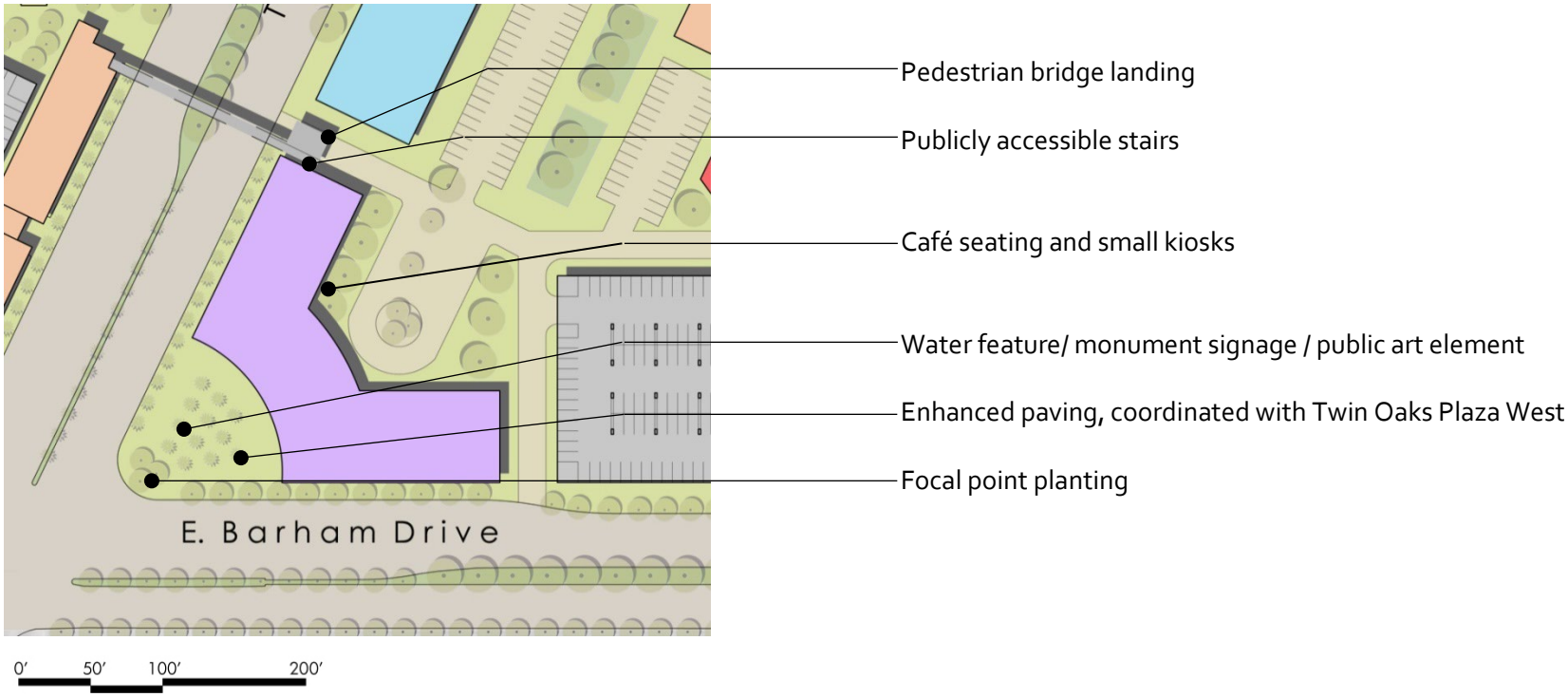


FIGURE VI.I Twin Oaks Plaza (East) Conceptual Plan*

**Pending approval through the SDP process*

Twin Oaks West (Plazas and Paseos)

These urban plazas and paseos are located north and west of the Twin Oaks Valley Road and Discovery Street/Barham Drive intersection. The primary purpose of these plazas and paseos is to provide strong pedestrian connectivity across Twin Oaks Valley Road and to mixed-use development on either side of the street. In concert with Twin Oaks Valley East Plaza, these plazas and paseos form the southern gateway to the District and serve to anchor the bridge across Twin Oaks Valley Road. Landscaping, monument signage, artwork, water features, or architecturally significant building elements would distinguish these plazas and paseos, including at the northwest corner of the Twin Oaks Valley Road and Discovery Street/Barham Road intersection.

The following elements may be provided within Twin Oaks West Plazas and Paseos:

- Major accent trees, coordinated with the design of the plaza to the east, that form a focal point for the gateway and are consistent with the existing plantings on the south side of the intersection
- Storm water management features such as self-retaining areas, pervious paving, and flow through planters
- Enhanced plaza paving that compliments the existing enhanced paving in the intersection
- Enhanced paving at pedestrian crosswalks
- Site furnishings including seating, trash receptacles, bike racks, and pedestrian scaled lighting
- Wayfinding graphics and signage
- Community event space, farmer's markets or festivals
- Amphitheater for performances and informal gathering
- Public art element
- Water feature
- Café seating area

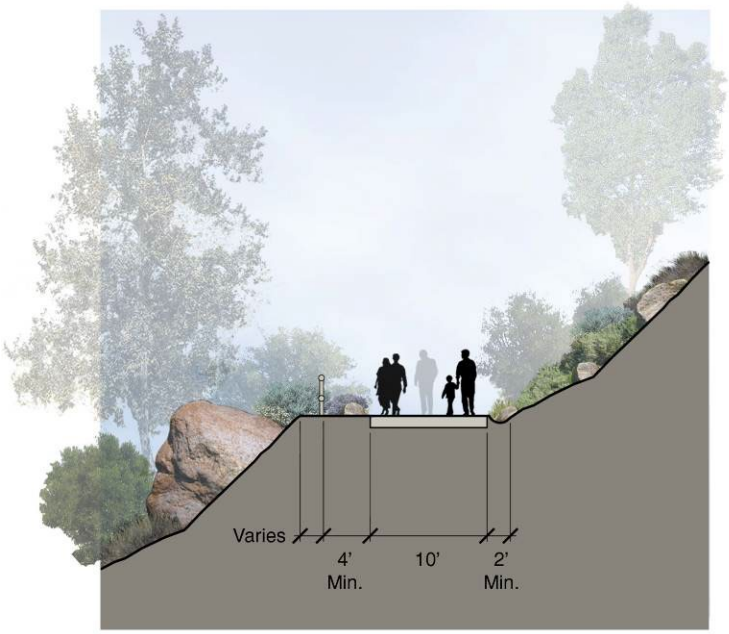
Actual design for Twin Oaks Plaza West shall be determined through Site Development Plan review and approval.

Knoll Park and Neighborhood Green

The Knoll Park and Neighborhood Green are located centrally within the District, Knoll Park and Neighborhood Green incorporates a variety of trails and active uses into the existing and distinctive granitic topographic feature.

The following elements are required within the Knoll Park and Neighborhood Green:

- Stabilized decomposed granite or other soft surface multi-use trail with maximum 1:20 slope
- Picnic seating and BBQ areas
- Rest areas with seating along trail at a maximum distance of 1,200 feet
- Observation point
- Minimum 0.75 acre open field or sport court play area at base of knoll
- Minimum 0.75 acre open play field area at top of knoll
- Full-size basketball court
- Two tennis courts which can also accommodate pickle ball
- Two tot lots (one for ages 2 to 5 years and one for 5 to 12 years)
- Restroom
- Skateboard park
- Multi-purpose field (minimum of 180 feet by 320 feet)
- Downhill mountain bike path on the knoll



The following elements may be included within the Knoll Park and Neighborhood Green:

- Recreational elements that make use of the rugged terrain, including Disc golf course, climbing wall, waterfall, adventure playground, or bouldering trail
- Interpretive exhibits and signage about regional ecology and the environment
- Botanical Garden featuring specimen examples of native plant communities
- User Orientation Kiosk

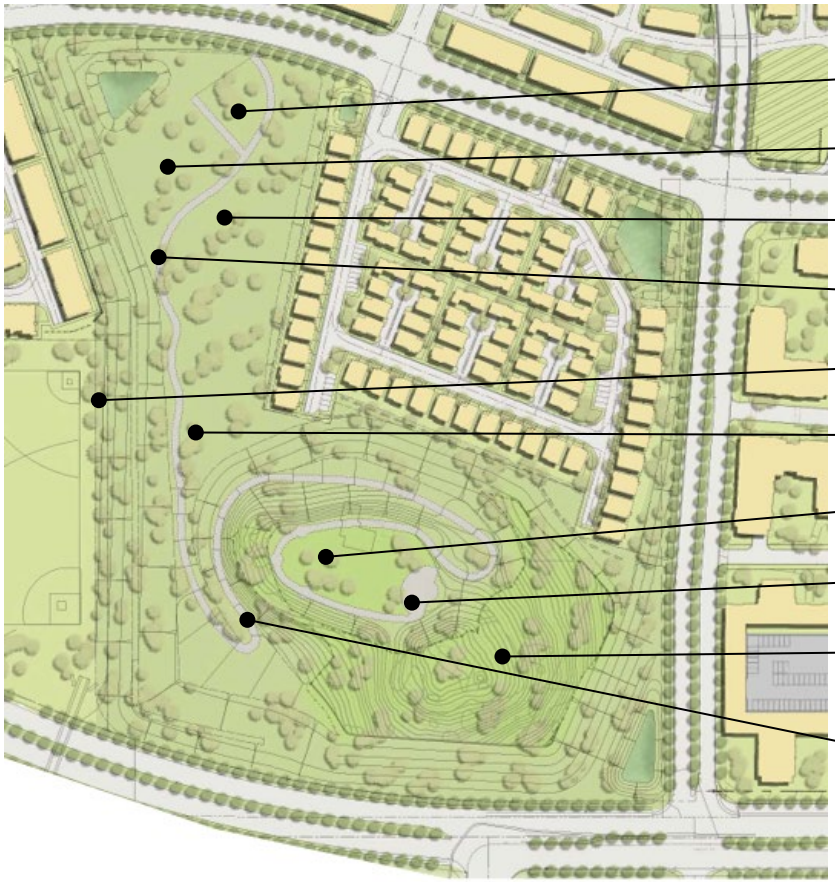
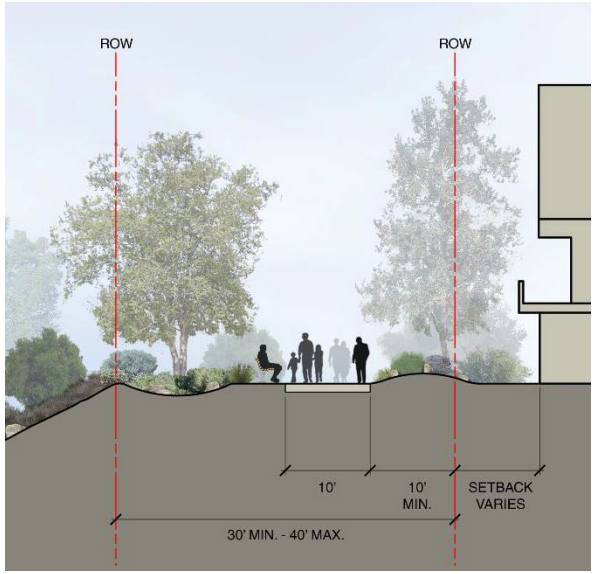


FIGURE VI.J Knoll Park Conceptual Plan



Creek Trail / West Creek Park

The West Creek Park and trail serve as the transition from the San Marcos Creek riparian corridor to the development, and should blend these areas together through the use of native plantings.

The following elements are required within the Creek Trail and West Creek Park:

- 10' wide multi-use trail with stabilized decomposed granite or other pervious, soft surface meeting city of San Marcos Park and Recreation design guidelines
- Storm water management features including greenswards graded to function as self-retaining areas, bio-retention areas in vegetated buffer between public and private areas
- Open field play area
- Site furnishings, including benches spaced at a maximum of 600 feet, trash receptacles and bike racks at gateways and nodes
- Low-level pedestrian scaled lighting at high-use areas
- Picnic area/ barbecue facilities

The following elements may also be provided within the Creek Side Trail and Open Space:

- Fenced dog run
- Fitness stations or other compact recreational equipment including play equipment, adventure trails, etc.
- Overlooks, bridges and/or boardwalks to promote a more interactive experience in the riparian corridor
- Interpretive exhibits and signage about regional ecology and environment
- Community garden plots or Botanical Garden

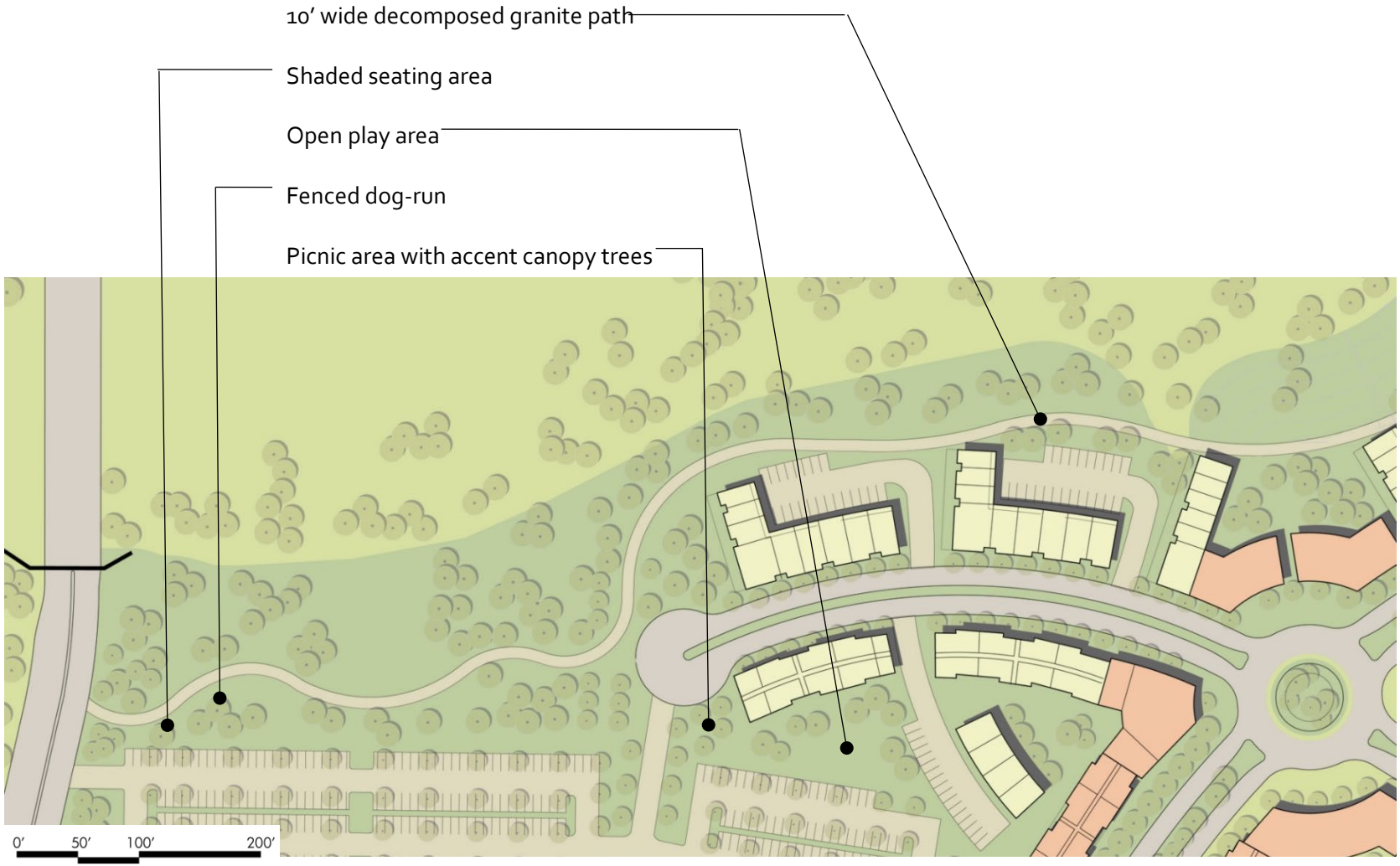


FIGURE VI.K Creek Trail / West Creek Park Conceptual Plan

Creek Trail / East Creek Park

The Creek Trail and East Creek Park serve as the transition from the San Marcos Creek riparian corridor to the development, and should blend these areas together through the use of native plantings.

The following elements are required within the Creek Trail and East Creek Park:

- ❑ Ten (10) foot wide multi-use trail with stabilized decomposed granite or other pervious, soft surface meeting city of San Marcos Park and Recreation design guidelines
- ❑ Storm water management features including greenswards graded to function as self-retaining areas, bio-retention areas in vegetated buffer between public and private areas
- ❑ Open field play area
- ❑ Site furnishings, including benches spaced at a maximum of six hundred (600) feet, trash receptacles and bike racks at gateways and nodes
- ❑ Low-level pedestrian scaled lighting at high-use areas
- ❑ Picnic area/ barbecue facilities

The following elements may also be provided within the Creek Side Trail and Open Space:

- ❑ Fenced dog run (where one-third of the area is for small dogs and two-thirds is for large dogs)
- ❑ Fitness stations or other compact recreational equipment including play equipment, adventure trails, etc.
- ❑ Overlooks, bridges and/or boardwalks to promote a more interactive experience in the riparian corridor
- ❑ Interpretive exhibits and signage about regional ecology and environment
- ❑ Community garden plots or Botanical Garden

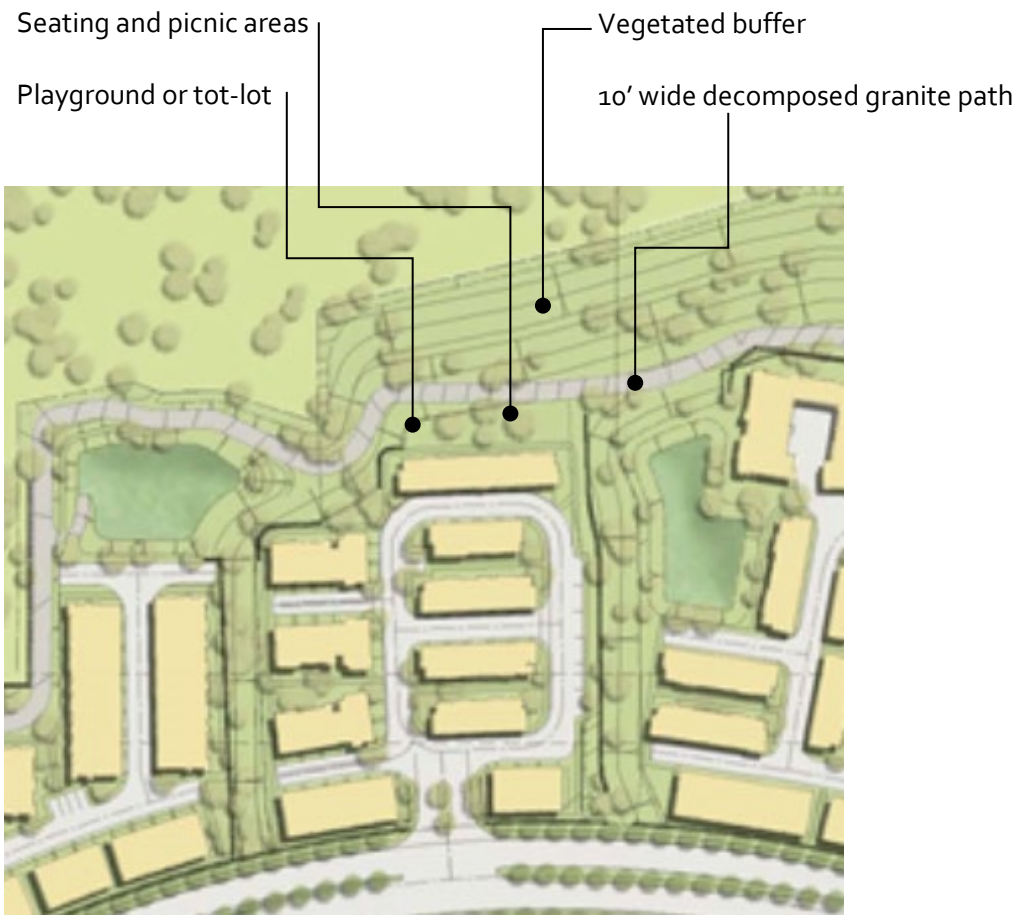


FIGURE VI.L Creek Trail Conceptual Plan

Wetland Trail / Open Space

A boardwalk trail is proposed adjacent to the open space area located at the far west end of the District, contiguous to north side of Discovery Street and west of Grand Avenue. The Wetland Trail and Open Space will serve as a major connection for the district to neighboring development through trail and natural space connections.

The following elements are required within the Wetland Trail and Open Space:

- Ten (10) foot wide elevated boardwalk to promote a visual experience within the riparian corridor with no disruption to the native vegetation
- Fully accessible connections to existing and proposed city wide urban trails at Discovery Street and Grand Avenue
- Interpretive exhibits and signage about regional ecology and environment
- Lookout platforms with seating

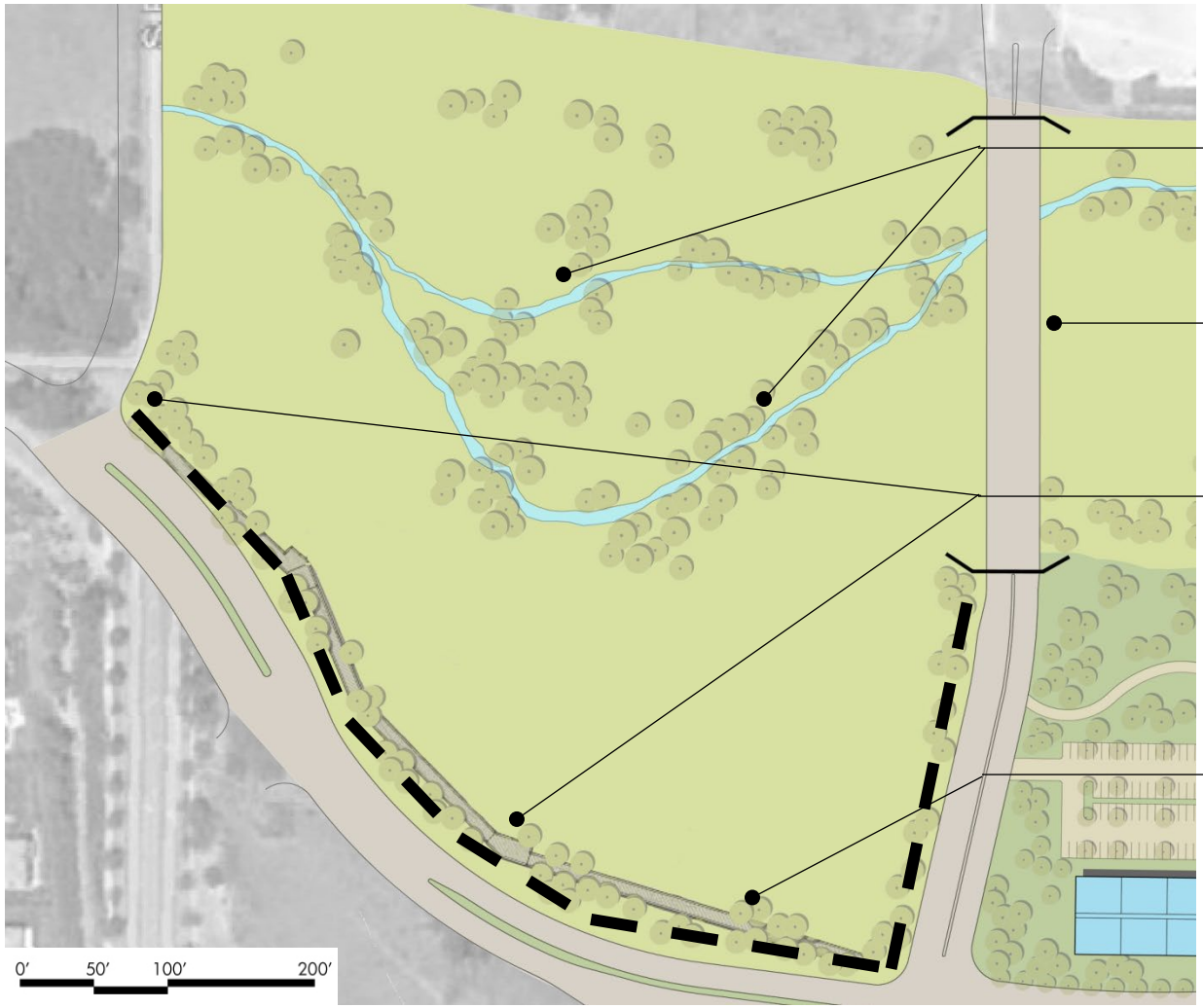


FIGURE VI.M Wetland Trail / Open Space Conceptual Plan

VI.6 Building Type Standards

Intent

The *University District* is envisioned to be developed with a variety of building types. These building types are intended to:

- Define the street edges as attractive public spaces.
- Create a positive relationship between internal building uses and activities along streets and public space.
- Provide opportunities for mix of compatible commercial, residential, and civic uses.

Building Standards

Within the *University District*, a variety of building types are envisioned and allowed. These building types include:

- Mixed-Use Building A
- Mixed-Use Building B
- Commercial Building
- Freeway Commercial Building A
- Freeway Commercial Building B
- University Flats
- Office Flats
- Townhomes/Flats
- Creek Side Townhomes/Flats
- Adaptive Reuse Buildings
- Civic Buildings

Development standards for these building types are provided on the following pages. For each building type, there are standards that address lot size and building placement, vehicle access and parking, building height and mass, frontages, building uses, and parking requirements.

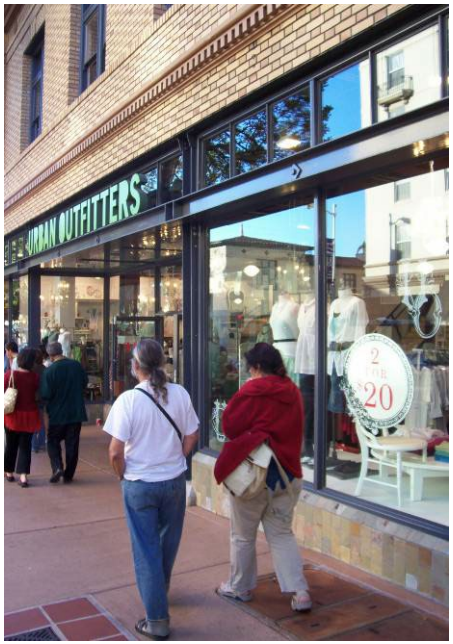
Additional design and landscaping standards that apply to all building types are provided in the following sections of this Form-Based Code:

- VI.7 (Frontages and Projections)
- VI.8 (Architectural Standards and Guidelines)
- VI.9 (General Landscaping Standards)
- VI.10 (Business Sign Standards)

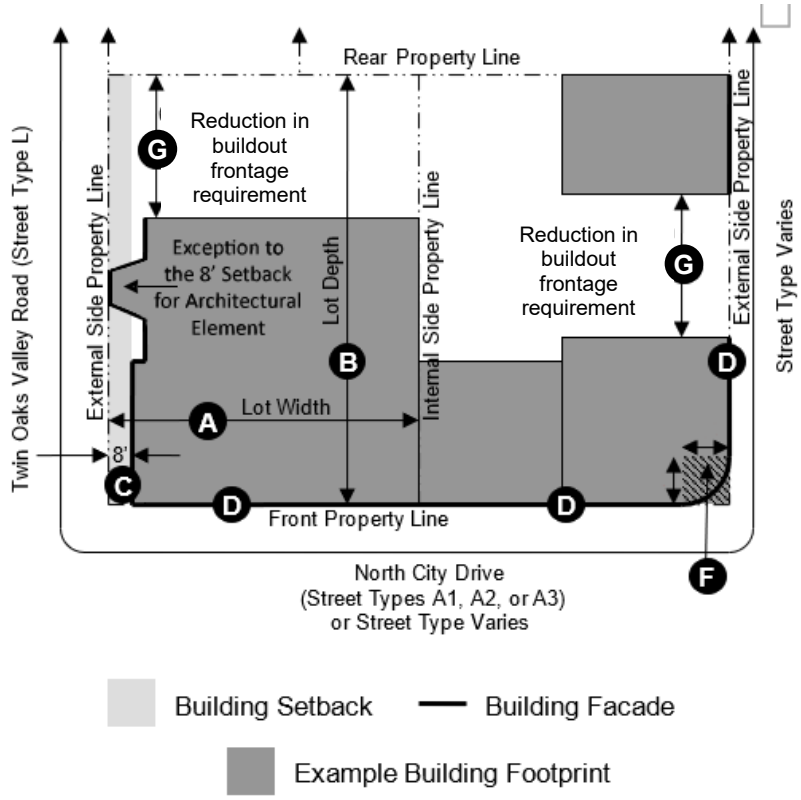
Development Standards for Mixed-Use Building A

Description

Mixed-Use Building A: a multi-story building that contains a mix of commercial and residential uses. Along the front façade, the ground floor generally contains storefronts for retail, dining, and entertainment uses. Upper floors generally contain residential units or office uses.

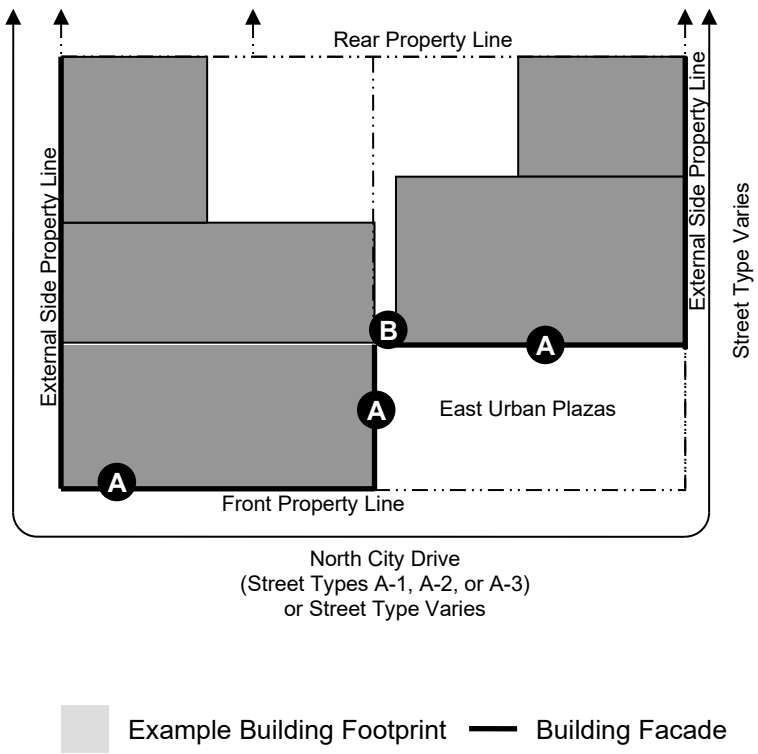


Mixed-Use Building A: Lot Size and Building Placement		
Block Subdivisions and Lot Size		
	The entire development site may be developed as one project or subdivided into smaller properties.	
A	Lot Width	20′ minimum
B	Lot Depth	60′ minimum
Building Setbacks from Property Lines (PL)		
	All Property Lines	A setback is not required.
C	Exception	For the majority of the façade, a minimum 8′ setback is required from property lines along Street Type L. Exceptions to this minimum setback are permitted for limited portions of the building in order to create architectural interest.
Build-to-Line (BTL)		
D	Build-to-Line	Building facades shall be placed along the front and external side property lines or required building setback (per above exception).
E	Exception A	Facades shall be placed within 8′ to 12′ of the property line along Street Type K2a.
F	Exception B	At block corners, the front facade may deviate from the BTL to address block shape or create architectural variation.
	Exception C	The BTL may be set back to allow for breezeways, outdoor lobbies, forecourts, and retail entries to prevent doorways from encroaching into the public right-of-way.
G	Frontage Buildout	100% of the site's total street frontage (as measured by the total length of front and external side property lines) shall be occupied by one or more building facades or forecourts, plazas, and/or similar features that encourage pedestrian activity.
	Exception A	The frontage build out requirement may be reduced to allow for driveways and parking lots. Parking lots must be screened from public views.
	Exception B	For properties at the corner of Street Type L and A3, the frontage buildout requirement may be reduced along the front property line to accommodate the setback from Street Type L.



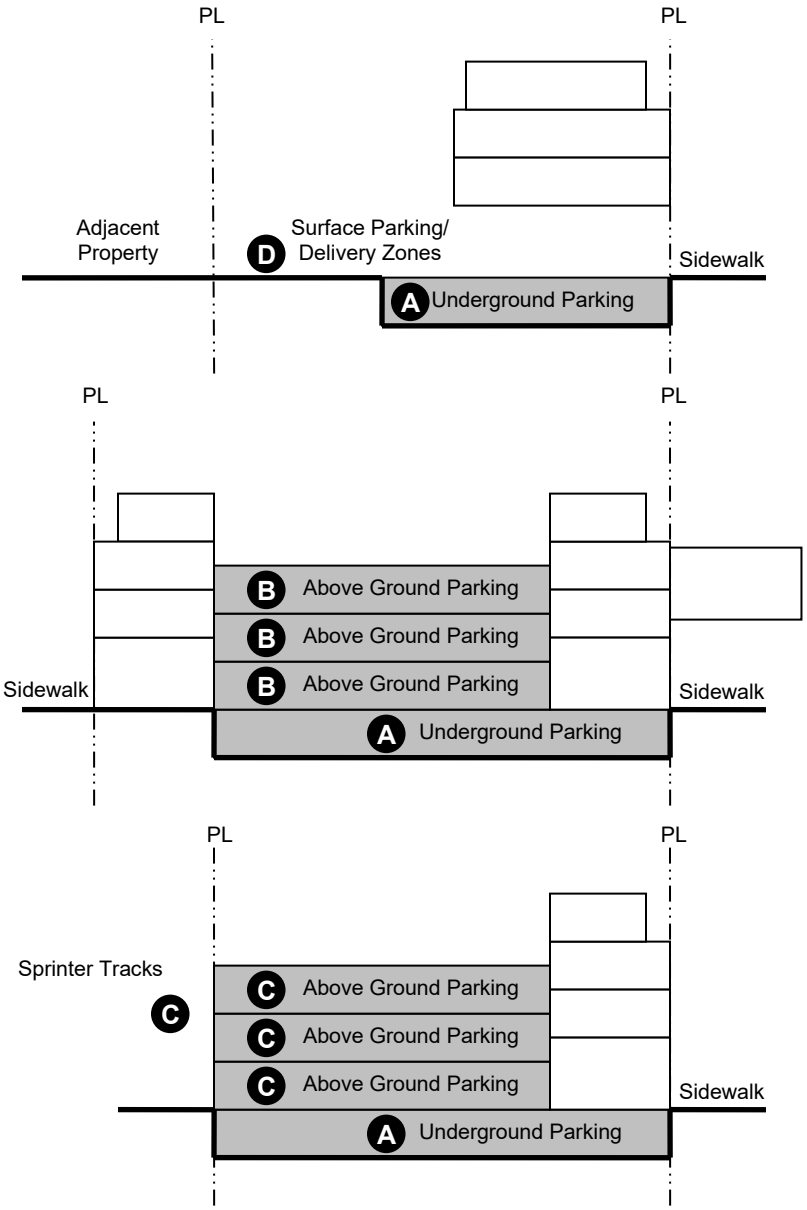
*Block 3, Extended Learning Building, located at the northwest corner of Campus Way and Barham Drive, may deviate from the BTL to accommodate a pedestrian bridge over Barham Drive, and to provide a retail patio on the ground floor at the southwest corner of the building.

Mixed-Use Building A: Lot Size and Building Placement: Unique Standards for East Urban Plazas Block		
Build-to-Line (BTL)		
A	Build-to-Line of Mixed-Use Buildings	Mixed-use buildings are allowed along all street frontages. They are required along Street Type A-1 along North City Drive, the west edge of the East Urban Plazas, and along the north edge of the East Urban Plazas. The facades of these buildings shall be provided along front and external side property lines (at a 0' setback) and along the west and north edges of the Plaza.
	Exception A	At block and plaza corners, the front facade may deviate from the BTL to address block shape or create architectural variation.
	Frontage Buildout	100% of the total frontage along North City Drive (Street Type A-1) and the East Urban Plazas (as measured by the total length of front property lines along Street Type A-1 and the total length of the north and west edges of the Plaza) shall be occupied by one or more building facades or forecourts, plazas, and/or similar features that encourage pedestrian activity.
B	Exception	The frontage build-out requirement may be reduced to accommodate driveways, and to create paseos that provide access from the East Urban Plazas.



Mixed-Use Building A: Vehicle Access and Parking		
Parking Options		
	Combinations of parking options are allowed, including underground and above ground parking structures and surface parking lots.	
Parking Locations		
A	Underground Parking Levels	Underground parking levels are allowed on the entire site.
B	Above Ground Parking Levels	Above ground parking levels are allowed if they are screened from public view by locating them behind mixed-use buildings. If this cannot be achieved, above ground parking levels are allowed if screened from public view by landscaping and architectural treatments.
C	Exception	Parking structures do not have to be screened from public view along the Sprinter tracks.
D	Surface Parking and Delivery Zones	Surface parking lots and delivery zones are allowed if they are located to the rear of buildings. If this cannot be achieved, surface parking lots and delivery zones are allowed if screened from public view by landscaping and/or architectural treatments. Surface parking can occur where parking structures are allowed.
	Exception	Parking lots are allowed along Carmel Street, Street Type E-1, provided they are screened with landscaping and architectural treatments, and along the Sprinter tracks.

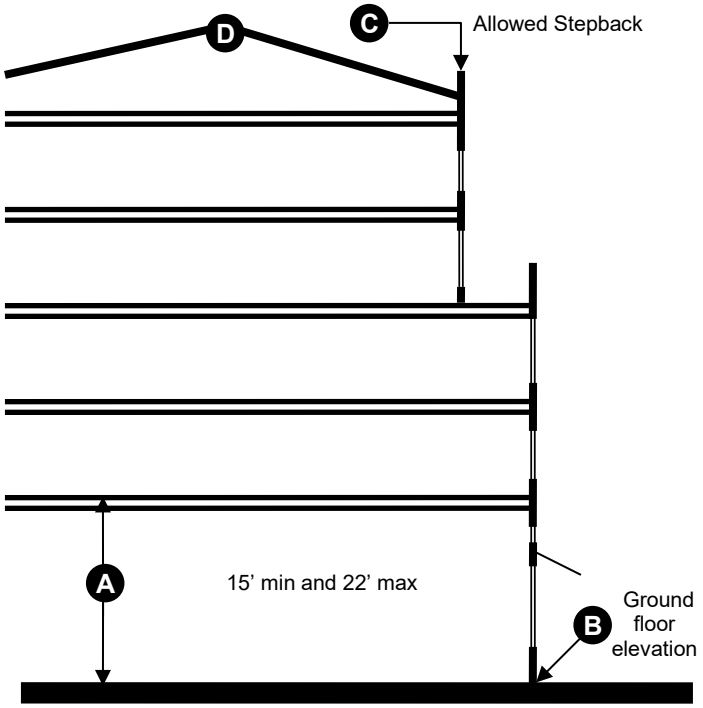
Driveways	
Allowed Locations	Driveways may connect to all street types, subject to approval by the City Engineer. Driveways shall be designed to take pedestrian safety into account. Where feasible, sidewalks should continue across the driveway at the same elevation or level and the driveway apron should not go through the sidewalk. Wing-type driveways are encouraged. Shared driveways that provide access to multiple properties are also encouraged.


PL
PL
Adjacent Property
D
Surface Parking/ Delivery Zones
Sidewalk
A
Underground Parking
PL
PL
B
Above Ground Parking
B
Above Ground Parking
B
Above Ground Parking
Sidewalk
Sidewalk
A
Underground Parking
PL
PL
Sprinter Tracks
C
C
Above Ground Parking
C
Above Ground Parking
C
Above Ground Parking
Sidewalk
A
Underground Parking

Mixed-Use Building A: Frontages
All facades that are adjacent to a street or public space shall be designed with a specific building frontage. As indicated below, the types of frontages that are allowed vary based on the adjacent street type and the adjacent public space.
Facades along the East Urban Plazas and Street Types A-1 (along North City Drive), A-2, A-3, and C-1 shall be designed with one or more of the following building frontages:
Storefronts, Residential
Facades along Street Type L shall be designed with one or more of the following building frontages:
Arcade/Gallery, Storefronts
Facades along Street Types E-1 and J shall be designed with one or more of the following building frontages:
Storefronts, Live-Work Fronts, Office Fronts, or Residential
Standards for the above frontages are provided in Section VI.7 (Frontage and Projection Standards).

Mixed-Use Building A: Parking Requirements	
Residential Units and	
Minimum Requirement	1 space per unit
Live Work Units	
Minimum Requirement	1 space per unit if the unit is less than 2,000 square feet 2 spaces per unit if the unit is greater than or equal to 2,000 square feet
Non-Residential Uses	
Minimum Requirement	2 spaces per 1,000 square feet of leasable space
Bicycle Parking	
Short Term (Standard bike racks)	Short term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces. Up to 5% of the short term bicycle parking requirement may be satisfied by additional long term bicycle parking.
Long Term (Bike racks located within a secured room and/or bike lockers)	Long term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces.
Allowed Locations	
Parking for all uses may be provided on-site, on-street adjacent to the site, or within an off-site shared and/or public parking facility. Bicycle parking may be located within parking structures provided there is signage to direct bicyclists to it.	
Transportation Demand Management (TDM)	
Refer to Chapter V – Transportation | Circulation for more information on parking requirements related to TDM measures	

Mixed-Use Building A: Building Height and Mass		
Number of Floors (excluding parking levels)		
	Minimum	See Figure VI.C
	Maximum	See Figure VI.C
Floor-to-Floor Heights: Mixed-Use Building (excluding parking levels)		
A	Ground Floor	15' minimum and 22' maximum*
Ground Floor		
B	Elevation	The elevation of the ground floor shall be located near the elevation of the adjacent sidewalk (or plaza).**
Stepbacks		
C	Allowed	Stepbacks are allowed on all upper floors, but are not required.
Roofs		
D	Roof Forms and Slope	A variety of roof forms are allowed to create diversity and interest.



*Ground floor heights may be increased or reduced where site conditions, such as topographic changes, preclude a consistent ground floor height or for certain uses that require additional or reduced height, subject to approval from the Planning Director.

**An exception is allowed where site conditions, such as slope, require a step to maintain a consistent entry elevation.

Mixed-Use Building A: Building Uses		
Upper Floors		
A	Permitted by Right	Retail , General Service, Health Service, Office, Medical Office, Residential, Live-Work, Lodging, Public Space/Plaza, Museum, Library, or Gallery, Residential Care Facility, General.
B	Conditionally Permitted Uses*	Dining (d), Outdoor Dining (d), Dining/Entertainment (C), Entertainment (C), Recreation (d), Assembly (d), Cultural/Civic Institutions, other than listed above (d), Alcohol Sales (d), Child Day Care Facility/Day Care Center (d), Residential Care Facility, Large (C)
Ground Floor:		
C	Permitted by Right*	Retail, General Service, Dining[1], Office, Medical Office, Live-Work, Health Service, Lodging, Park/Plaza/Public Space, Museum, Library, or Gallery, Residential Care Facility, General.
D	Conditionally Permitted Uses*[2]	Residential (d), Outdoor Dining (d), Dining/Entertainment (d), Cultural / Civic Institutions, other than listed above (d), Entertainment (C), Recreation (d), Alcohol Sales (d), Child Day Care Facility/Day Care Center (d), Assembly (d), Residential Care Facility, Large (C)

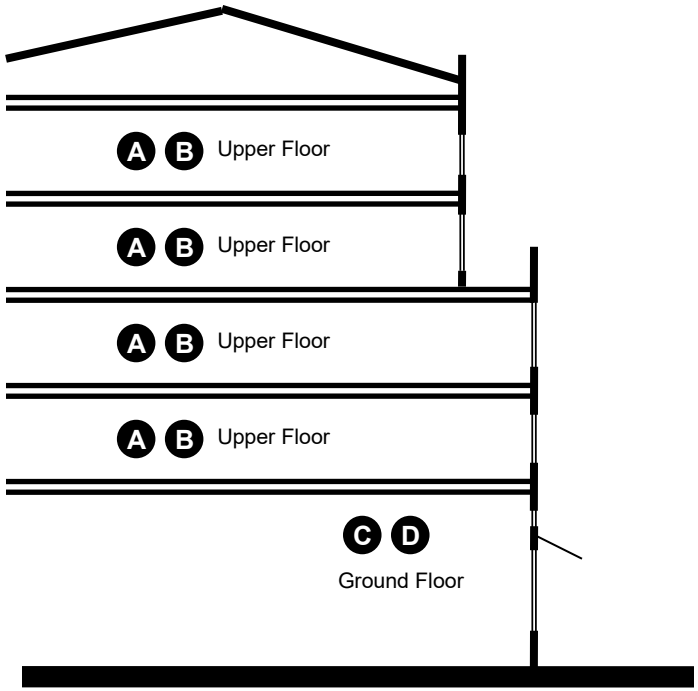
*** Notes:**

(d) Use requires Director's Permit, (C) Use requires a Conditional Use Permit

1: All Retail, General Service, and Dining Uses that occupy more than 10,000 square feet of ground floor space shall require a Director's Permit.

2. Master's director's permit DP19-0021 establishes operational and design criteria for dining/entertainment uses, outdoor dining, and alcohol sales for portions of North City east of Twin Oaks Valley Road.

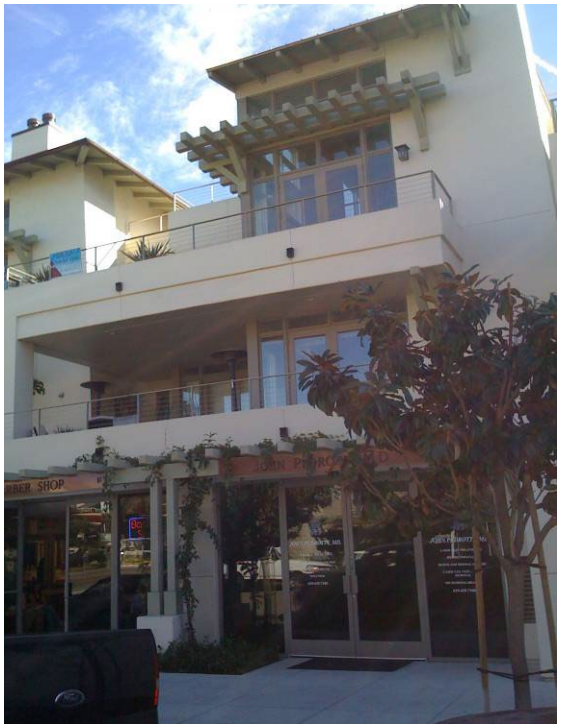
Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.



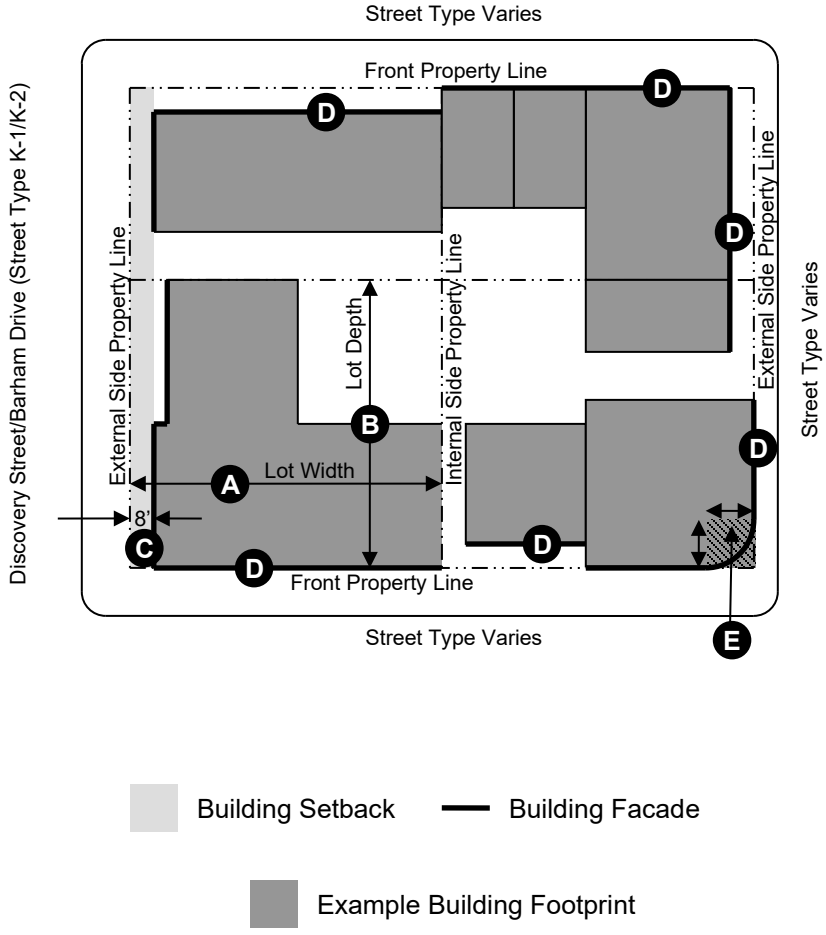
Development Standards for Mixed-Use Building B

Description

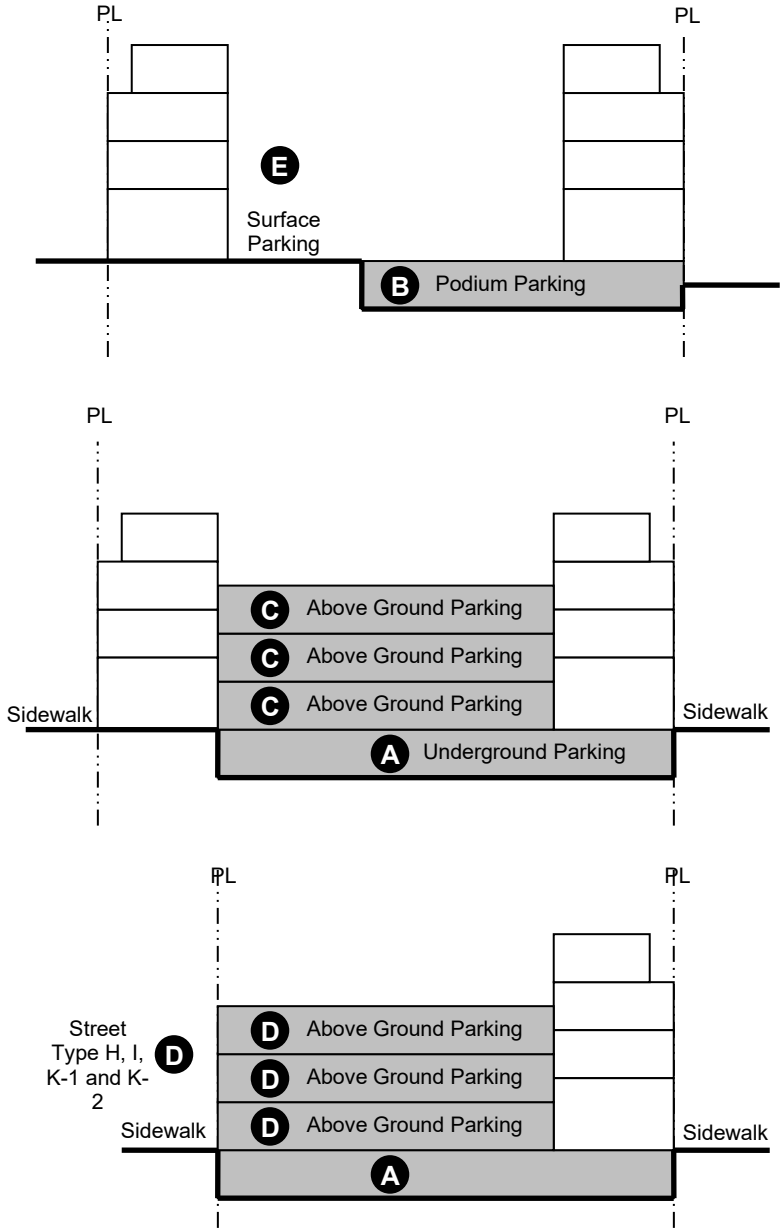
Mixed-Use Building B: a multi-story building that contains a mix of commercial, office, and residential uses. The ground floor generally contains storefronts, offices, or live-work units. Upper floors generally contain residential units or office space.



Mixed-Use Building B: Lot Size and Building Placement		
Block Subdivisions and Lot Size		
	The entire development site may be developed as one project or subdivided into smaller properties.	
A	Lot Width	20′ minimum
B	Lot Depth	60′ minimum
Building Setbacks from Property Lines (PL)		
	All Property Lines	A setback is not required.
C	Exception	A minimum 8′ setback is required from external side property lines along K-1 and K-2. For the majority of the façade, a minimum 8′ setback is required from property lines along Street Type L. Exceptions to this minimum setback are permitted for limited portions of the building in order to create architectural interest.
Build-to-Line (BTL)		
D	Build-to-Line	Building facades shall be built within 0′ to 8′ of the front and external side property lines, unless setback further per above exception.
E	Exception A	At block corners, the facade may deviate from the BTL to address block shape or to create architectural variation.
	Exception B	For properties adjacent to Twin Oaks Plaza East and West, facades shall be built along the edges of the Plaza(s).
	Exception C	The BTL may be set back to allow for forecourts, breezeways, outdoor lobbies, and retail entries to prevent doorways from encroaching into the public right-of-way.
	Frontage Buildout	75% to 100% of the site's total street frontage (as measured by the total length of front and external side property lines) shall be occupied by one or more building facades, forecourts, plazas, and/or similar features that encourage pedestrian activity.

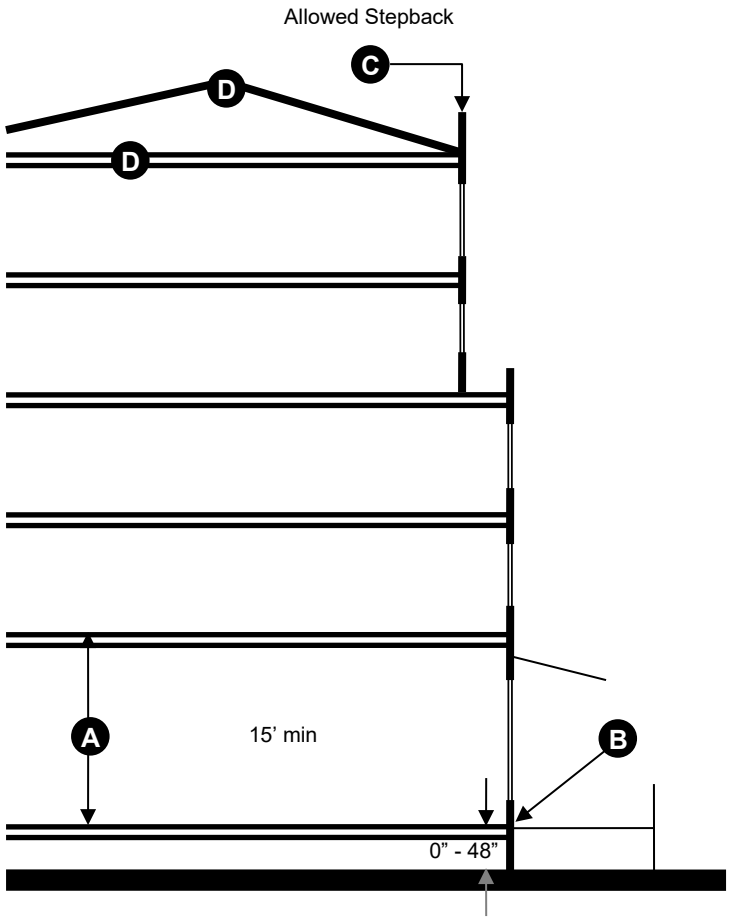


Mixed-Use Building B: Vehicle Access and Parking		
Parking Options		
	Combinations of parking options are allowed, including underground, podium, and above ground parking structures and surface parking lots.	
Parking Locations		
A	Underground Parking Levels	Underground parking levels are allowed on the entire site.
B	Podium parking Levels	Podium parking levels are allowed on the entire site, excluding setbacks.
C	Above Ground Parking Levels	Above ground parking levels are allowed if they are screened from public view by locating them behind mixed use buildings. If this cannot be achieved, above ground parking levels are allowed if they are screened from public view by landscaping and architectural treatments.
D	Exception	Parking structures do not have to be screened from public view along Street Types K-1 and K-2 (parking structure facades are allowed along these streets).
E	Surface Parking and Delivery Zones	Surface parking lots and delivery zones are allowed if they are located to the rear of the mixed-use buildings. If this cannot be achieved, surface parking lots and delivery zones are allowed if they are screened from public view by landscaping and/or architectural treatments. Surface parking can occur where parking structures are allowed.
Driveways		
	Allowed Locations	Driveways may connect to all street types, subject to approval by the City Engineer. Driveways shall be designed to take pedestrian safety into account. Where feasible, sidewalks should continue across the driveway at the same elevation or level and the driveway apron should not go through the sidewalk. Wing-type driveways are encouraged. Shared driveways that provide access to multiple properties on the block are also encouraged.


PL
PL
E
Surface Parking
B
Podium Parking
PL
PL
C
Above Ground Parking
C
Above Ground Parking
C
Above Ground Parking
Sidewalk
Sidewalk
A
Underground Parking
PL
PL
Street Type H, I, K-1 and K-2
D
D
Above Ground Parking
D
Above Ground Parking
D
Above Ground Parking
Sidewalk
Sidewalk
A

Mixed-Use Building B: Building Height and Mass		
Number of Floors (excluding parking levels)		
	Minimum	See Figure VI.C
	Maximum	See Figure VI.C
Floor-to-Floor Heights (excluding parking levels)		
A	Ground Floor	15′ minimum and 22′ maximum*
Ground Floor		
B	Elevation	The elevation of the ground floor shall be located within 0″ to 48″ of the adjacent sidewalk (or plaza). If needed, exterior stairs or ramps are allowed to connect the sidewalk to the entrance.
Stepbacks		
C	Allowed and Prohibited	Stepbacks are allowed on all upper floors, but are not required.
Roofs		
D	Roof Forms and Slope	A variety of roof forms are allowed to create diversity and interest.

* Ground floor heights may be increased or reduced in portions of the building where site conditions, such as topographic changes, preclude a consistent ground floor height or for certain uses that may require additional or reduced height, subject to approval of the Planning Director.

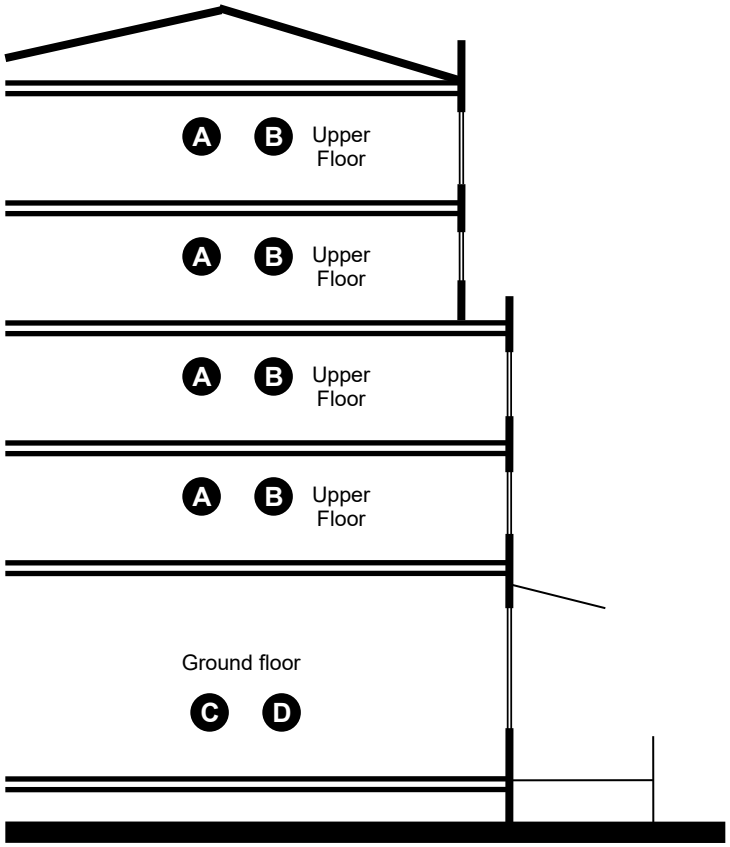


Mixed-Use Building B: Frontages
All facades that are adjacent to a street or public space shall be designed with a specific building frontage. As indicated below, the types of frontages that are allowed vary based on the adjacent street type and the adjacent public space.
Facades along Street Type L and A-3 shall be designed with one or more of the following building frontages:
Storefronts
Arcade/Gallery
Live-Work Fronts
Office Fronts, Residential Frontages
Facades along Street Types A-1 and A-2 shall be designed with one or more of the following building frontages:
Storefronts
Live-Work Fronts
Office Fronts
Stoops
Residential Frontages
Facades along Street Types K-1 and K-2 shall be designed with one or more of the following building frontages:
Storefronts
Live-Work Fronts
Office Fronts
Parking Structure Frontages, Residential Frontages
Standards for the above frontages are provided in Section VI.7 (Frontage and Projection Standards).

Mixed-Use Building B: Parking Requirements	
Residential Units and	
Minimum Requirement	1 space per unit
Live-Work Units	
Minimum Requirement	1 space per unit if the unit is less than 2,000 square feet 2 spaces per unit if the unit is greater than or equal to 2,000 square feet
Non-Residential Uses	
Minimum Requirement	2 spaces per 1,000 square feet of leasable space
Bicycle Parking	
Short Term (Standard bike racks)	Short term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces. Up to 5% of the short term bicycle parking requirement may be satisfied by additional long term bicycle parking.
Long Term (Bike racks located within a secured room and/or bike lockers)	Long term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces.
Allowed Locations	
Parking for all uses may be provided on-site, on-street adjacent to the site, or within an off-site shared and/or public parking facility. Bicycle parking may be located within parking structures provided there is signage to direct bicyclists to it.	
Transportation Demand Management (TDM)	
Refer to Chapter V – Transportation | Circulation for more information on parking requirements related to TDM measures.	

Mixed-Use Building B: Building Uses		
Upper Floors		
A	Permitted by Right	Retail , General Service, Health Service, Office, Medical Office, Residential, Live-Work, Lodging, Public Space/Plaza, Museum, Library, or Gallery, Residential Care Facility, General
B	Conditionally Permitted Uses*	Dining (d), Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Assembly (d), Cultural/Civic Institutions (d), Alcohol Sales (d), Child Day Care Facility/Day Care Center (d), Residential Care Facility, Large (C)
Ground Floor		
C	Permitted by Right	Retail, General Service, Health Service, Dining, Office, Medical Office, Live-Work, Residential , Lodging, Park/Plaza/Public Space, Museum, Library, or Gallery, Residential Care Facility, General.
D	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Civic/Cultural Institutions (d), Child Care Facility/Day Care Center (d), Assembly (d), Residential Care Facility, Large (C) Alcohol Sales (d), Temporary Uses(service or educational in nature)(d)
*** Notes:** 1. (d) Use requires Director's Permit, (C) Use requires Conditional Use Permit 2. Master's director's permit DP19-0021 establishes operational and design criteria for dining/entertainment uses, outdoor dining, and alcohol sales for portions of North City east of Twin Oaks Valley Road.		
Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions).		

Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.

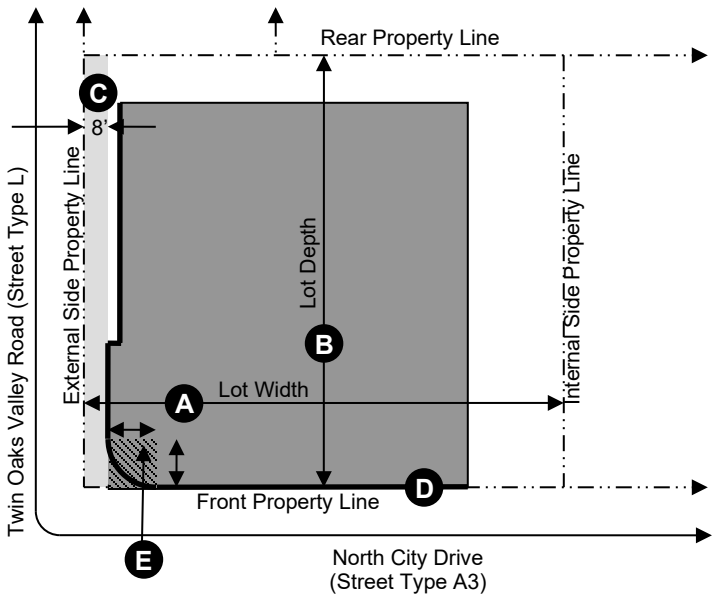

A
B
Upper Floor
A
B
Upper Floor
A
B
Upper Floor
A
B
Upper Floor
Ground floor
C
D

Development Standards for Commercial Building

Description

Commercial Building: a one to three-story commercial building that may contain one or more anchor retail stores and/or smaller storefronts.

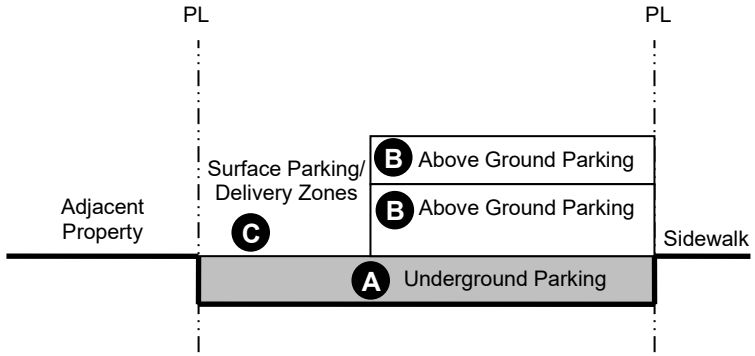
Commercial Building: Lot Size and Building Placement		
Block Subdivisions and Lot Size		
A	Lot Width	50′ minimum
B	Lot Depth	50′ minimum
Building Setbacks from Property Lines (PL)		
	All Property Lines	A setback is not required.
C	Exception A	For the majority of the façade, an 8′ setback is required from property lines along Street Type L. Exceptions to this minimum setback are permitted for limited portions of the building in order to create architectural interest.
Build-to-Line (BTL)		
D	Build-to-Line	Building facades shall be placed along front and external side property lines or required setback (per exception above).
E	Exception A	At block corners, the front facade may deviate from the BTL to address block shape or create architectural variation
	Exception B	The BTL may be set back to allow for breezeways, outdoor lobbies, forecourts, and retail entries to prevent doorways from encroaching into the public right-of-way.
	Frontage Buildout	At least 75% of the site's total street frontage along Street Types L (as measured by the total length of front and external side property lines) shall be occupied by one or more building facades, forecourts, plazas, and/or similar features that encourage pedestrian activity. Facades along Street Type A-3 shall have 100% frontage build-out, but may be reduced to allow for driveways.



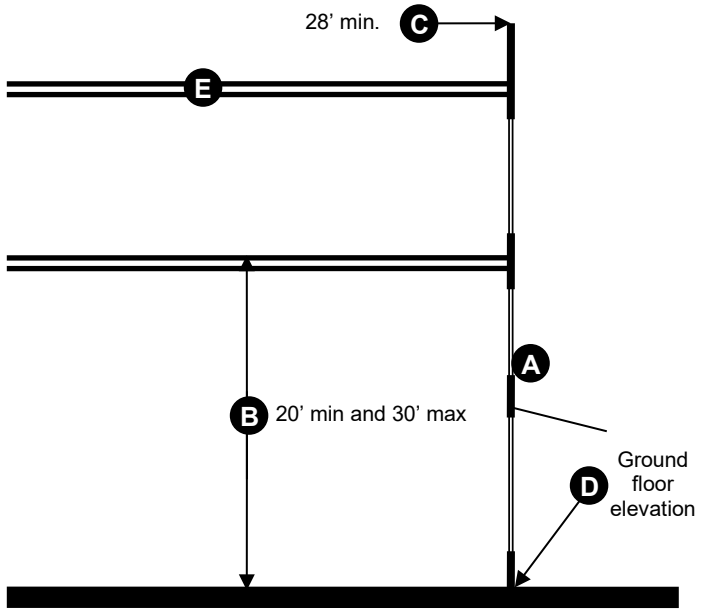
Building Setback — Building Facade

Example Building Footprint

Commercial Building: Vehicle Access and Parking		
	Combinations of parking options are allowed, including above grade structures, underground structures, and surface parking lots.	
Parking Locations		
A	Underground Parking Levels	Underground parking levels are allowed on the entire site.
B	Above Ground Parking Levels	Above ground parking levels are allowed if they are screened from public view by locating them behind buildings. If this cannot be achieved, above ground parking levels are allowed if they are screened from public view by landscaping and architectural treatments.
C	Surface Parking and Delivery Zones	Surface parking lots and delivery zones are allowed if they are screened from public view by locating them behind buildings. If this cannot be achieved, surface parking lots and delivery zones are allowed if they are screened from public view by landscaping and/or architectural treatments.
Driveways		
	Allowed Locations	Driveways may connect to all street types, subject to approval by the City Engineer. Driveways shall be designed to take pedestrian safety into account. Where feasible, sidewalks should continue across the driveway at the same elevation or level and the driveway apron should not go through the sidewalk. Wing-type driveways are encouraged. Shared driveways that provide access to multiple properties on the block are also encouraged.



Commercial Building: Building Height and Mass		
Number of Floors (excluding parking levels)		
A	Minimum	1 (if developed with 1-story, the facade shall be designed with windows and other features that reflect the character of a multi-story building.)
	Maximum	3
Floor-to-Floor Heights (excluding parking levels)		
B	Ground Floor	20' minimum to 30' maximum*
C	Overall Height along	The overall height of the building shall be at least 28'.
Ground Floor		
D	Elevation	The elevation of the ground floor shall be located near the elevation of the adjacent sidewalk so that external steps and/or ramps are not required to enter the building from the sidewalk.
Stepbacks		
	Allowed	Upper floor stepbacks are allowed.
Roofs		
E	Roof Forms and Slope	A variety of roof forms are allowed to create diversity and interest.



* Ground floor heights may be increased or reduced in portions of the building where site conditions, such topographic changes, preclude a consistent ground floor height, or for certain uses that may require additional or reduced height, subject to approval of the Planning Director.

Commercial Building: Frontages
All facades that are adjacent to a street shall be designed with a specific building frontage. As indicated below, the types of frontages that are allowed vary based on the adjacent street type and the adjacent public space.
Facades along Street Type L shall be designed with one or more of the following building frontage frontages:
Storefronts
Arcade/Gallery
Facades along Street Type A-3 shall be designed with one or more of the following building frontages:
Storefront, Arcade/Gallery
Standards for the above frontages are provided in Section VI.7 (Frontage and Projection Standards).

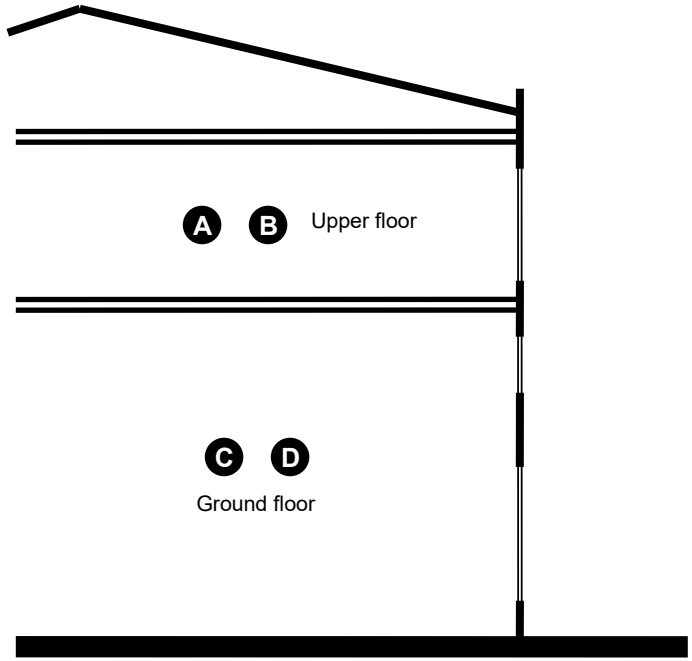
Commercial Building A: Parking Requirements	
Non-Residential Uses	
Minimum Requirement	2 spaces per 1,000 square feet of leasable space
Bicycle Parking	
Short Term (Standard bike racks)	Short term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces. Up to 5% of the short term bicycle parking requirement may be satisfied by additional long term bicycle parking.
Long Term (Bike racks located within a secured room and/or bike lockers)	Long term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces.
Allowed Locations	
Parking for all uses may be provided on-site, on-street adjacent to the site, or within an off-site shared and/or public parking facility. Bicycle parking may be located within parking structures provided there is signage to direct bicyclists to it.	
Transportation Demand Management (TDM)	
Refer to Chapter V – Transportation | Circulation for more information on parking requirements related to TDM measures	

Commercial Building: Building Uses		
Upper Floor		
A	Permitted by Right	Specialty Retail, Retail, General Service, Health Service, Office, Medical Office, Dining, Public Space/Plaza, Museum, Library, or Gallery
B	Conditionally Permitted Uses	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Alcohol Sales (d), Child Care Facility/Day Care Center (d)
Ground Floor		
C	Permitted by Right	Specialty Retail, Retail, General Service, Health Service, Office, Medical Office, Dining, Park/Plaza/Public Space, Museum, Library, or Gallery
D	Conditionally Permitted Uses*	Outdoor Dining (d), Entertainment (C), Recreation (d), Dining/Entertainment (d), Alcohol Sales (d), Child Care Facility/Day Care Center (d)

*** Notes:**

1. (d) Use requires Director's Permit
   (C) Use requires Conditional Use Permit
2. Master's director's permit DP19-0021 establishes operational and design criteria for dining/entertainment uses, outdoor dining, and alcohol sales for portions of North City east of Twin Oaks Valley Road.

Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.

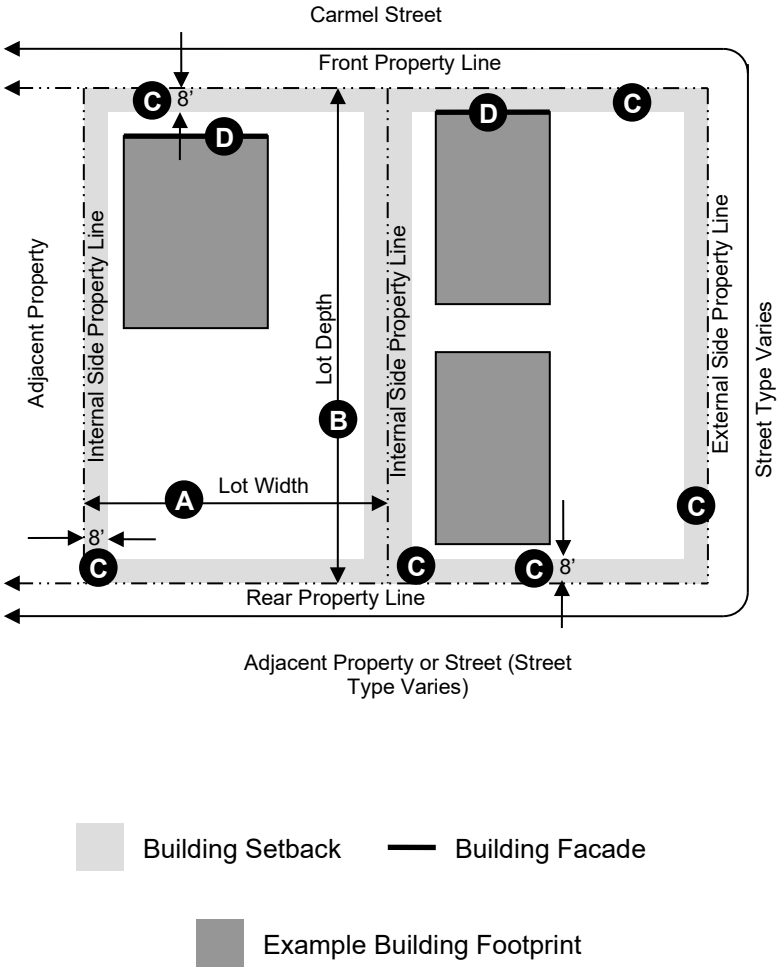


Development Standards for Freeway Commercial Building A

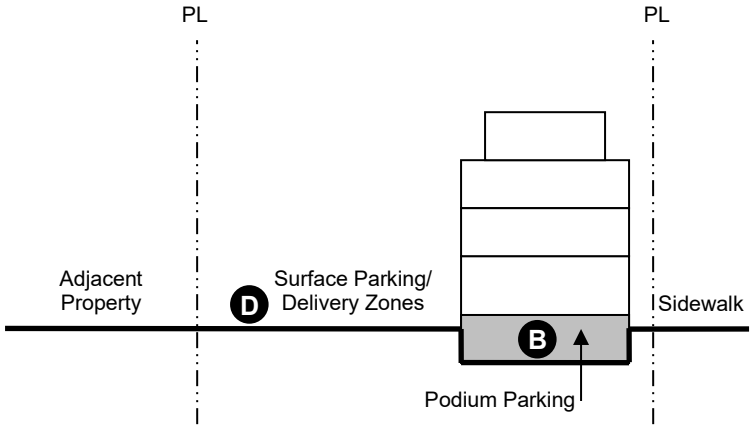
Description

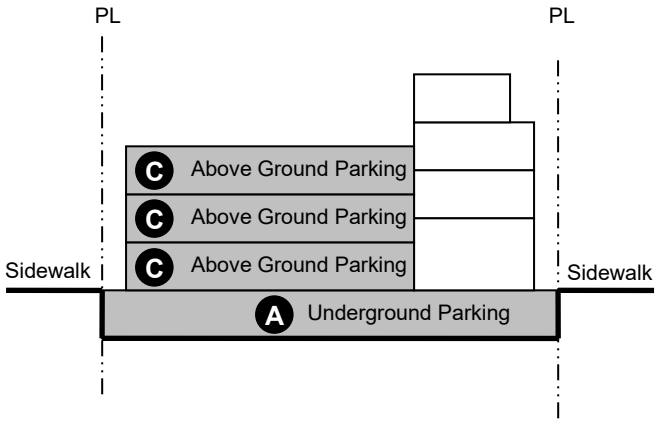
Freeway Commercial Building A: a multi-story building that is located near Highway 78 along Carmel Street. The building contains commercial and/or office space. Surface parking lots may be located to the rear or sides of the building.

Freeway Commercial Building A: Lot Size and Building Placement		
Block Subdivisions and Lot Size		
	The entire development site may be developed as one project or subdivided into smaller properties.	
A	Lot Width	46′ minimum
B	Lot Depth	60′ minimum
Building Setbacks from Property Lines (PL)		
C	All Property Lines	An 8′ setback is required from all property lines.
Build-to-Line (BTL)		
D	Build-to-Line	A facade shall be built within 8′ to 16′ of the front property line except to address block shape or to create architectural variation.
	Exception A	The BTL may be set back to allow for breezeways, outdoor lobbies, or forecourts.
	Frontage Requirement	At least 25% site's total street frontage along Carmel Street (as measured by the total length of the front property line) shall be occupied by one or more building facades, forecourts, plazas, and/or similar features that encourage pedestrian activity. Frontage build out requirements may be reduced to allow for driveways.



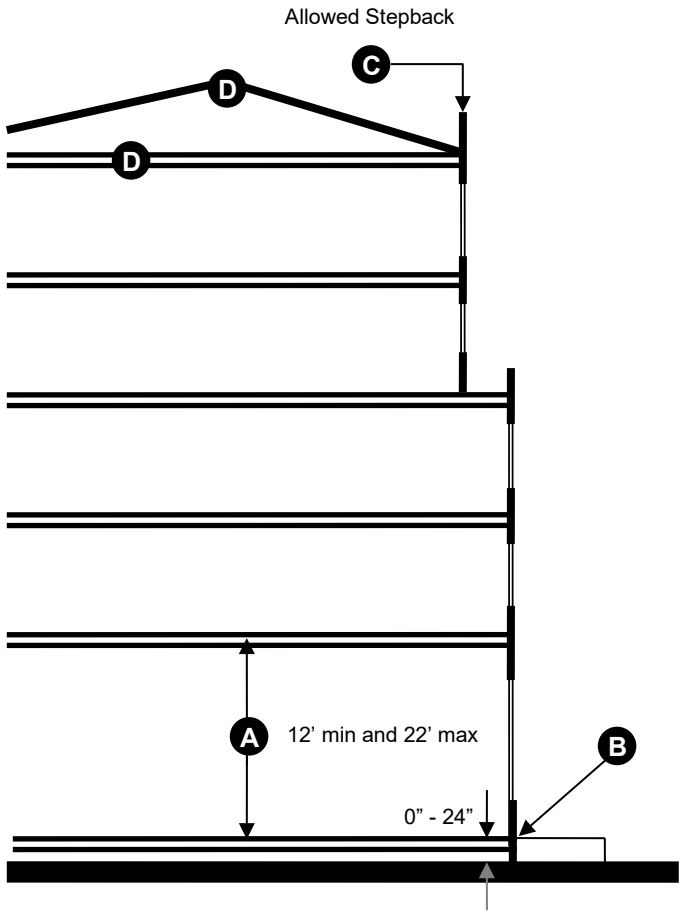
Freeway Commercial Building A: Vehicle Access and Parking		
Parking Options		
	Combinations of parking options are allowed, including underground and above ground parking structures and surface parking lots.	
A	Underground Parking Levels	Underground parking structures are allowed on the entire site.
B	Podium parking levels	Podium parking levels are allowed on the entire site, excluding setbacks, if screened from public view by being located behind buildings. If this cannot be achieved, podium parking levels are allowed if screened from public view by enhanced architectural treatments and landscaping.
C	Above Ground Parking Levels	Above ground parking levels are allowed.
D	Surface Parking Lots and Delivery Zones	Surface parking lots and delivery zones are allowed if they are screened from public view by being located to the rear of the buildings. If this cannot be achieved, surface parking lots and delivery zones are allowed if screened from public view by landscaping and/or architectural treatments. Parking is prohibited between the front façade of the building and the sidewalk. Surface parking can occur where parking structures are allowed.
Driveways		
	Allowed and Prohibited Locations	Driveways may connect to all adjacent street types. Shared driveways that provide access to adjacent properties are encouraged.





Freeway Commercial Building A: Building Height and Mass		
Number of Floors (excluding parking levels)		
	Minimum	See Figure VI.C
	Maximum	See Figure VI.C
Floor-to-Floor Heights (excluding parking levels)		
A	Ground Floor	12' minimum and 22' maximum*
Ground Floor		
B	Elevation	The elevation of the ground floor shall be located 0" to 24" above the elevation of the adjacent sidewalk. If needed, exterior stairs or ramps are allowed to connect the sidewalk to the entrance.
Stepbacks		
C	Allowed and Prohibited	Stepbacks are allowed on all upper floors, but are not required.
Roofs		
D	Roof Forms and Slope	A variety of roof forms are allowed to create diversity and interest.

* Ground floor heights may be increased or reduced in portions of the building where site conditions, such topographic changes, preclude a consistent ground floor height, or for certain uses that may require additional or reduced height, subject to approval of the Planning Director.



Freeway Commercial Building A: Frontages
All facades that are adjacent to a street shall be designed with a specific building frontage. As indicated below, the types of frontages that are allowed vary based on the adjacent street type and the adjacent public space.
Facades along all streets (excluding Carmel Street) shall be designed with one or more of the following building frontages:
Storefronts
Office Fronts
Facades along Carmel Street shall be designed with one or more of the following building frontages:
Storefronts
Office Fronts
Parking Structure Frontages

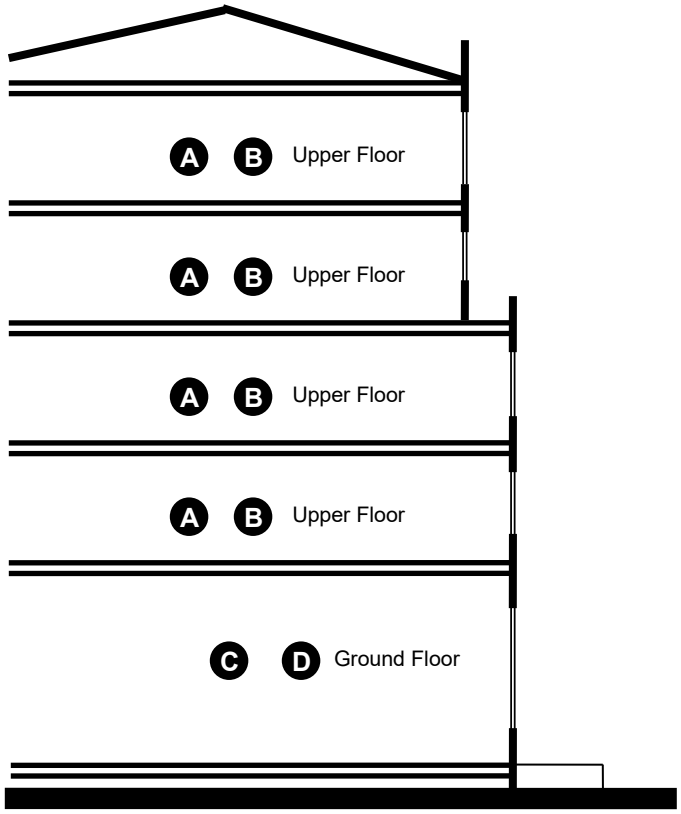
Freeway Commercial Building A: Parking Requirements	
Non-Residential Uses	
Minimum Requirement	2 spaces per 1,000 square feet of leasable space
Bicycle Parking	
Short Term (Standard bike racks)	Short term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces. Up to 5% of the short term bicycle parking requirement may be satisfied by additional long term bicycle parking.
Long Term (Bike racks located within a secured room and/or bike lockers)	Long term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces.
Allowed Locations	
Parking for all uses may be provided on-site, on-street adjacent to the site, or within an off-site shared and/or public parking facility. Bicycle parking may be located within parking structures provided there is signage to direct bicyclists to it.	
Transportation Demand Management (TDM)	
Refer to Chapter V – Transportation | Circulation for more information on parking requirements related to TDM measures	

Freeway Commercial Building A: Building Uses		
Upper Floors		
A	Permitted by Right	Office, Medical Office, Health Service, Lodging
B	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Cultural/Civic Institutions (d), Alcohol Sales (d), Assembly (d)
Ground Floor		
C	Permitted by Right	Retail, General Service, Health Service, Dining, Office, Medical Office, Lodging
D	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Cultural/Civic Institutions (d), Assembly (d), Alcohol Sales (d)

*** Notes:**

1. (d) Use requires Director's Permit
   (C) Use requires Conditional Use Permit
2. Master's director's permit DP19-0021 establishes operational and design criteria for dining/entertainment uses, outdoor dining, and alcohol sales for portions of North City east of Twin Oaks Valley Road.

Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.

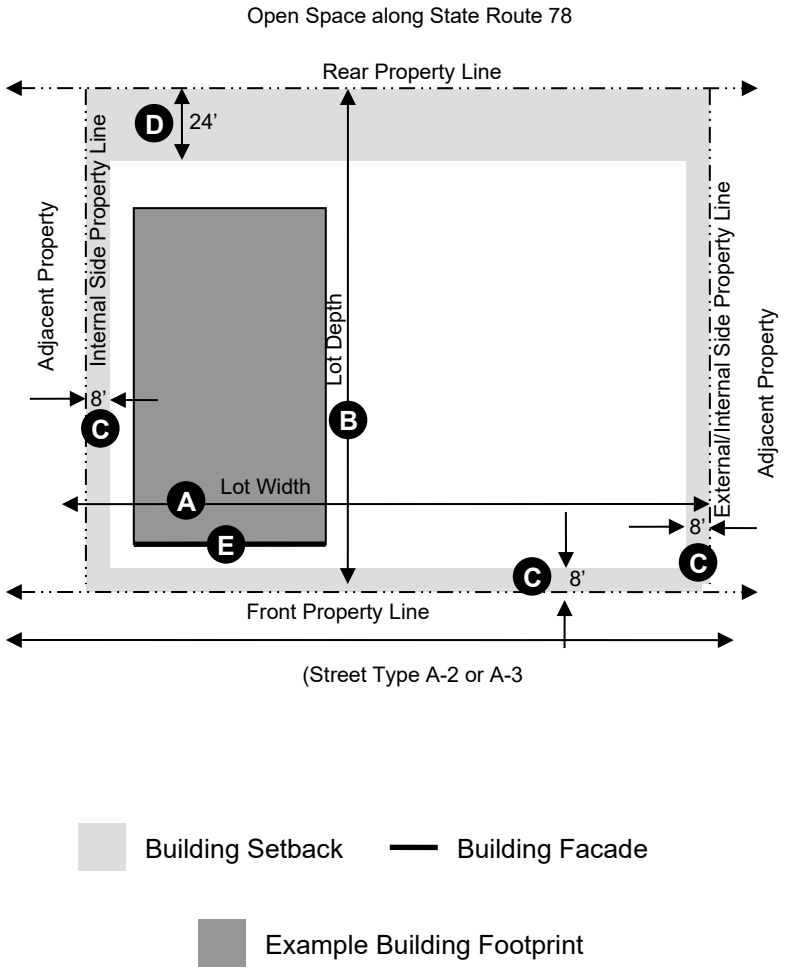


Development Standards for Freeway Commercial Building B

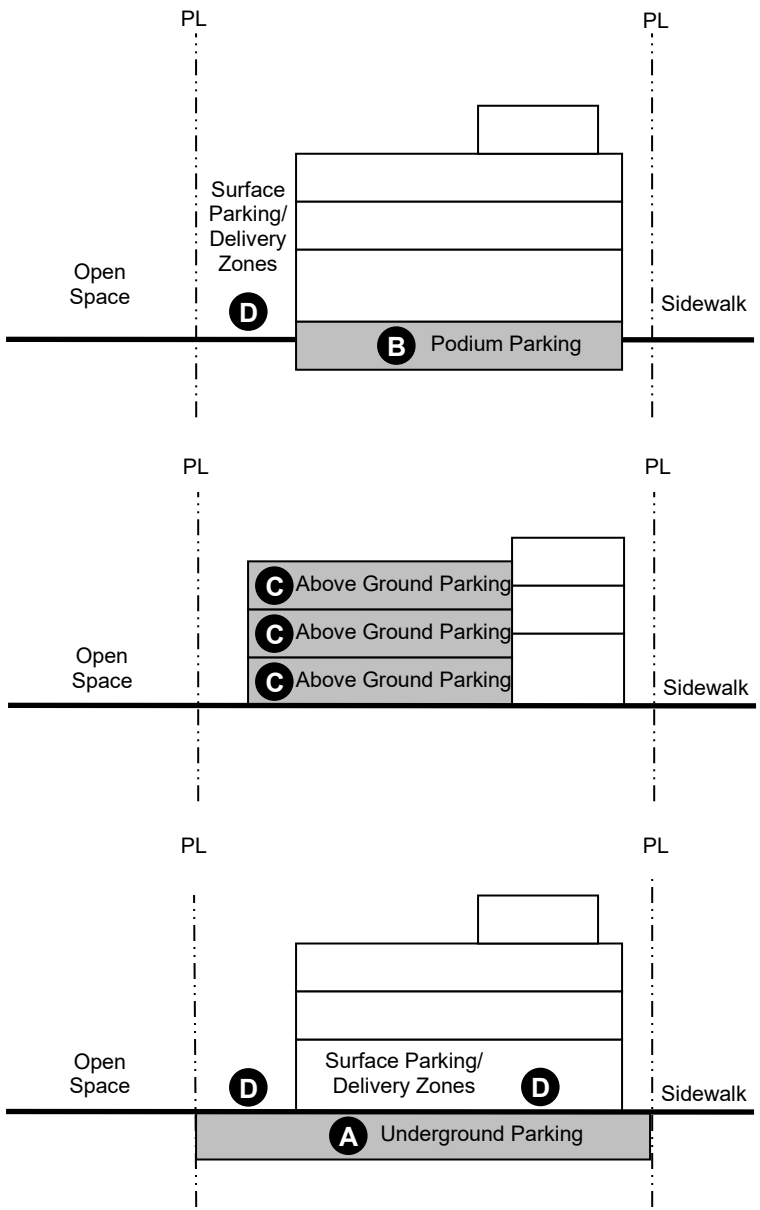
Description

Freeway Commercial Building B: a multi-story building that is located adjacent to the open space area along State Route 78 west of Twin Oaks Valley Road. The building contains commercial and/or office space. Surface parking lots may be located to the rear or sides of the building.

Freeway Commercial Building B: Lot Size and Building Placement		
Block Subdivisions and Lot Size		
	The entire development site may be developed as one project or subdivided into smaller properties.	
A	Lot Width	100′ minimum
B	Lot Depth	200′ minimum
Building Setbacks from Property Lines (PL)		
C	Front and Side PL	An 8′ setback is required from front and side (internal and external) property lines.
D	Rear PL	A 24′ setback is required from rear property lines.
Build-to-Line (BTL)		
E	Build-to-Line	A facade shall be built within 8′ to 16′ of the front property line except to address block shape or to create architectural variation.
	Exception	The BTL may be set back to allow for breezeways, outdoor lobbies, forecourts, and similar elements.
	Frontage Buildout	At least 40% site's total street frontage along Street Type A-2 or A-3 (as measured by the total length of front property lines) shall be occupied by one or more building facades. Forecourts, plazas, and/or similar features that create interest along the building façade shall be counted towards the street frontage requirement. The frontage build out requirement may be reduced to allow for driveways.

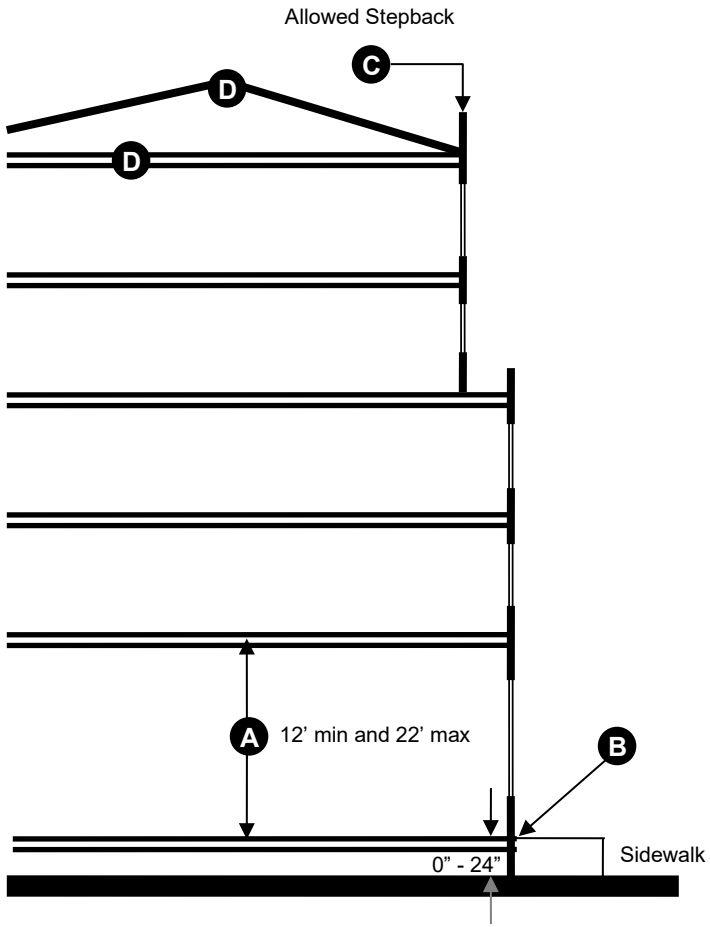


Freeway Commercial Building B: Vehicle Access and Parking		
Parking Options		
	Combinations of parking options are allowed, including above grade structures, underground structures, and surface parking lots.	
A	Underground Parking Levels	Underground parking levels are allowed on the entire site.
B	Podium Parking Levels	Podium parking levels are allowed are beneath the building footprint.
C	Above Ground Parking Levels	Above ground parking levels are allowed if they are screened from public view from Street Type A-2 or A-3 by locating them to the rear of buildings. If this cannot be achieved, above ground parking levels are allowed where screened from public view by landscaping and architectural treatments. Parking structure frontages may be visible from State Route 78.
D	Surface Parking Lots and Delivery Zones	Surface parking lots and delivery zones are allowed if they are screened from public view by landscaping and/or architectural treatments. Surface parking lots and delivery zones are prohibited between the building and Street Type A-2 or A-3. Surface parking can occur where parking structures are allowed.
Driveways		
	Allowed and Prohibited Locations	Driveway connections to Street Type L are prohibited. Driveways may connect to Street Type A-2 or A-3. Shared driveways that provide access to adjacent properties are encouraged.



Freeway Commercial Building B: Building Height and Mass		
Number of Floors		
	Minimum	See Figure VI.C
	Maximum	See Figure VI.C
Floor-to-Floor Heights		
A	Ground Floor	12' minimum 22' maximum*
Ground Floor		
B	Elevation	The elevation of the ground floor shall be located 0" to 24" above the elevation of the adjacent sidewalk. Exterior or interior stairs or ramps are allowed to connect the sidewalk to the entrance.
Stepbacks		
C	Allowed and Prohibited	Stepbacks are allowed on all upper floors, but are not required.
Roofs		
D	Roof Forms and Slope	A variety of roof forms are allowed to create diversity and interest.

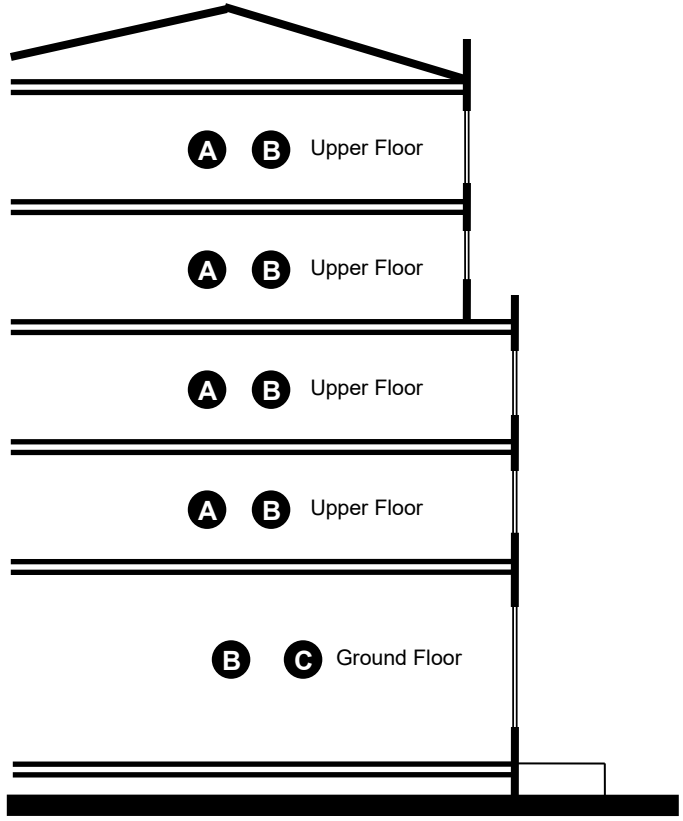
* Ground floor heights may be increased or reduced in portions of the building where site conditions, such topographic changes, preclude a consistent ground floor height, or for certain uses that may require additional or reduced height, subject to approval of the Planning Director.



Freeway Commercial Building B: Frontages
All facades that are adjacent to a street or public space shall be designed with a specific building frontage. As indicated below, the types of frontages that are allowed vary based on the adjacent street type and the adjacent public space.
All building facades shall be designed with one or more of the following building frontages:
Office Fronts
Storefronts
Standards for the above frontages are provided in Section VI.7 (Frontage and Projection Standards).

Freeway Commercial Building B: Parking Requirements	
Non-Residential Uses	
Minimum Requirement	2 spaces per 1,000 square feet of leasable space
Bicycle Parking	
Short Term (Standard bike racks)	Short term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces. Up to 5% of the short term bicycle parking requirement may be satisfied by additional long term bicycle parking.
Long Term (Bike racks located within a secured room and/or bike lockers)	Long term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces.
Allowed Locations	
Parking for all uses may be provided on-site, on-street adjacent to the site, or within an off-site shared and/or public parking facility. Bicycle parking may be located within parking structures provided there is signage to direct bicyclists to it.	
Transportation Demand Management (TDM)	
Refer to Chapter V – Transportation | Circulation for more information on parking requirements related to TDM measures	

Freeway Commercial Building B: Building Uses		
Upper Floors		
A	Permitted by Right	Office, Medical Office, General Service, Health Service, Lodging
B	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Cultural/Civic Institutions (d), Alcohol Sales (d), Assembly (d)
Ground Floor		
C	Permitted by Right	Retail, General Service, Health Service, Dining, Office, Medical Office, Lodging
D	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Cultural/Civic Institutions (d), Assembly (d), Alcohol Sales (d)
*** Notes:** (d) Use requires Director's Permit (C) Use requires Conditional Use Permit		
Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.		

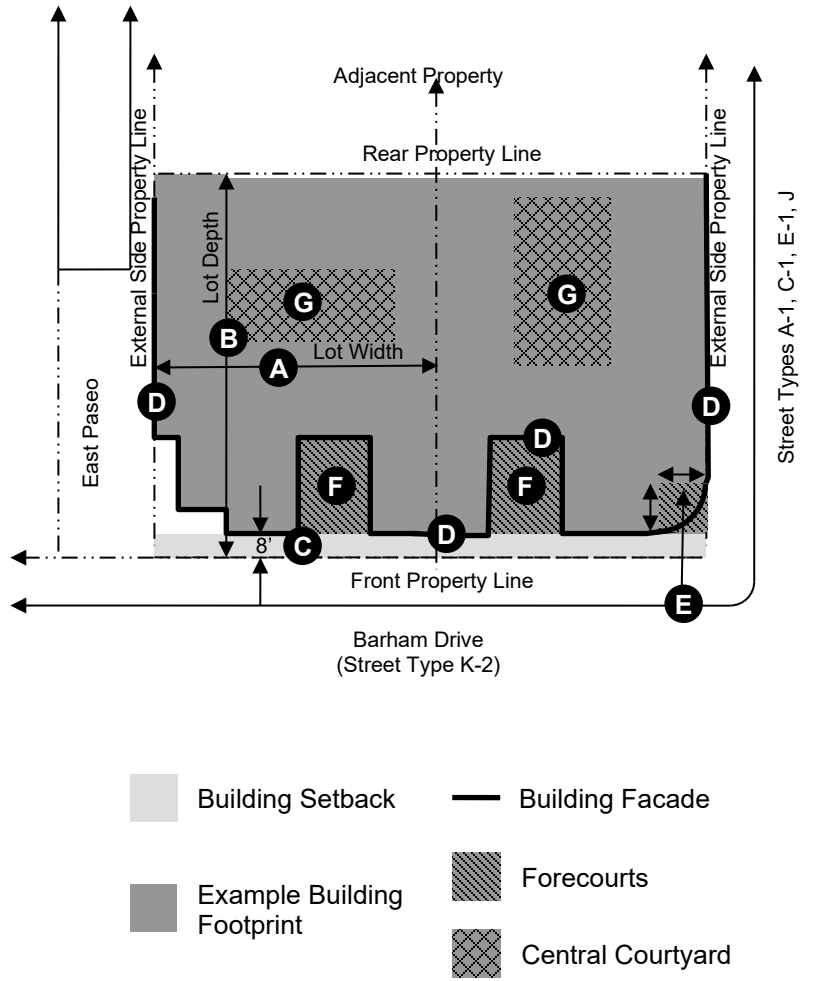


Development Standards for University Flats

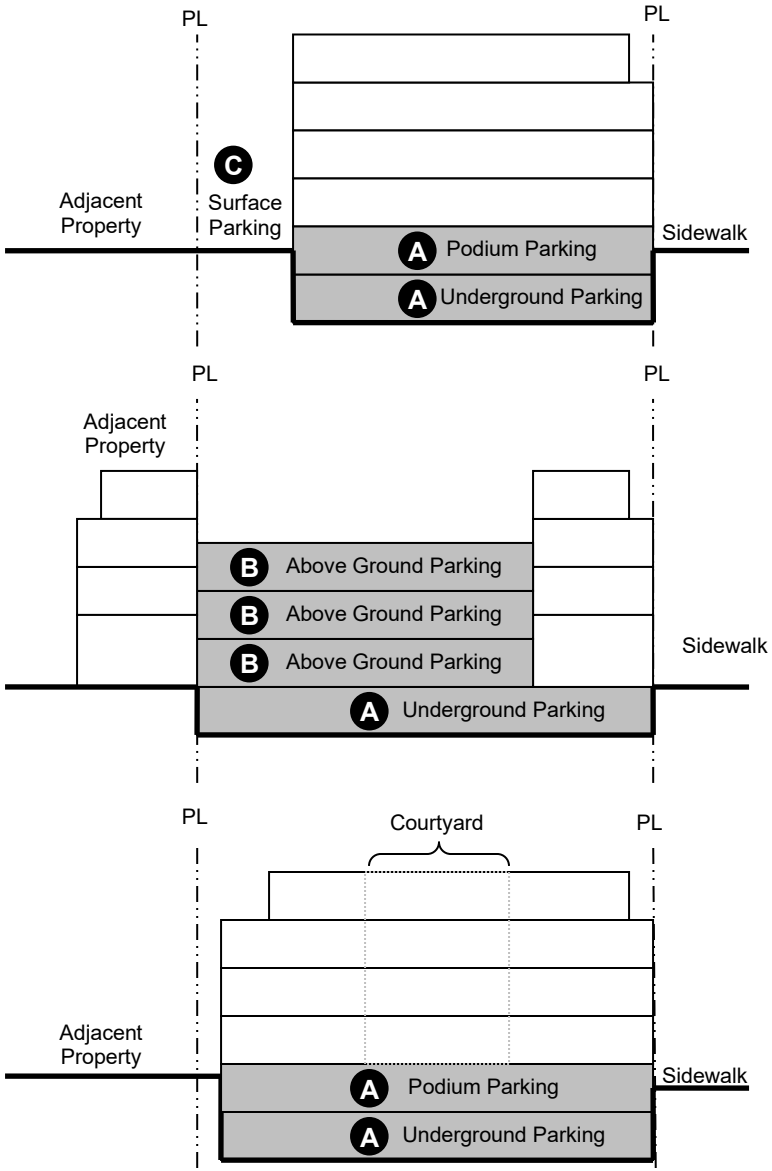
Description

University Flats: Residential units within a multi-story building that includes forecourts and a central courtyard. The residential units may be apartments, condominiums, or student housing. Retail, live-work, or office space may be provided on the ground floor of the building.

University Flats: Lot Size and Building Placement		
Block Subdivisions and Lot Size		
The entire development site may be developed as one project or subdivided into smaller properties.		
A	Lot Width	50′ minimum
B	Lot Depth	100′ minimum
Building Setbacks from Property Lines (PL)		
C	Front PL	An 8′ setback is required from front property lines along Street Type K-2.
	Side and Rear PL	A setback is not required.
Build-to-Line (BTL)		
D	Build-to-Line	Building facades shall be placed within 8′ to 16′ of front property lines and 0′ to 16′ of external side property lines except to address block shape or to create architectural variation.
E	Exception A	At block and paseo corners, the front façade may deviate from the BTL to create architecturally unique corner conditions.
F	Exception B	The front facade may deviate from the BTL to create forecourts, breezeways, or outdoor lobbies.
	Exception C	Along Street Type C-1, the facade shall be built along the property line at a 0′ setback.
	Frontage Buildout	At least 60% of the site's total street and public space frontage (as measured by the total length of front and external side property lines) shall be occupied by one of more building facades. Forecourts, plazas, and/or similar features that create interest along the building façade shall be counted towards the street frontage requirement.
G	Forecourts and Courtyards	Common open space may be provided in the form of forecourts and central courtyards. The total amount of common open space shall equal at least 15% of the site area.

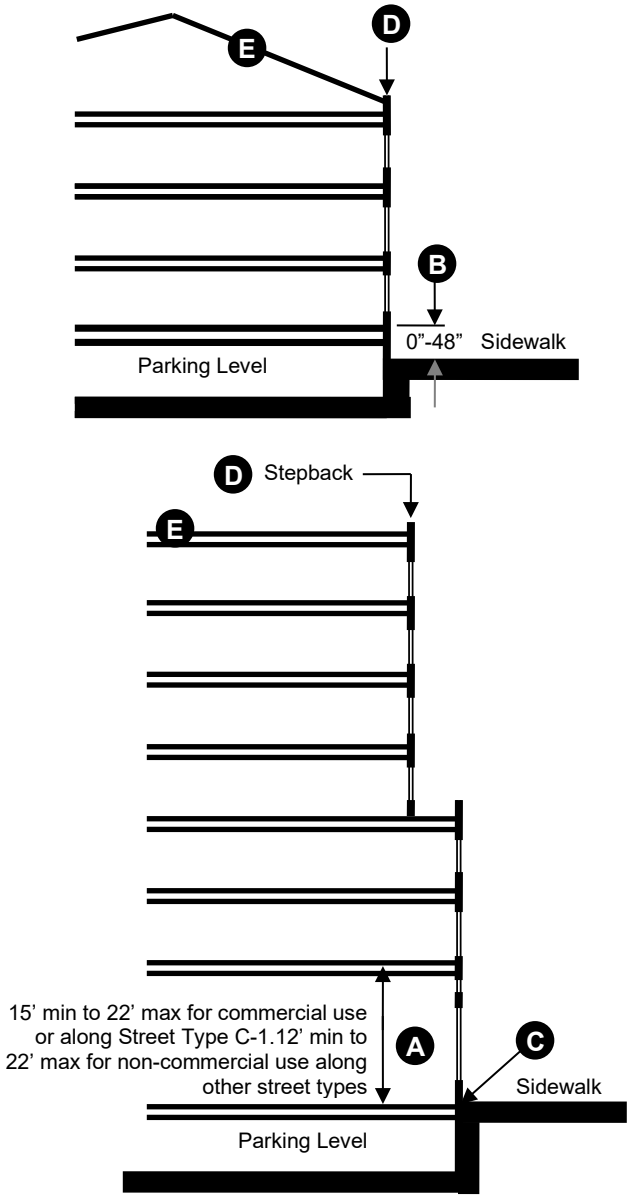


University Flats: Vehicle Access and Parking		
Parking Options		
	Combinations of parking options are allowed, including underground and podium parking structures and surface parking lots.	
A	Underground Parking Levels	Underground parking levels are allowed on the entire site.
A	Podium Parking Levels	Podium parking levels are allowed beneath the building and courtyard.
B	Above Ground Parking Levels	Above ground parking levels are allowed if they are screened from public view by locating them to the rear of buildings. If this cannot be achieved, above ground parking levels are allowed where screened from public view by landscaping and architectural treatments.
C	Surface Parking	Surface parking lots are allowed if they are screened from public view by locating them to the rear of the buildings. If this cannot be achieved, surface parking lots are allowed if they are screened from public view by landscaping and/or architectural treatments. Surface parking can occur where parking structures are allowed.
Driveways		
	Allowed and Prohibited Locations	Driveways may connect to all street types subject to approval by the City Engineer. Shared driveways that provide access to multiple properties on the block are encouraged.



University Flats: Building Heights and Mass			
Number of Floors			
	Minimum		See Figure VI.C
	Maximum		See Figure VI.C
Floor-to-Floor Heights (excluding parking levels)			
A	Ground Floor		15' minimum and 22' maximum for commercial use or if along Street Type C-1. For non-commercial uses, the floor-to-floor height of the ground floor shall be 12' minimum and 22' maximum.
Ground Floor			
B	Elevation		The elevation of the ground floor where residential uses are located shall be within 0" to 48" above the average grade of the adjacent sidewalk or paseo.
C		Exception A	If the building is designed with commercial space or live-work units on the ground floor, the elevation of the ground floor shall be located near the elevation of the sidewalk so that external steps and/or ramps are not required to enter the building from the sidewalk.
Stepbacks			
D	Allowed		Stepbacks are allowed on all upper floors, but are not required.
Roofs			
E	Roof Forms and Slope		A variety of roof forms are allowed to create diversity and interest.

* Ground floor heights may be increased or reduced in portions of the building where site conditions, such topographic changes, preclude a consistent ground floor height, or for certain uses that may require additional or reduced height, subject to approval of the Planning Director.



University Flats: Frontages
All facades that are adjacent to a street or public space shall be designed with a specific building frontage. As indicated below, the types of frontages that are allowed vary based on the adjacent street type and the adjacent public space.
Facades along Street Type C-1 shall be designed with the following building frontage:
Storefronts
Facades along Street Type K-1 shall be designed with one or more of the following building frontage:
Residential Frontage
Stoop Frontage
Live-Work Fronts
Office Fronts
Facades along the East Paseos and Street Types A-1, E-1, and J shall be designed with one or more of the following building frontages:
Residential Frontage
Stoop Frontage
Storefronts
Live-Work Fronts
Office Fronts
Standards for the above frontages are provided in Section VI.7 (Frontages and Projections).

University Flats: Parking Requirements	
Residential Units and	
Minimum Requirement	1 space per unit
Live Work Units	
Minimum Requirement	1 space per unit if the unit is less than 2,000 square feet 2 spaces per unit if the unit is greater than or equal to 2,000 square feet
Student Housing	
Minimum Requirement	Parking for students is not required within the University District. Students living within student housing may park their cars at the University.
Non-Residential Uses	
Minimum Requirement	2 spaces per 1,000 square feet of leasable space
Bicycle Parking	
Short Term (Standard bike racks)	Short term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces. Up to 5% of the short term bicycle parking requirement may be satisfied by additional long term bicycle parking.
Long Term (Bike racks located within a secured room and/or bike lockers)	Long term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces.
Allowed Locations	
Parking for all uses may be provided on-site, on-street adjacent to the site, or within an off-site shared and/or public parking facility. Bicycle parking may be located within parking structures provided there is signage to direct bicyclists to it.	

Transportation Demand Management (TDM)

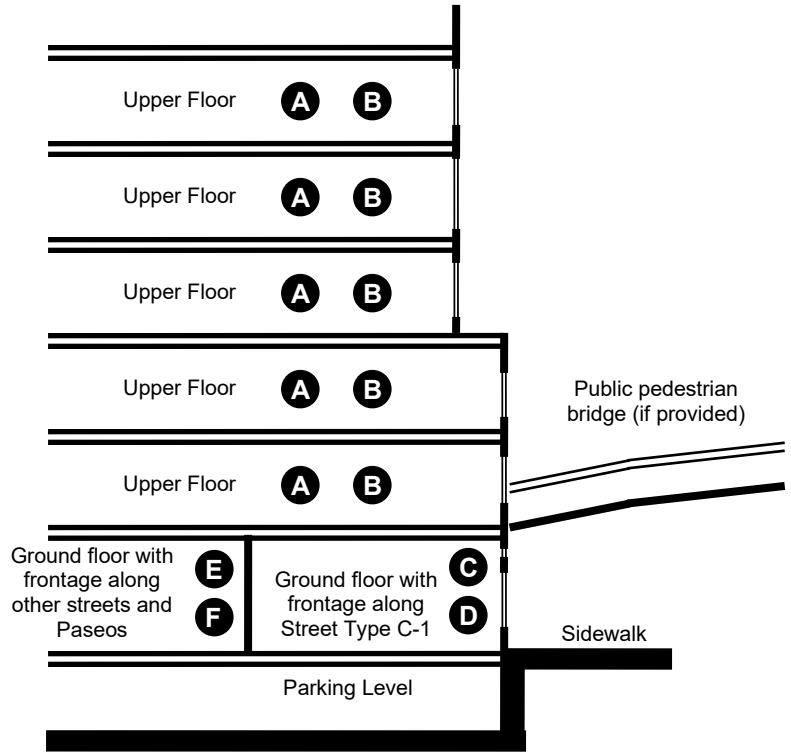
Refer to Chapter V – Transportation | Circulation for more information on parking requirements related to TDM measures.

University Flats: Building Uses		
Upper Floors		
A	Permitted by Right	Student Housing, Residential
	Exception	Where a public pedestrian bridge lands at an upper floor of the building, retail, general service, and dining uses would be allowed on that upper floor.
B	Conditionally Permitted Uses*	Office (d), Lodging (d), Alcohol Sales (d)
Ground Floor (with frontage along Street Type C-1, including the building corners at the intersection of Street Types C and K-2)		
C	Permitted by Right	Retail, General Service, Dining, Student Housing, Residential
D	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Lodging (d), Alcohol Sales (d)
Ground floor with frontage along other streets and paseos		
E	Permitted by Right	Retail, General Service, Dining, Office, Live-Work, Student Housing, Residential
F	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Lodging (d), Cultural/Civic Institutions (d), Alcohol Sales (d)

*** Notes:**

1. (d) Use requires Director's Permit
   (C) Use requires Conditional Use Permit
2. Master's director's permit DP19-0021 establishes operational and design criteria for dining/entertainment uses, outdoor dining, and alcohol sales for portions of North City east of Twin Oaks Valley Road.

Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.

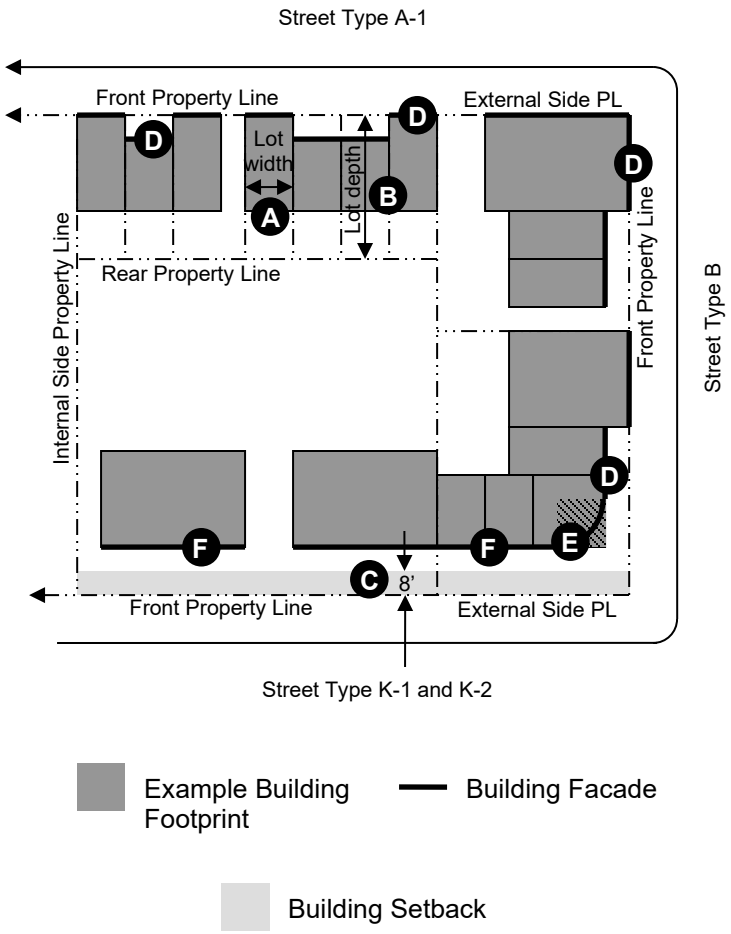


Development Standards for Office Flats

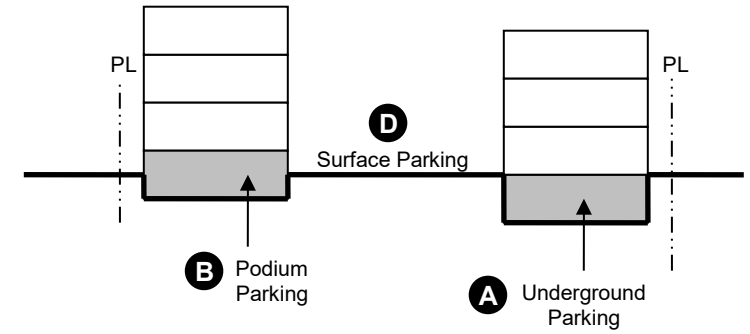
Description

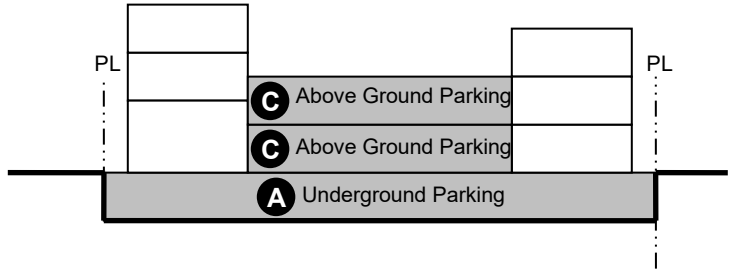
Office Flats: A series of multi-story buildings that generally contain office uses, but may also contain retail space on the ground floor of the building.

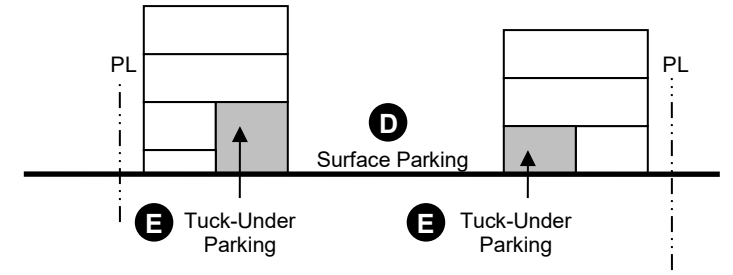
Office Flats: Lot Size and Building Placement		
Block Subdivisions and Lot Size		
The entire development site may be developed as one project or subdivided into smaller projects.		
A	Lot Width	40′ minimum
B	Lot Depth	60′ minimum
Building Setbacks from Property Lines (PL)		
	All Property Lines	A setback is not required.
C	Exception	An 8′ setback is required from Street Type K-1 and K-2.
Build-to-Line (BTL)		
D	Build-to-Line	Facades shall be built within 0′ to 8′ of the front and external side property lines.
E	Exception A	At block corners, the front facade may deviate from the BTL to create architecturally unique corner conditions
F	Exception B	Facades shall be built within 8′ to 24′ of front and external side property lines along Street Type K-1 and K-2.
	Exception C	The BTL may be set back to allow for forecourts.
	Frontage Buildout	At least 75% of the site's street frontage along Street Types B and A-1 (as measured by the total length of front and external side property lines) shall be occupied by one or more building facades.



Office Flats: Vehicle Access and Parking		
Parking Options		
	Combinations of parking options are allowed, including underground and podium parking structures and surface parking lots.	
A	Underground Parking Levels	Underground parking levels are allowed on the entire site.
B	Podium Parking Levels	Podium parking levels are allowed beneath the building footprints.
C	Above Ground Parking Levels	Above ground parking levels are allowed if they are screened from public view by locating them to the rear of all buildings on the block.
D	Surface Parking and Delivery Zones	Surface parking lots and Delivery Zones are allowed if they are located behind the buildings on the site. Surface parking lots are allowed along Grand Avenue and the West Creek Park, but are prohibited along other streets. Surface parking can occur where parking structures are allowed.
E	Tuck Under Parking	Tuck-under parking facilities are allowed if they are screened from public view by locating them to the rear of the buildings. Access to tuck-under parking is only allowed along the rear facade.
Driveways		
	Allowed and Prohibited Locations	Driveways may connect to Street Types A-1 and Grand Avenue. Driveway connections to Street Type B, K-1 and K-2 are prohibited. Shared driveways that provide access to multiple properties on the block are encouraged.

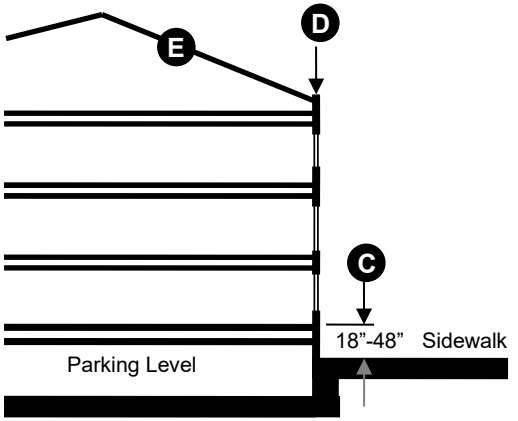


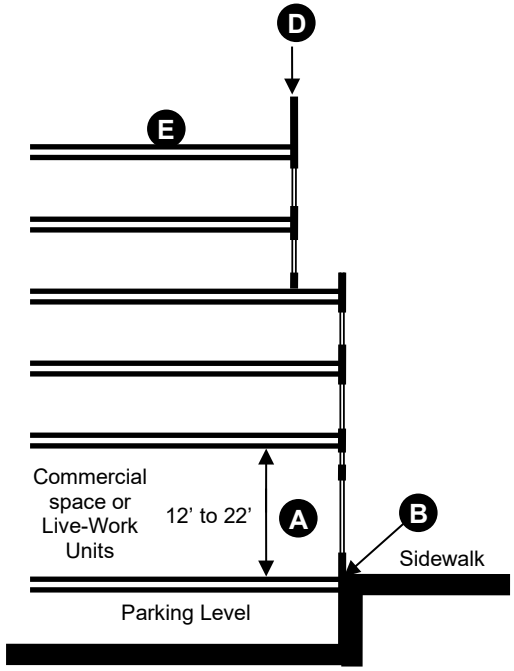




Office Flats: Building Heights and Mass		
Number of Floors		
	Minimum	See Figure VI.C
	Maximum	See Figure VI.C
Floor-to-Floor Heights (excluding parking levels)		
A	Ground Floor	If the building is designed with retail space or live-work units on the ground floor, the floor-to-floor height of the ground floor shall be 12' to 22'.*
Ground Floor		
B	Elevation	The elevation of the ground floor shall be within 0" to 48" above the grade of the adjacent sidewalk.
C	Exception	The elevation of the ground floor where residential uses are located shall be within 18" to 48" above the average grade of the adjacent sidewalk or paseo.
Stepbacks		
D	Allowed	Stepbacks are allowed on all floors, but are not required.
Roofs		
E	Roof Forms and Slope	A variety of roof forms are allowed to create diversity and interest.

* Ground floor heights may be increased or reduced in portions of the building where site conditions, such topographic changes, preclude a consistent ground floor height, or for certain uses that may require additional or reduced height, subject to approval of the Planning Director.

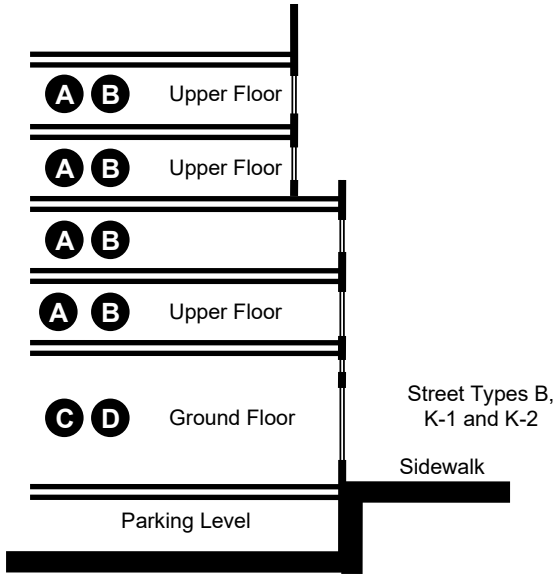


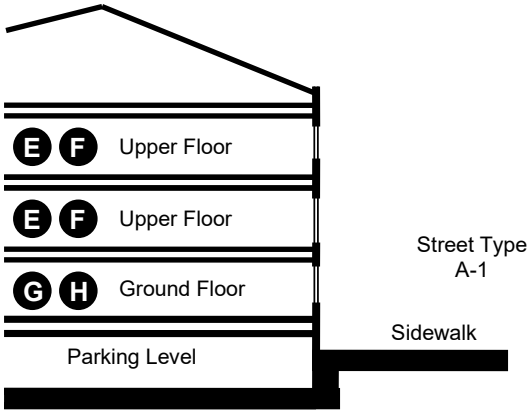


Office Flats: Frontages
All facades that are adjacent to a street or public space shall be designed with a specific building frontage. As indicated below, a variety of frontages are allowed.
Facades along street types B, K-1 and K-2 shall be designed with one or more of the following building frontage:
Storefronts
Office fronts
Live-work fronts
Facades along Street Type A-1 shall be designed with one or more of the following building frontage:
Storefronts
Live-work fronts
Stoops
Residential Fronts
Standards for the above frontages are provided in Section VI.7 (Frontages and Projections).

Office Flats: Parking Requirements	
Live Work Units	
Minimum Requirement	1 space per unit if the unit is less than 2,000 square feet 2 spaces per unit if the unit is greater than or equal to 2,000 square feet
Non-Residential Uses	
Minimum Requirement	2 spaces per 1,000 square feet of leasable space
Bicycle Parking	
Short Term (Standard bike racks)	Short term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces. Up to 5% of the short term bicycle parking requirement may be satisfied by additional long term bicycle parking.
Long Term (Bike racks located within a secured room and/or bike lockers)	Long term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces.
Allowed Locations	
Parking for all uses may be provided on-site, on-street adjacent to the site, or within an off-site shared and/or public parking facility. Bicycle parking may be located within parking structures provided there is signage to direct bicyclists to it.	
Transportation Demand Management (TDM)	
Refer to Chapter V – Transportation | Circulation for more information on parking requirements related to TDM measures	

Office Flats: Building Uses		
Upper Floors with Frontage along Street Types B, K-1 and K-2		
A	Permitted by Right	Office, Medical Office, Live Work, General Service, Health Service
B	Conditionally Permitted Uses*	Not applicable
Ground Floor with frontage along Street Types B, K-1 and K-2		
C	Permitted by Right	Retail, General Service, Health Service Dining, Office, Medical Office, Live-Work
D	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Lodging (d), Cultural/Civic Institutions (d), Alcohol Sales (d)
Upper Floors with Frontage along Street Type A-1		
E	Permitted by Right	Residential, Office, Medical Office, Live Work, General Service, Health Service
F	Conditionally Permitted Uses*	Lodging (d), Cultural/Civic Institutions (d)
Ground Floor with frontage along Street Type A-1		
G	Permitted by Right	Residential, Retail, General Service, Health Service, Dining, Office, Medical Office, Live-Work
H	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment (C), Recreation (d), Lodging (d), Cultural/Civic Institutions (d), Alcohol Sales (d)
*** Notes:** (d) Use requires Director's Permit (C) Use requires Conditional Use Permit		
Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.		





Development Standards for Townhomes/Flats

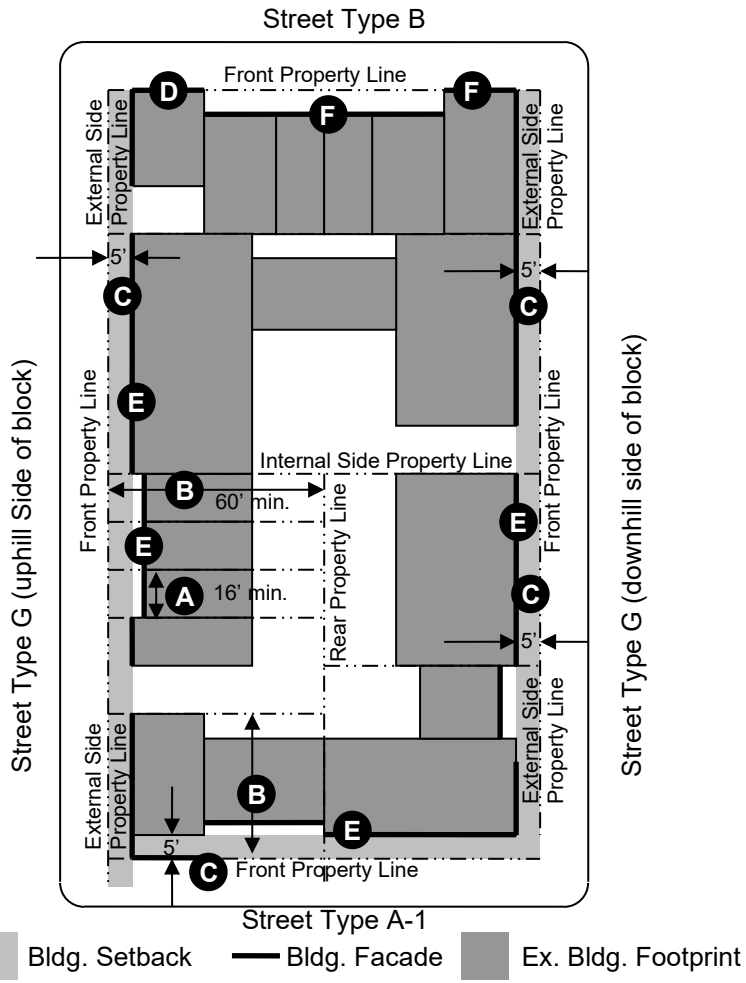
Description:

Townhomes are multi-story residential units that are placed side-by-side and share side property lines with adjacent units.

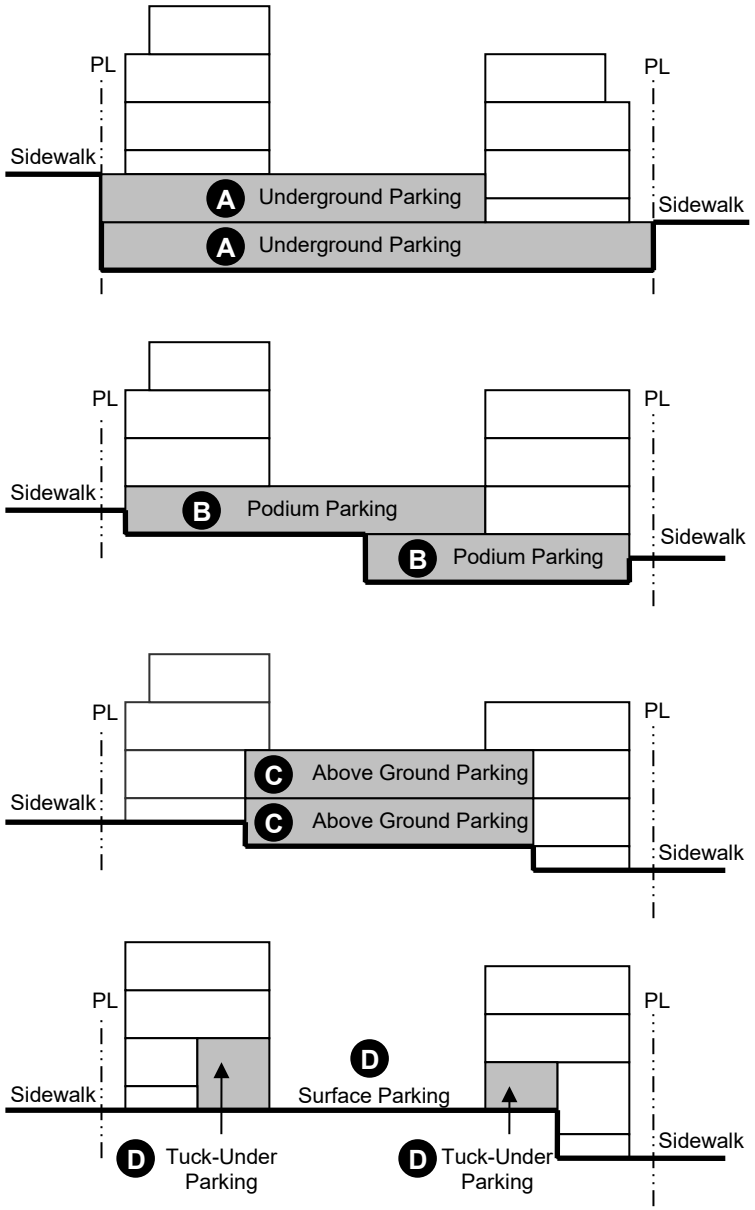
Flats are residential units that are stacked vertically to create a multi-story building. Both townhomes and flats may be combined within one development. Building heights for townhouses and flats generally range from two to five stories.

Along Street Type B (Residential Avenue), the ground floor of flats may contain commercial space and/or live-work units.

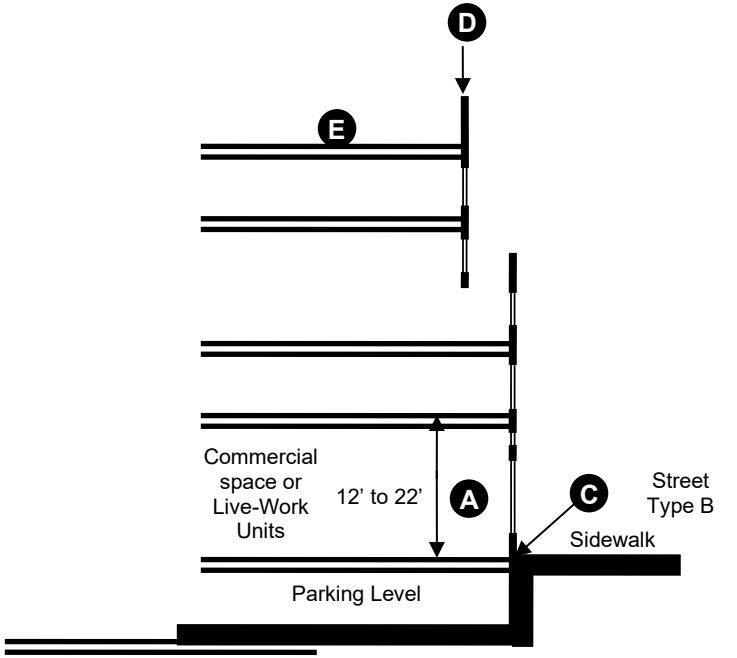
Townhomes/Flats: Lot Size and Building Placement		
Block Subdivisions and Lot Size		
	The entire block may be developed as one project or subdivided into smaller properties. If subdivided, a shared driveway system is required to provide access to the parking facilities of each property on the block. The shared driveway system shall be designed to achieve the applicable Vehicle Access and Parking standards on the following page.	
A	Lot Width	16' minimum
B	Lot Depth	60' minimum
Building Setbacks from Property Lines (PL)		
C	Front and External Side PL	5'
D	Exception A	A setback from the property line along Street Type B is not required.
	Internal Side and Rear PL	A setback is not required.
Build-to-Line (BTL)		
E	Build-to-Line	Building facades shall be placed within 5' to 12' of front property lines (and external side property lines for corner lots).
F	Exception A	Building facades shall be placed within 0' to 5' of the property line along Street Type B.
	Exception B	The BTL may be set back to allow for forecourts.
	Exception C	Where topography does not allow for BTLs within ranges noted above, the applicant shall work through the Site Plan Review process to decide upon the most appropriate design measures. Such measures should both maximize the site's functional connectivity to the rest of the project while mitigating excessive topographic elevation changes and grading cost constraints. Any deviations from the above BTL requirements are subject to a Director's Permit.
	Frontage Buildout	90% to 100% of the site's total street frontage (the total length of front and external side property lines) shall be occupied by one or more building facades.
	Exception A	The frontage buildout requirement may be reduced by an additional 24' where driveway access is provided. Not applicable on Twin Oaks Valley Road or Barham Drive.
	Exception B	Pursuant to Exception C for the Build-to-Line, any deviations from the above frontage requirements are subject to a Director's Permit.

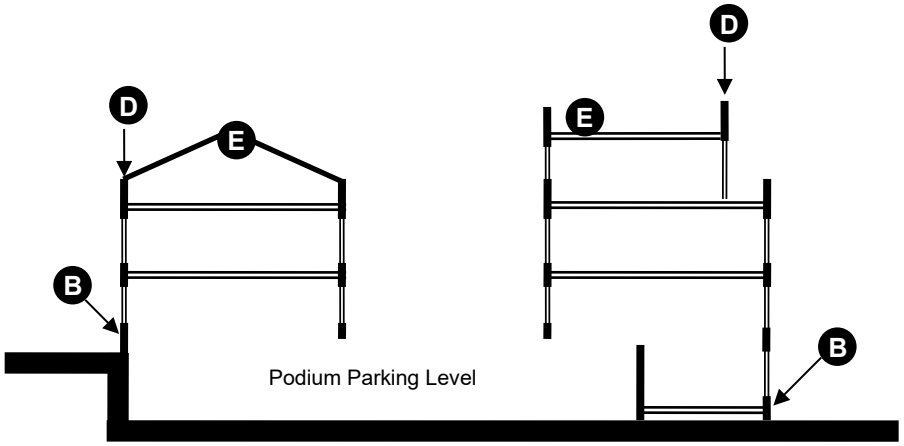


Townhomes/Flats: Vehicle Access and Parking		
Parking Options		
	Combinations of parking options are allowed, including underground, podium, surface, and tuck-under parking. Shared parking facilities are also allowed to provide parking for multiple properties on the block.	
Parking Locations		
A	Underground Parking Levels	Underground parking levels are allowed on the entire site.
B	Podium Parking Levels	Podium parking levels are allowed within all areas of the site, excluding setbacks.
C	Above Ground Parking Levels	Above ground parking levels are allowed if they are screened from public view by locating them to the rear of the townhomes/flats on the block.
D	Surface and Tuck-Under Parking	Surface parking lots and tuck-under parking facilities are allowed if they are screened from public view by locating them to the rear of the townhomes/flats on the block. Access to tuck-under parking is only allowed along the rear facade.
Driveways		
	Allowed and Prohibited Locations	Driveways are only allowed to connect to Street Type B. If the block is subdivided into multiple lots, a shared driveway system shall be created to provide access to the parking facilities for each lot. Driveway access point should be limited to 5 per block to reduce the number of curb-cuts and pedestrian/vehicle conflicts along the street.



Townhomes/Flats: Building Heights and Mass		
Number of Floors		
	Minimum	See Figure VI.C
	Maximum	See Figure VI.C
Floor-to-Floor Heights (excluding parking levels)		
A	Ground Floor	Along Street Type B, the ground floor of flats may contain commercial space and/or live-work units. If the building is designed with commercial space or live-work units on the ground floor, the floor-to-floor height of the ground floor shall be 12' to 22'.
Ground Floor		
B	Elevation	The elevation of the ground floor where residential uses are located shall be within 18" to 48" above the average grade of the adjacent sidewalk or paseo.
C	Exception A	If the building is designed with commercial space or live-work units on the ground floor, the elevation of the ground floor shall be located within 0" to 48" of the adjacent sidewalk.
	Exception B	Where topography does not allow for ground floor elevations within the ranges noted above, the applicant shall work through the Site Plan Review process to decide upon the most appropriate design measures. Such measures should both maximize the site's functional connectivity to the rest of the project while mitigating excessive topographic elevation changes and grading cost constraints. Any deviations from the above ground floor elevation requirements are subject to a Director's Permit.
Stepbacks		
D	Allowed and Prohibited	Stepbacks are allowed on all floors, but are not required.
Roofs		
E	Roof Forms and Slope	A variety of roof forms are allowed to create diversity and interest.





Townhomes/Flats: Frontages
All facades that are adjacent to a street or public space shall be designed with a specific building frontage. As indicated below, a variety of frontages are allowed.
Facades along Street Type B shall be designed with one or more of the following building frontages:
Storefronts
Office fronts
Live-work fronts
Residential frontages
Stoops
Facades along all other street types shall be designed with one or more of the following building frontages:
Residential frontages
Stoops
Standards for the above frontages are provided in Section VI.7 (Frontages and Projections).

Townhomes/Flats: Open Space Requirements
At least 100 square feet of useable open space shall be provided for each unit. Useable open space includes stoops, balconies, roof-top gardens, courtyards, patio yards, playgrounds, and rear yards. Also required in this area is 65 square feet per unit of private common usable space (common outdoor recreation or passive greenspace, tot lots, indoor fitness centers, etc.) and a total of 2.0 acres of public common open space west of Twin Oaks Valley Road.

Townhomes/Flats: Parking Requirements	
Residential Units	
Minimum Requirement	1 space per unit
Live Work Units	
Minimum Requirement	1 space per unit if the unit is less than 2,000 square feet 2 spaces per unit if the unit is greater than or equal to 2,000 square feet
Non-Residential Uses	
Minimum Requirement	2 spaces per 1,000 square feet of leasable space
Bicycle Parking	
Short Term (Standard bike racks)	Short term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces. Up to 5% of the short term bicycle parking requirement may be satisfied by additional long term bicycle parking.
Long Term (Bike racks located within a secured room and/or bike lockers)	Long term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces.
Allowed Locations	
Parking for all uses may be provided on-site, on-street adjacent to the site, or within an off-site shared and/or public parking facility. Bicycle parking may be located within parking structures provided there is signage to direct bicyclists to it.	
Transportation Demand Management (TDM)	
Refer to Chapter V – Transportation | Circulation for more information on parking requirements related to TDM measures.	

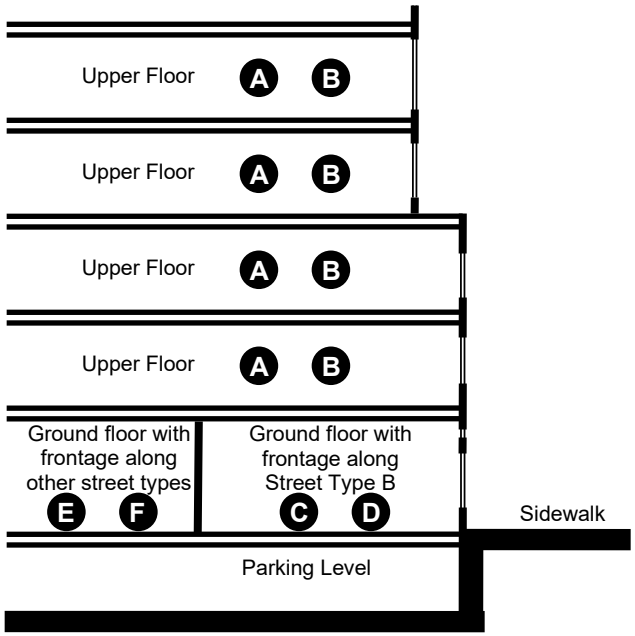
Townhomes/Flats: Building Uses		
Upper Floors		
A	Permitted by Right	Residential
B	Conditionally Permitted Uses*	Not applicable
Ground Floor (with frontages along Street Type B)		
C	Permitted by Right	Retail, General Service, Dining, Office, Residential, Live-Work
D	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Cultural/Civic Institutions (d), Alcohol Sales (d)
Ground Floor (with frontage along all other street types)		
E	Permitted by Right	Residential
F	Conditionally Permitted Uses*	Not applicable

*** Notes:**

(d) Use requires Director's Permit

(C) Use requires Conditional Use Permit

Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.



Development Standards for Creek Side Townhomes/Flats

Description

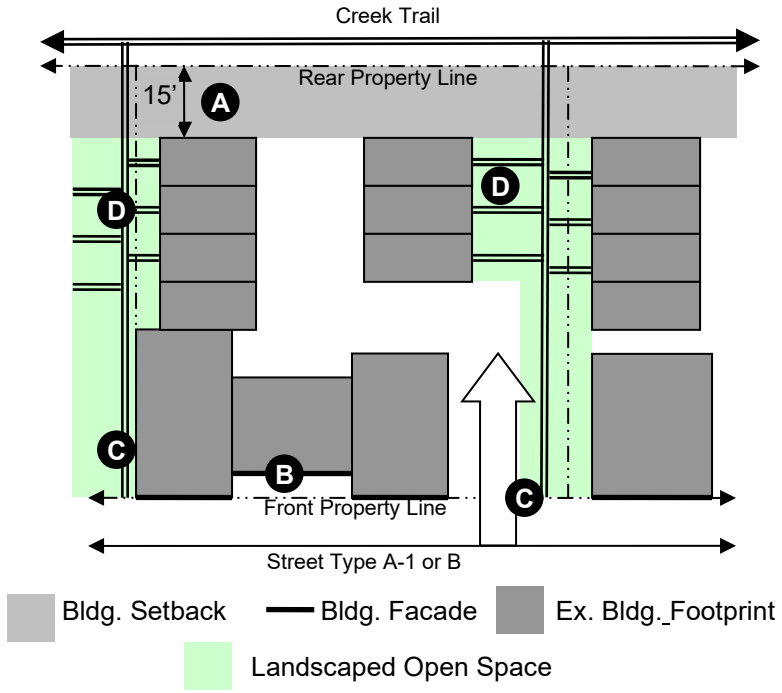
Townhomes are multi-story residential units that are placed side-by-side and share side property lines with adjacent units.

Flats are residential units that are stacked vertically to create a multi-story building. Both townhomes and flats may be combined within one development. Building heights for townhouses and flats generally range from two to five stories.

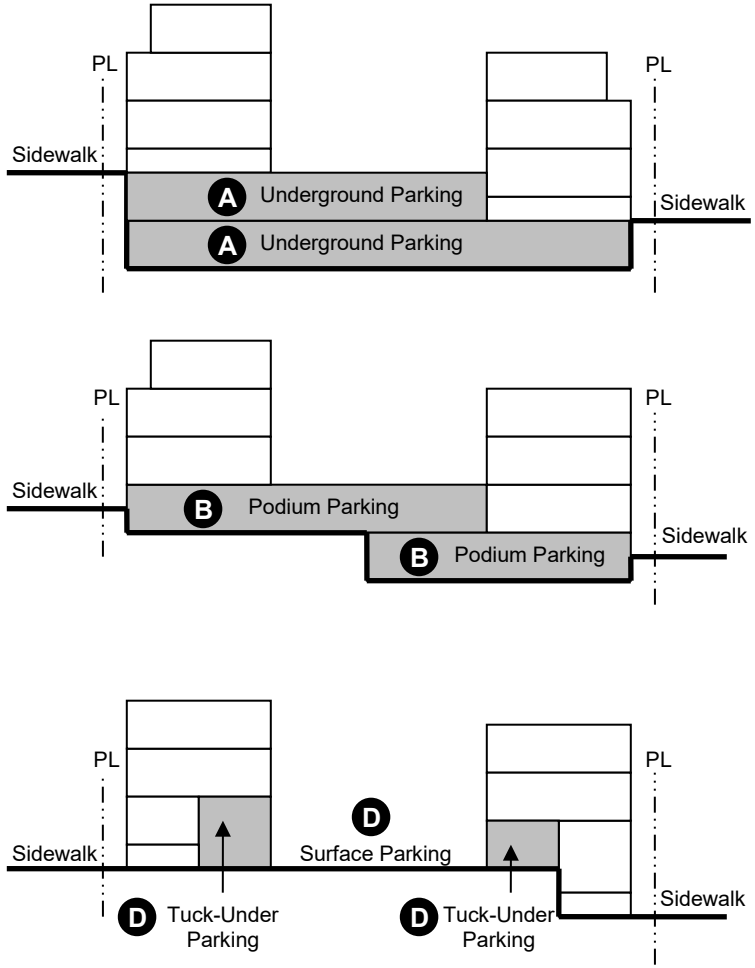
Along Street Type B (Residential Avenue) and D-1 (One-Way Parkway), the ground floor of flats may contain commercial space and/or live-work units.

These Townhomes and Flats are located adjacent to the Creek Trail. Public access from the street to the Creek Trail is required.

Creek Side Townhomes/Flats: Lot Size and Building Placement		
Block Subdivisions and Lot Size		
	The entire development site may be developed as one project or subdivided into smaller properties. If subdivided, a shared driveway system is required to provide access to the parking facilities of each property on the block.	
	Lot Width	16′ minimum
	Lot Depth	60′ minimum
Building Setbacks from Property Lines (PL)		
	Front and Side (External and Internal Side) PL	No setbacks are required
A	Rear PL	15′
Build-to-Line (BTL) for Buildings with frontage along Street Types A-1 and B		
B	Build-to-Line	Building facades shall be placed within 0′ to 8′ of the property line along Street Type B.
	Exception A	Where topography does not allow for BTLs within ranges noted above, the applicant shall work through the Site Plan Review process to decide upon the most appropriate design measures. Such measures should both maximize the site's functional connectivity to the rest of the project while mitigating excessive topographic elevation changes and grading cost constraints. Any deviations from the above BTL requirements are subject to a Director's Permit.
	Frontage Buildout	90% to 100% of the site's total street frontage (the total length of front and external side property lines) shall be occupied by one or more building facades.
C	Exception A	The frontage buildout requirement may be reduced by an additional 60′ where driveway and pedestrian access to the Creek Trail are provided.
B	Exception B	The BTL may be set back to allow for forecourts.
	Exception C	Pursuant to BTL Exception A, any deviations from above frontage requirements are subject to Director's Permit.
Build to Line (BTL) for Buildings other Buildings		
D	Build-to-Line	There is no specific BTL for other buildings on the site. Buildings shall front landscaped open spaces that connect the street to the Creek Trail.
Driveway Standards		
C	Driveways shall be designed to have a street-like character. Where feasible, they shall be aligned with street intersections, and accommodate two-way traffic. Both sides of the driveway shall have 5' wide parkways and 5' wide sidewalks. Driveways shall be paved with a material color and finish consistent with the adjoining street.	

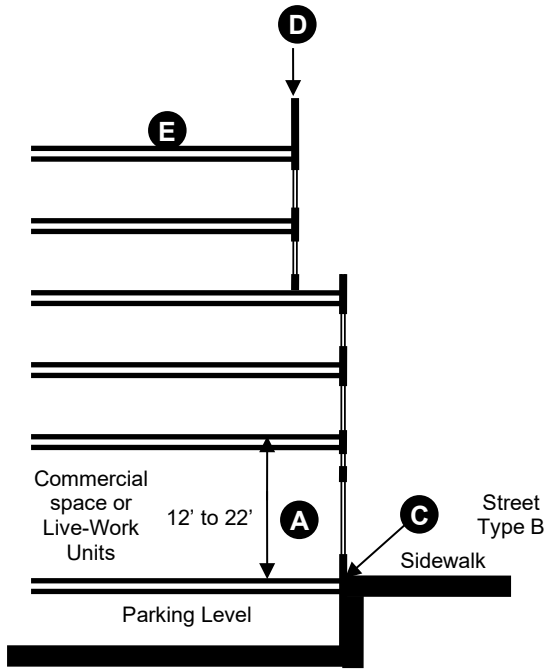


Creek Side Townhomes/Flats: Vehicle Access and Parking		
Parking Options		
	Combinations of parking options are allowed, including underground, podium, surface, and tuck-under parking. Shared parking facilities are also allowed to provide parking for multiple properties on the block.	
Parking Locations		
A	Underground Parking Levels	Underground parking levels are allowed on the entire site.
B	Podium Parking Levels	Podium parking levels are allowed within all areas of the site, excluding setbacks.
C	Surface and Tuck-Under Parking	Surface parking lots and tuck-under parking facilities are allowed if they are screened from public view by locating them to the rear of the townhomes/flats on the block. Access to tuck-under parking is only allowed along the rear facade.
Driveways		
D	Allowed and Prohibited Locations	Driveways are only allowed to connect to Street Types A-1 and B. Along Street Type B, the driveways shall connect to a street intersection. If the block is subdivided into multiple lots, a shared driveway system shall be created to provide access to the parking facilities for the each lot. Driveway access point should be limited to 5 per block to reduce the number of curb-cuts and pedestrian/vehicle conflicts along the street.



Creek Side Townhomes/Flats: Building Heights and Mass		
Number of Floors		
	Minimum	See Figure VI.C
	Maximum	See Figure VI.C
Floor-to-Floor Heights		**(excluding parking levels)**
A	Ground Floor	Along Street Types A-1 and B, the ground floor of flats may contain commercial space and/or live-work units. If the building is designed with commercial space or live-work units on the ground floor, the floor-to-floor height of the ground floor shall be 12' to 22'.
Ground Floor		
B	Elevation	The elevation of the ground floor shall be within 0" to 48" above the grade of the adjacent sidewalk.
C	Exception A	The elevation of the ground floor where residential uses are located shall be within 18" to 48" above the average grade of the adjacent sidewalk or paseo. This standard only applies to buildings with a frontage along a street.
	Exception B	Where topography does not allow for ground floor elevations within ranges noted above, applicant shall work through the Site Plan Review process to decide upon most appropriate design measures. Such measures should both maximize site's functional connectivity to rest of project while mitigating excessive topographic elevation changes and grading cost constraints. Any deviations from the above ground floor elevation requirements are subject to a Director's Permit.

Stepbacks		
D	Allowed and Prohibited	Stepbacks are allowed on the third floor and above, but are not required.
Roofs		
E	Roof Forms and Slope	A variety of roof forms are allowed to create diversity and interest.

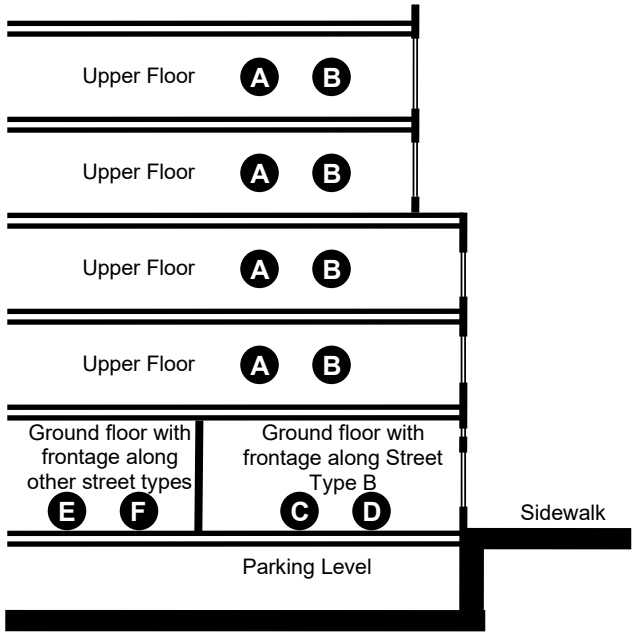


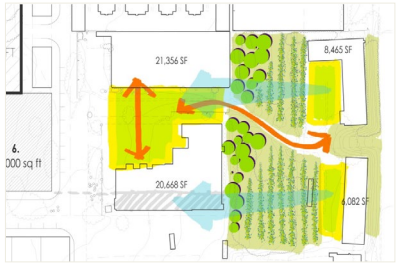
Creek Side Townhomes/Flats: Frontages
All facades that are adjacent to a street or public space shall be designed with a specific building frontage. As indicated below, a variety of frontages are allowed.
Facades along Street Type A-1 and B shall be designed with one or more of the following building frontages:
Storefronts
Office fronts
Live-work fronts
Residential frontages
Stoops
Facades in other locations shall be designed with one or more of the following building frontages:
Residential frontages
Stoops
Standards for the above frontages are provided in Section VI.7 (Frontages and Projections).

Creek Side Townhomes/Flats: Open Space Requirements
At least 100 square feet of useable open space shall be provided for each unit. Useable open space includes stoops, balconies, roof-top gardens, courtyards, patio yards, playgrounds, and rear yards. Also required in this area is 65 square feet per unit of private common usable space (common outdoor recreation or passive greenspace, tot lots, indoor fitness centers, etc.) and a total of 2.0 acres of public common open space west of Twin Oaks Valley Road.

Creek Side Townhomes/Flats: Parking Requirements	
Residential Units	
Minimum Requirement	1 space per unit
Live Work Units	
Minimum Requirement	1 space per unit if the unit is less than 2,000 square feet 2 spaces per unit if the unit is greater than or equal to 2,000 square feet
Non-Residential Uses	
Minimum Requirement	2 spaces per 1,000 square feet of leasable space
Bicycle Parking	
Short Term (Standard bike racks)	Short term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces. Up to 5% of the short term bicycle parking requirement may be satisfied by additional long term bicycle parking.
Long Term (Bike racks located within a secured room and/or bike lockers)	Long term bicycle parking shall be provided at a rate of at least 10% of the total provided automotive parking spaces.
Allowed Locations	
Parking for all uses may be provided on-site, on-street adjacent to the site, or within an off-site shared and/or public parking facility. Bicycle parking may be located within parking structures provided there is signage to direct bicyclists to it.	
Transportation Demand Management (TDM)	
Refer to Chapter V – Transportation | Circulation for more information on parking requirements related to TDM measures.	

Creek Side Townhomes/Flats: Building Uses		
Upper Floors		
A	Permitted by Right	Residential
B	Conditionally Permitted Uses*	Not Applicable
Ground Floor (with frontages along Street Types A-1 and B)		
C	Permitted by Right	Retail, General Service, Dining, Office, Medical Office, Residential, Live-Work
D	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Cultural/Civic Institutions (d), Alcohol Sales (d)
Ground Floor (with frontage along all other street types)		
E	Permitted by Right	Residential
F	Conditionally Permitted Uses*	Not Applicable
*** Notes:** (d) Use requires Director's Permit (C) Use requires Conditional Use Permit		
Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.		





Development Standards for Alternative "Adaptive Reuse"

Description

The Alternative Adaptive Reuse area is generally located along North City Drive east from Redel Road to Industrial Street. This special use area is intended to create a unique destination for entertainment, dining, and retail which joins the industrial character of the existing neighborhood with thoughtfully crafted sustainable buildings, landscapes and courtyards, and promotes locally produced food and goods from regional artisans, artists, and farmers.

Buildings are primarily conceived of as adaptive reuse of the existing warehouse and industrial buildings as unique specialty retail, bar and restaurant, entertainment, and beer and wine tasting venues. The reuse of existing buildings on site is encouraged. However, new buildings that take cues from vernacular industrial or agricultural (e.g., old cannery style treatments) buildings and employ sustainable design features or use recycled or salvaged materials shall also be allowed. Creative solutions for providing spaces for small retail tenants, such as repurposed shipping containers, trailers, or other small outbuildings shall be allowed. Existing buildings and structures that are retained as part of the Adaptive Reuse area shall be considered conforming buildings. New buildings and improvements to existing buildings should be made through use of building massing, materials, and other treatments as approved through a Site Development Plan. The reuse of existing buildings is limited to commercial use. Residential uses will only be considered within new construction that replaces a demolished building.

Lot Size and Building Placement

It is recognized that many of the existing buildings (industrial in nature and non-residential) and lots in this area will not comply with lot size and building placement regulations for other building types in the Form Based Code. To encourage the sustainable practice of re-using these buildings, and to facilitate a distinctive retail zone comprised of small plazas, gardens, courts, and walks, there are no specific standards for building placement or lot size within this area. Setbacks from the public right of way are not required, nor are build-to-lines (BTL). Rather, it is encouraged that each building be

thoughtfully planned to engage with adjacent structures, sidewalks, and public spaces to create interesting and dynamic spaces as approved through a Site Development Plan.

Landscape and Hardscape

Adaptive reuse buildings shall implement a combination or hardscape (paved surfaces such as plazas and paseo) and landscaping (in the form of potted plants, grassy areas, water features, ornamental landscaping) to create gathering spaces to activate the area. All landscape and hardscape details shall be approved through a Site Development Plan.

Building Height and Mass

- 1-story or 20' minimum.
- 6 stories or 100' max as illustrated by Figure VI.C, Building Height Regulating Plan. There is no minimum for small detached retail buildings or kiosks.

Frontages

No specific frontage type is required. To allow creativity in the architectural design, a variety of frontage types are allowed.

Building Uses

Allowed building uses are as per Mixed-Use Building A.

Parking:

Off-Street parking requirements are as per Mixed-Use Building A.

Architectural Design:

The design of an Adaptive Reuse Building shall generally comply with the intent of the Architectural Standards and Guidelines in Chapter VI.8. However, the creation of an architecturally unique and iconic building is encouraged. Architectural designs shall be subject to review by City Staff and approval by the Planning Director.


zazu
kitchen + farm

Development Standards for Community Buildings

Description

Community Buildings are community-serving buildings that provide community, civic, public, quasi-public, or private uses. Community Buildings may be publicly or privately owned. A Community Building should be an iconic and architecturally unique structure that provides a special function to the community. The following standards for Community Buildings emphasize creativity in architecture and design. These standards do not apply to the public school site.

Lot Size and Building Placement:

The Community Buildings within the University District park system are planned as shown in Figure VI.B (Building and Public Space Regulating Plan). The total footprint of all Community Buildings shall not exceed 5,000 square feet. A 20' setback is required from all street right-of-ways.

Vehicle Access and Parking:

There are no parking requirements for this building type. Accessible parking and service zones may be provided on site or as dedicated on-street spaces.

Building Height:

- 1-story minimum
- 2-stories and 30' maximum

Floor Area:

The maximum gross floor area shall be 5,000 square feet.

Frontages:

No specific frontage type is required. To allow creativity in the architectural design, a variety of frontage types are allowed.

Building Uses:

Community centers, fitness and recreation centers, day care centers, meeting and event rooms, performing arts centers, museums, educational facilities, and senior centers are allowed uses by right. Outdoor facilities serving these uses such as terraces or patios, recreational areas, pools and spas, barbeque areas, and similar facilities shall be allowed. All uses not specifically listed or defined are subject to approval and/or interpretation by the Planning Director.

Architectural Design:

The design of a Community Building shall generally comply with the intent of the Architectural Standards and Guidelines in Chapter VI.8. However, the creation of an architecturally unique and iconic building is encouraged. Architectural designs shall be subject to review by City Staff and approval by the Planning Director.

VI.7 Frontage and Projection Standards

Intent

The *University District* is envisioned to be developed with frontages and architectural projections that help create a vibrant, safe, and attractive public realm that encourages pedestrian activity.

Building Frontages

All building facades that are adjacent to a street or public space shall have a specific building frontage. The building type standards in Section VI.6 specify the types of frontages that are allowed on each building type. Standards for all the frontages are provided on the following pages:

- Storefronts
- Office Fronts
- Live-Work Fronts
- Arcade/Gallery
- Parking Structure Frontage
- Anchor Retail Store Frontage
- Residential Frontage
- Stoop Frontage

Storefronts

Storefronts are building frontages that consists of glass display windows and a recessed glass entrance into the building. The glass windows and doors are intended to promote window shopping and views into the store or business. The following standards apply to facades that are designed with storefronts:

- Storefront entrances shall be provided at intervals not to exceed 80 feet.
- At least 50% of the surface area of ground floor facades facing a public street, sidewalk, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall) shall consist of glass.
- At a minimum, each storefront shall consist of glass display windows and a recessed glass entrance door. Additional storefront elements, such as transom windows, kick-plates, and cornices are allowed, but are not required.
- Awnings, marquees, signage, and window shades are allowed projections on the ground floor facade.
- At least 20% of the surface area of upper floor facades facing a public street, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall, not including the parapet) shall consist of glass. Parapet is defined as the surface area of exterior walls above the roof.
- Balconies, bay windows, signage, and window shades are allowed projections on upper floors.

Office Fronts

Office fronts are building frontages that consists of window opening and private entrances to ground-floor office suites and/or a common entrance to a lobby for the building. The following standards apply to facades that are designed with office fronts:

- At least 50% of the surface area of ground floor facades facing a public street, sidewalk, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall) shall consist of glass.
- All building entrances shall consist of glass windows and glass doors. Building entrances may be recessed into the facade.
- Awnings, marquees, and window shades signs are allowed projections on the ground floor facade.
- At least 20% of the surface area of upper floor facades facing a public street, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall, not including the parapet) shall consist of glass. Parapet is defined as the surface area of exterior walls above the roof.
- Balconies, bay windows, and window shades are allowed projections on upper floors.

Live-Work Fronts

Live-work fronts are building frontages that consists of window opening and private entrances to live-work units and/or a common entrance to a lobby for the building. The following standards apply to facades that are designed with live-work fronts:

- At least 50% of the surface area of ground floor facades facing a public street, sidewalk, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall) shall consist of glass.
- All building entrances shall consist of glass windows and glass doors. Building entrances may be recessed into the facade.

- Awnings, marquees, signage, and window shades are allowed projections on the ground floor facade.
- At least 20% of the surface area of upper floor facades facing a public street, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall, not including the parapet) shall consist of glass. Parapet is defined as the surface area of exterior walls above the roof.
- Balconies, bay windows, and window shades are allowed projections on upper floors.

Arcade/Gallery

An arcade/gallery is a building frontage where the upper floor of the building or an upper floor balcony projects over the sidewalk to create a covered walkway or colonnade. The upper floor of the building or the balcony is supported by building columns or posts. The following standards apply to facades that are designed with arcades/galleries:

At least 60% of the surface area of ground floor facades facing a public street, sidewalk, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall) shall consist of glass.

- The ceiling height of the colonnade shall be at least 12 feet tall.
- Arcades and galleries shall be at least 6 feet deep as measured from the building facade to the inside edge of supporting columns and posts.
- At least 20% of the surface area of upper floor facades facing a public street, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall, not including the parapet) shall consist of glass. Parapet is defined as the surface area of exterior walls above the roof.
- Balconies, bay windows, and window shades are allowed projections on upper floors.

Parking Structure Frontage

A parking structure frontage is a building frontage that consists of an exposed facade of an above ground parking structure. The following standards apply to parking structure frontages:

- All parking structure facades shall be designed with screening elements or decorative facades that partially screen views of ramps, parking decks, and parked cars.
- Internal lights within the parking structure shall be located, directed, and shielded to prevent off-site glare.
- Awnings, marquees, window shades, and projecting signs are allowed projections on the ground floor facade.
- Balconies, bay windows, and window shades are allowed projections on upper floors.

Anchor Retail Store Frontage

An anchor retail frontage is a building frontage that consists of the facade of a large anchor retail store. These frontages generally contain large wall surfaces. Building entrances, delivery zones and service areas may also be provided along a retail store frontage.

- Anchor retail store frontages shall be articulated to avoid the appearance of a "big box." Appropriate forms of articulation include changing the direction of the wall plane, alternating the height of the roofline, changing facade materials or colors, and providing architectural details or expression lines.
- Awnings, marquees, signage, window shades, and projecting signs are allowed projections on the ground floor facade.
- Balconies, bay windows, signage, and window shades are allowed projections on upper floors.

- For facades along the East Urban Plazas and Street Type A2, at least 50% of the facade shall be occupied by glass.

Residential Frontage

Residential frontages are building frontages that consists of window openings and common entrances to apartments or condominiums. The following standards apply to facades that are designed with residential frontages:

- At least 20% of the surface area of ground floor facades facing a public street, sidewalk, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall) shall consist of glass.
- Common entrances may provide access into a building lobby or central courtyard.
- Window shades are allowed projections on the ground floor.
- At least 20% of the surface area of upper floor facades facing a public street, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall, not including the parapet) shall consist of glass. Parapet is defined as the surface area of exterior walls above the roof.
- Balconies, bay windows, signage, and window shades are allowed projections on upper floors.

Stoops

Stoops are building frontages that consist of stairways and raised platforms that provide access to building entrances from the sidewalk. The following standards apply to facades that are designed with stoop frontages:

- At least 15% of the surface area of ground floor façades facing a public street, sidewalk, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall) shall consist of glass.

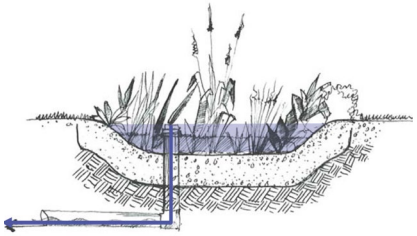
- Stoops may be recessed into the building or they project into the yard between the building and the sidewalk.
- The raised platform of the stoop shall be at least 4 feet deep by 4 feet wide.
- The raised platform of the stoop may be covered by a roof, shade structure, or upper floor balcony. It may be covered by the upper floor of the building if the platform is located outside of the setback area.
- At least 15% of the surface area of upper floor facades facing a public street, paseo, or park (measuring the entire floor-to-floor surface area of the exterior wall, not including the parapet) shall consist of glass. Parapet is defined as the surface area of exterior walls above the roof.
- Balconies, bay windows, and window shades are the allowed projections on upper floors.

Yard Frontages

When building facades are setback from the sidewalk, a yard frontage is required between the building facade and the sidewalk. Yard frontages are also required when between sidewalks and surface parking lots. The types of yard frontages that are allowed include:

- Rain Garden Yards
- Bio-Swale Yards
- Patio Yards

Standards for these yard frontages are provided on the following pages.



Rain Garden Yards

A terraced rain garden is a yard frontage that consists of a raised planter that is located between the sidewalk and the building facade. The planter is designed to retain and filter storm water before it is slowly released into the storm-drain system. The following standards apply to terraced rain gardens:

- Terraced rain gardens shall be designed to retain a portion of the storm water run-off from the site.
- The retaining wall for the terraced rain garden shall be no more than 40" above the grade of the adjacent sidewalk.
- With the exception of the retaining wall for the terraced rain garden, walls and fences are prohibited within this yard frontage.

Bio-Swale Yards

A bio-swale yard is a yard frontage that consists of landscaping and a drainage swale that is designed to retain and filter storm water before it is slowly released into the storm-drain system. The following standards apply to bio-swale yards:

- Bio-swale yards shall be designed to retain a portion of the storm water run-off from the site.
- Fences and walls that are located within bio-swale yards shall not exceed a height of 40" as measured from the grade of the adjacent sidewalk. Chain link and barbed wire fences are prohibited.

Patio Yards

Patio Yards are small outdoor yards that are located between the sidewalk and private or common building entrances. The following standards apply to patio yards:

- The ground surface of patio yards shall be designed with decorative and permeable pavers.
- Fences and walls may define the edges of the patio yard. The maximum height of a solid fence or wall shall be 40" tall, as measured from the patio surface. Chain link and barbed wire fences are prohibited.
- Patio yards may be elevated above the grade of the adjacent sidewalk by up to 40".
- If the patio yard or guardrail is elevated above the grade of the sidewalk, the patio yard shall be surrounded by a fence. The fence shall be at least 60 percent transparent. Chain link and barbed wire fences are prohibited.

Projection Standards

The following building elements are allowed to project from building facades:

- Awnings, Canopies and Marquees, Signage, and Architectural Elements
- Window Shades
- Projecting Alcoves
- Balconies
- Roof Overhangs
- Open Trellis

Standards for the above building elements are provided on the following pages.

Awnings, Canopies and Marquees

The following standards apply to awnings, canopies and marquees:

- Awnings, canopies, signage, architectural elements, and marquees are allowed to project from the ground floor facade of buildings with a storefront, office front, live-work frontage, parking structure frontage, or anchor retail store frontage.
- Awnings, canopies, signage, architectural elements, and marquees may project up to eight feet from the facade.
- A minimum of eight (8) feet of vertical clearance shall be provided between the sidewalk or walkway and the lowest point of the awning, canopy or marquee (including structural supports).
- Awnings, canopies, architectural elements, and marquees may have signs (see Section J: Sign Standards).
- Awnings or canopies on a building may have different colors and patterns to represent the different businesses in the building.
- Awnings, canopies and marquees may extend over yards, sidewalks, pedestrian paseos, and public spaces.
- Awnings, canopies and marquees may not extend over adjacent private properties.

Window Shades

The following standards apply to window shades:

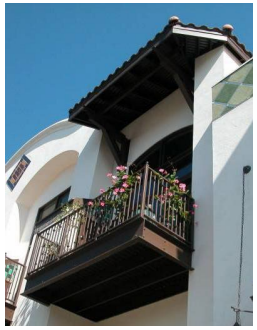
- Window shades are allowed on the ground floor and upper floors of all building types.
- Window shades may project up to four feet from the facade.

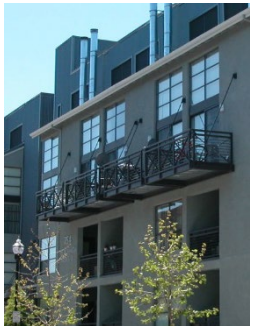
- If a window shade projects over a sidewalk or walkway, at least eight feet of vertical clearance shall be provided between the ground surface and the lowest point of the window shade (including structural supports).
- Both horizontal and vertical window shades are allowed and are encouraged to reduce internal temperatures during hot summer months.
- Window shades may extend over yards, sidewalks, pedestrian paseos, and public spaces.
- Window shades shall not extend over adjacent private properties.

Projecting Alcoves

The following standards apply to projecting alcoves:

- Projecting alcoves are allowed to project from the upper floor facades of all buildings types.
- Projecting alcoves may project up to four feet from the upper floors of a facade.
- The maximum width of a projecting alcove shall be 30 feet.
- If multiple projecting alcoves are provided on a facade, at least four feet of horizontal separation shall be provided between each alcove.
- Projecting alcoves may extend over yards, sidewalks, pedestrian paseos, and public spaces.
- Projecting alcoves shall not extend over adjacent private properties.





Balconies

The following standards apply to balconies:

- Balconies are allowed to project from the upper floor facades of all building types.
- Balconies may be partially or fully recessed into building facades.
- Balconies may project up to eight feet from the upper floors of a facade.
- Balconies may extend over yards, sidewalks, pedestrian paseos, and public spaces.
- Balconies shall not extend over adjacent private properties.

Roof Overhangs

The following standards apply to roof overhangs:

- Roof overhangs may project up to five feet from building facades.
- Roof overhangs may extend over yards, sidewalks, pedestrian paseos, and public spaces.
- Roof overhangs shall not extend over adjacent private properties.

VI.8 Architectural Standards and Guidelines

Intent

The architectural standards and guidelines are intended to promote the development of attractive, well-designed buildings that help to contribute to a vibrant pedestrian-oriented urban space. The architectural character of the district should also be expressive of the plan's goal of creating a sustainable urban community.

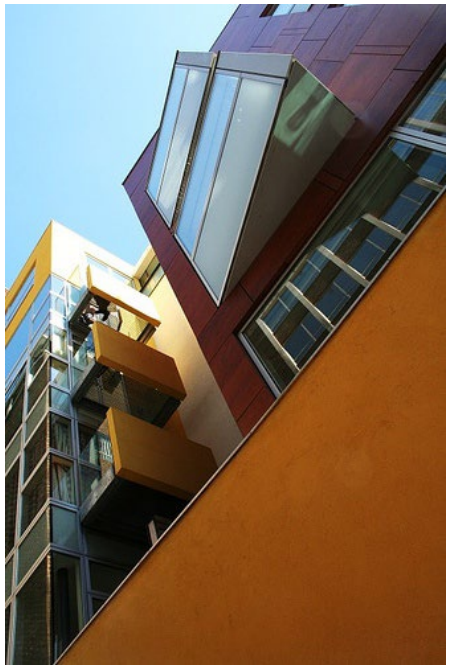
Facades and Entrances

Un-interrupted blank walls are prohibited along facades that are visible from streets and public spaces. Long building facades should be modulated every twenty to fifty feet to provide surface variation to the street wall. Facades may be recessed from the build-to line on any building type to articulate the facades. Recessions in the building facade are not considered a step-back.

Rather than building entrances being oriented towards parking lots or alleys, the primary building entrances shall be located on facades that face a public street. Having building entrances and storefronts located directly on the public street creates a pedestrian friendly interface and can help to create a dynamic and active streetscape.. Buildings located adjacent to a public space should provide a pedestrian-friendly face and a directly accessible entrance towards the public space. Secondary entrances taken from rear parking lots, alleys, paseos, or courtyards are encouraged provided that they do not detract from the prominence of the primary entrances.

Materials and Colors

The choice of building materials is critical to the creation of a comfortable and attractive built environment. Materials should be high quality, durable, and efficient, and should be complementary to the District's commitment to sustainable design. The use of materials and construction techniques that convey a sense of quality and permanence is strongly encouraged. Durable, high quality materials require less maintenance and express the community's pride in its built environment. A commitment to the quality of construction



materials and methods will increase property values, lease rates, improve the quality of life and help to ensure a healthy economy for the City of San Marcos.

Materials should be designed to be integral to the building rather than surface ornamentation. Materials should not be temporary or blatantly artificial. Eco-friendly faux materials are permitted and desirable when they can offer the same design intent as natural materials and provide additional benefits in terms of sustainability and reduced maintenance. Such materials require review and approval by the Planning Division Director. Use of high quality durable materials is particularly important at the street level where the public can touch them or view them at close proximities. It is recommended that more than one material or color be used on a building to provide visual interest and texture to the streetscape.

Building materials used should be efficient and healthy. Materials that are locally available, contain high recycled-content, are reused, come from renewable sources, and that contain low volatile organic compound (VOC) levels, are strongly encouraged. Locally sourced materials typically have a smaller carbon footprint due to the reduced emissions and fuel consumption necessary for transport. Local materials are also generally more suited and are more durable in their native climate and culture. Further, the use of local materials supports the local and regional economy.

Encouraged materials: Plaster, stone, brick, concrete, wood, metal, clear or patterned glass.

Discouraged materials: Reflective or mirrored glass.

When used sensitively, the use of color can greatly enhance the character of a building and the surrounding area. While the sensitive use of color is encouraged, in general, the natural color intrinsic to a material is preferred over paints or stains. Colors and materials within a building should be complementary to each other, and to the materials and colors of adjacent structures. The overall color scheme should be thoughtfully composed in relationship to adjacent structures.

Lighting and Glare

Building designs should incorporate non-reflective materials and use recessed window frames and segmented geometry or other features to help minimize glare. All lighting, including reflected sunlight and reflected night lighting, should be placed and/or shielded so as not to be hazardous to vehicles traveling on SR-78. Lighting fixtures should be limited and be as low glare as possible while still meeting code required light levels for egress. Photovoltaic solar panels should be treated with anti-reflective measures and tilted.

Roofs

On all sides of the building, roofing forms, details, and materials shall be compatible with the overall style and character of the building.

All roofs shall be designed to prevent water damage and stains on building facades and to protect pedestrians from dripping water. Gutters, drains, and downspouts shall drain directly into a cistern, rain barrel, landscaped area, retention or detention basin, bio-swale yard, terraced rain garden, streetside flow-through planter, storm drain system, or other similar system.

Variations in the roofline may be incorporated into the roof design to provide architectural character and variety. Horizontal roof lines may be broken up by articulating the facade, changing the height of roof portions, or adding elements such as (but not limited to) towers or domes.

Green roofs and rooftop gardens are allowed to add landscaping, decrease the heat island effect of large expanses of flat roofs, retain and filter storm water run-off, and to reduce energy demand for heating and cooling buildings. All green and rooftop gardens that do not produce food shall be planted with drought tolerant plants.

Rooftop sports courts are allowed to increase recreational opportunities.

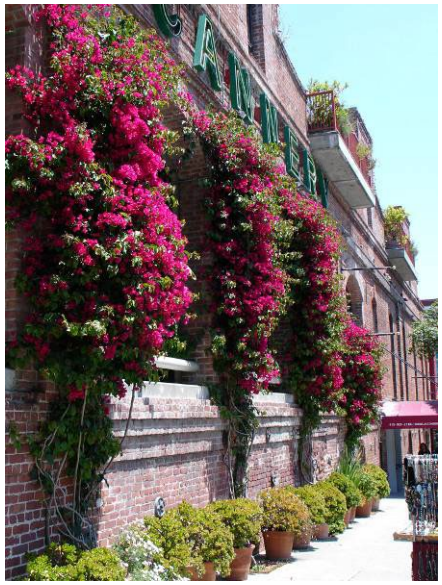
Mechanical equipment on roofs shall be screened from public views from all adjacent sidewalks.

Solar panels on roofs are allowed to reduce energy demand from non-renewable energy sources.

Podium Parking

If used, podium parking shall be screened from sidewalks and other public spaces by using terraced planters with landscaping, decorative trellis screens over window openings, and/or stairs/stoops.

If a portion of the podium parking level extends above the ground surface, the facade of the parking level shall be designed with a solid surface that is compatible with the ground floor facade. Window openings with a maximum width of 24" and a maximum height of 48" are allowed to provide ventilation and natural light to the parking level. Metal screens (excluding chain link fences) shall be required within the window openings. Parking levels that do not have a solid facade are prohibited.



VI.9 General Landscaping Standards

Intent

In addition to publicly accessible parks and open space amenities, the *University District* will be developed with a variety of privately-owned yards, medians and parking lots for the principal use of residents and/or commercial tenants. These spaces will encourage interaction, enhance the commercial and civic operations of building tenants, and provide the important transitional space from the public to the private realm that is essential to the creation of a livable mixed use community. Landscaping for these spaces is intended to:

- Minimize the use of water by using drought tolerant plant species.
- Promote connection to the District's network of walking and biking paths and park and open space amenities.
- Provide well-defined and informal gathering spaces for commercial tenants that connect to the public realm and promote social interaction.

- Create spaces that complement and support the function of commercial spaces including break-out spaces, outdoor dining, kiosks, display areas, etc.
- Provide attractively screened and shaded surface parking areas.
- Take advantage of every opportunity for low impact development and storm water quality measures to manage and treat storm water run-off such as vegetated bio-swales, rain gardens, porous paving, self-retaining areas and flow-through planters.

General Planting Standards

- Trees and other plant materials must be planted in a manner that ensures long-term health and well-being. Plant species should be well-suited to their site and able to be maintained properly.
- Plant materials should be low maintenance and drought tolerant wherever possible. Use of native and low-water use plant materials is encouraged both to reflect and support the District's natural context as well as to accommodate the local climate and general lack of precipitation.
- Where reclaimed water is used for irrigation, selected plant materials should be able to withstand the higher salt content of reclaimed water.
- Automatic irrigation shall be provided to all trees and planting areas. Every effort should be taken to conserve water including use or treated reclaimed water, installation of moisture and rain sensors, and use of drip and low-flow bubbler irrigation sensors.
- Soil testing shall be conducted prior to planting to determine if subsurface drainage and aeration are required and what soil amendments are necessary for optimal growing conditions.
- No dimension of a planting area shall be less than 24" wide. If planted with a tree, no dimension of the planting area shall be less than 60".

- All planting areas adjacent to site walls or buildings must have a minimum of 18" of soil depth above top of footing. Wherever possible, footings should be offset to provide maximum soil depth and drainage.
- Plant materials should be used to reinforce and enhance building and site features, including entries and openings, building corners, and courtyards.
- Service areas, trash receptacles and mechanical equipment shall be screened by fences, trellises, architectural enclosures, and/or landscape materials.
- A landscape buffer should be used when visual screening and noise mitigation is required.

Trees

All trees (including street trees and median trees) shall be planted to comply with the following standards:

- Trees shall be a minimum of 36" box size and a minimum of 3" caliper. If planted adjacent to a sidewalk/walkway, a clear zone of 8 vertical feel shall be provided between the bottom limb and the sidewalk/walkway. I planted near the street, a clear zone of 13 feet 6 inches shall be provided between the bottom limb and the surface of the street.
- Provide a minimum of 40 square feet of water and air permeable landscape area at the base of each tree. All trees shall have a tree grate or an open planter area with shrubs, groundcover, and/or 3" of mulch.
- Trees that are planted in grates or in planting areas that are less than 100 square feet require remedial measures to ensure their growing medium has sufficient aeration and drainage for the development of a healthy root system. This shall be achieved by providing structural soil, a growing medium that can achieve 95% compaction while maintaining its porosity and is suitable for use as a sub-base under pedestrian paving. The structural soil shall be provided with a minimum

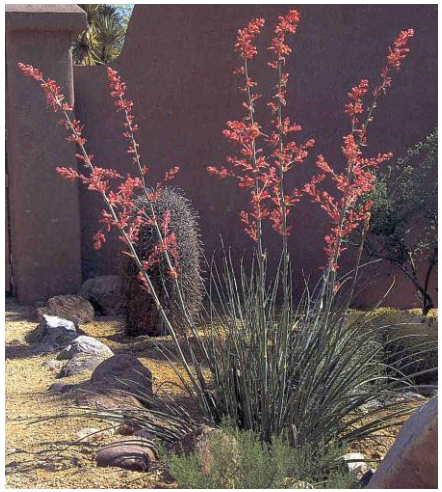
depth equal to the size of the tree box and width equal to the mature tree canopy or width of the adjacent pedestrian hardscape surface, whichever is less.

- All trees grates shall be flush with adjacent paving. Tree grates shall have a minimum 12" diameter tree opening and shall have perforations that meet current ADA code.
- Root barrier shall be used along edges of tree planting areas that are adjacent to pedestrian or vehicular pavement.
- Deep well watering shall be used on all trees planted in pavement to ensure deep root development and reduce the possibility of sidewalk heaving by roots.

Median Planting

All medians plantings shall comply with the following standards:

- The existing trees in the medians and parkways at Twin Oaks Valley Road and Barham Drive are a major and enduring landscape feature that link and identify districts, provide shade and enhance the commuter and pedestrian experience. Every effort should be made to protect and preserve them during construction activities.
- New planting in existing medians, as well as new medians near existing medians, should be planted with a plant palette that is consistent with and attuned to existing plant materials.
- Median shrub and groundcovers shall provide sufficient visual screening, but shall have a habit and mature size that will not exceed the confines of the median planting area. Plant materials that require hedging to control size are not appropriate.
- Median planting shall be low maintenance and drought tolerant. In cases where median planting is collecting storm water run-off, provide plant material that is drought-tolerant yet able to withstand periodic inundation during rain events.



- Existing median pavement should be removed to enlarge or create new planting areas where necessary.
- Planting areas shall be a minimum of 24" wide.
- If a segment of the median is too narrow to accommodate maintenance strips and the minimum planting area width, the segment of the median shall be paved with enhanced paving. A consistent paving pattern should be used for all medians within the *University District*.
- A paved maintenance strip shall be provided around the perimeter of all traffic medians. The maintenance strip shall be of uniform width and not less than 18" including the curb.

Planting within Parkways and Flow Through Planters

All parkways and flow through planters along sidewalks shall comply with the following standards:

- Parkways and flow-through planters should be designed to collect and retain storm water run-off from the sidewalk and adjacent hardscape surfaces to the greatest extent possible.
- Where a parkway is adjacent to on-street parking, provide a pervious 3'-6" wide hardscape walkway between every two parking spaces.
- Planting within parkways and flow through planters shall be low maintenance and drought tolerant. In cases where parkways or flow through planters are collecting storm water run-off, provide plant material that is drought-tolerant yet able to withstand periodic inundation during rain events.
- Planting within parkways and flow through planters shall have a habit and mature size that will not exceed 24" in height, nor exceed the confines of the planting area. Plant materials that require hedging to control size are not appropriate.

Hardscape Standards

The following standards apply to paved surfaces on private and public properties:

- Colors and finishes should be simple and consistent and designed to complement and enhance the natural color palette of the region. To ensure this, natural materials such as boulders, cobbles, gravels, and aggregates should be locally sourced and quarried.
- To improve water quality, reduce erosion, and minimize the need for storm water treatment and mitigation, every effort should be made to minimize impervious hardscape surfaces. To that end, pervious hardscape materials should be used wherever possible
- Impervious hardscape surfaces should drain to pervious area such as planting areas, vegetated swales, and porous hardscape areas.

Parking Lot Landscaping Standards

The following standards apply to surface parking lots within the *University District*:

- Surface parking lots also provide an opportunity to reinforce distinct neighborhood identities and distinguish developments from one another. The plant palette for these may vary between segments.
- Shrubs and groundcovers in parking lots shall be low maintenance, drought tolerant and able to withstand a higher than average amount of incidental pedestrian foot traffic.
- To mitigate the visual impact of parking lot edges, provide landscape buffers or screening elements that separate parking lots from public right-of-ways and gathering areas. Planted buffers or screens shall be composed of a minimum of 4' wide planting area with plant material that is a minimum of 30" high.

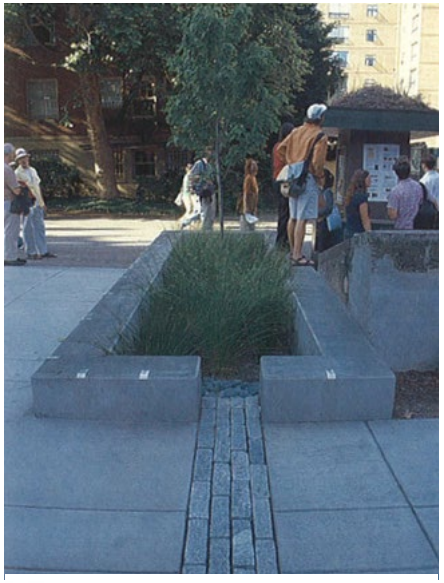
- Where planting is located adjacent to parking spaces, provide a paved pedestrian pathway at a minimum of one for every two parking spaces.
- A paved maintenance strip shall be provided around the perimeter of all planting islands that are immediately adjacent to surface parking. Maintenance strip shall be 18" wide including the curb.
- In order to reduce the heat-island effect, space parking lot trees to achieve shading of at least 50% of the public right-of-way within five years and provide a nearly continuous canopy at maturity; trees shall be spaced a maximum of 40 feet on center.
- Street trees shall be a minimum of 36" box size and a minimum of 3" caliper with a clear zone between top of finish grade and bottom of limb of 8 feet above pedestrian walkways.
- Provide a minimum of 40 square feet of water and air permeable landscape area at the base of each tree. Provide tree grate or plant with shrubs, groundcover and mulch.
- For trees that are planted in grates or in planting areas that are less than 100 square feet, to ensure sufficient aeration and drainage for the development of a healthy root system, provide structural soil, with a minimum depth equal to the size of the tree box and width equal to the mature canopy.
- Root barrier shall be used in tree planting areas that are adjacent to pedestrian or vehicular pavement.
- Deep well watering should be used on all trees planted in pavement to ensure deep root development and reduce the possibility of sidewalk heaving by roots.
- Wherever possible, use parking lot planting areas to create pervious surfaces that are engineered to infiltrate or percolate run-off through LID measures such as bio-retention areas and flow-through planters.

- As an additional storm water run-off management strategy, use pervious surfaces wherever possible, including porous paving, decomposed granite and gravel in combination an engineered porous fill for temporary storage of run-off.

Storm Water Management

Public spaces and private development sites will need to be designed to meet storm water management requirements. A variety of Storm Water Quality (SWQ) measures should be used as design elements and amenities within the site, including:

- Self-Retaining Areas: Vegetated or paved areas designed with a concave cross-section sized to retain the first one inch of rainfall for its footprint as well as tributary areas such as drainage from roofs and adjacent impervious surfaces.
- Pervious Pavements: Pervious pavements are designed to allow rainfall to pass through the surface to storage with in an engineered base course. Run-off can then infiltrate into native soils or can be directed to cisterns, biofiltration areas, or the storm drain system via under-drains.
- Biofiltration Basins: Biofiltration basins detain and treat stormwater run-off in vegetated depressions, planted swales, shallow or deep reservoirs, raised open-bottomed planters, etc. Run-off is filtered through plant root systems and then allowed to percolate into the ground. They are flexible and low-maintenance and well-suited to a variety of site conditions.
- Flow-Through Planters: Flow-through planters are essentially raised biofiltration areas. Because the infiltration layer is contained by a planter, they are ideal for receiving run-off adjacent to buildings, on podium structures and on sloped areas where additional soil moisture could be a problem.
- Cisterns: Cisterns are closed above or below ground storage vessels that capture run-off and/or overflow from roofs, impervious surfaces and other SWQ features. Cisterns must be completely sealed or designed to drain completely to prevent mosquitoes.



When designing properties, the following standards and guidelines apply:

- To manage storm water run-off, use pervious surfaces wherever possible, including porous paving, decomposed granite, gravel and reinforced turf.
- Disperse run-off from impervious surfaces onto adjacent pervious surfaces.
- Create pervious surfaces that are ideally engineered to infiltrate or percolate run-off such biofiltration areas or flow-through planters.
- Conserve natural areas, soils, and vegetation wherever possible. Avoid excessive grading and compaction of soils.
- Detain run-off throughout the site by interspersing landscape areas and integrated management practices (small-scale storm water treatment facilities integrated into landscape, such as a biofiltration area) with buildings and hardscape. Utilize underground structural detention systems where needed.
- Locate storm water treatment and flow control facilities within landscape buffers, utility easements, and other non-buildable areas.
- Locate facilities in areas that are easily accessible for maintenance and inspection.
- Ensure development complies with all City, County, State, and Regional Water Quality Control Board's requirements.

VI.10 Business Identification Sign Standards

The *University District* is truly a unique urban environment requiring treatments and standards for signs unlike those in other parts of the City. This section addresses the design of individual business signs. District wide way-finding and gateway signs are addressed in Chapter VII – District Signage.

Intent

The following standards are intended to regulate the design and placement of business identification signs only, with the intent to:

- Generate high quality signage that reflects a unique and sophisticated retail, dining and entertainment environment.
- In core locations, contribute to the vitality of the community by encouraging sign types and styles which impart a lively atmosphere.
- Promote business and provide adequate visibility for businesses within the *University District*.
- Allow signs that are visible and legible by both pedestrians and motorist.

Each development shall be required to submit a Sign Plan for approval by the Planning Director. Specific details of the sign design may vary according to the Sign Plan for individual developments; however, signage shall conform to the overall design guidelines for the *University District*.

Signs located in the Special Treatment Area shall follow the guidelines for Special Treatment Areas as outlined below:

General Sign Standards

Design

A strong connection shall be maintained between all signage and the project architecture and landscaping. Elements of color, materials, scale, form and detail shall be reflected in the signage. A mixed media approach using a variety of materials and lighting techniques is encouraged.

Simple and easy-to-read typefaces are generally more legible, and are therefore preferable to hard-to-read and intricate typefaces.

In addition, colors of letters and symbols which contrast with the base or background colors of signs enhance readability.

Signs that have symbols, characters, or graphics may be used. The symbol, character, or graphic shall relate to the products sold in the business or to the name of the business.

Signs shall be constructed of durable and weatherproof materials so they will not discolor, fade, crack, rust, or erode.

In order to avoid sign clutter, signage shall only be allowed on facades that have building entrances.

Buildings shall be designed with appropriate locations for signs. Signs shall not cover or obscure windows, doors, storefronts, building entrances, cornices, columns, or other architectural elements or details.

Sizes and Quantities

In general, signs shall follow the City-wide sign regulations for size and quantity, as well as more specifically to these criteria and per each lot development Sign Plan approved by the Planning Director.

Notwithstanding the maximum square footage specified for sign copy area allowances, adequate amounts of visual open space shall be provided so that signs appear balanced and scaled in relation to their backgrounds and adjacent signage. Signs shall fit comfortably, never crowding the architectural and landscape elements in the immediate vicinity.

Retail Sign Sizes

Two (2) square feet per linear foot of tenant lease space frontage per elevation, up to 300 square feet maximum aggregate total per tenant (all elevations combined), whichever is less.

Sign area shall be calculated as follows:

- Sign Area – The area of that triangle, square, or polygon formed on a plane from the least number of straight lines (not to exceed eight in number) – all parts of which are measured at least six (6) inches from and enclosing all writing, trademarks, illustrations, back lighting and those backing structures (except building walls and monument base, columns or other architectural supports).

- Individual Letters – The area of wall or window signs composed of individual letters, which is considered to be the area within the single continuous perimeter encompassed by a straight line geometric figure that encloses the extreme limits of the letters or other characters.

- Quantity – There shall be no limit on the number of wall, awning, canopy, marquee and window signs, providing they do not exceed the total square footage allowed.

Location

Buildings should be designed with appropriate locations for signs. Signs should not cover or obscure windows, doors, storefronts, building entrances, cornices, columns, or other decorative architectural elements or details.

Tenant wall signs need not be attached to the lease space to which they refer, and may be located on the building wall or architectural element of the building in which the tenant leases space. Signs must be located below the eave line of the roof eave, tower, or parapet.

District signage may list any tenant in the District. District signage shall not count against a tenant's allowable square footage.

Lighting

Signs may be illuminated by external lighting fixtures, by providing back-lighting behind individually mounted letters and symbols, and by internally illuminating sign symbols and logos. All front lighting, lamps and fixtures shall be baffled or obscured in channels where possible. Internally illuminated box signs (signs where the sign backgrounds are illuminated) are prohibited.

Sign lighting shall be directed and shielded to illuminate the sign and not to spill over to other parts of the building or site.

Special Treatment Area

A Special Treatment Area has been designated for the area in and around the East Urban Plazas, located within the Commercial/Retail Core or *University District*. This area is intended to create a more exuberant public gathering space – like a "Times Square West." This Special Treatment Area is envisioned as a public gathering place for special events, with lighting and signage appropriate to its festive uses. Regulations for the Special Treatment Area shall be approved by the Planning Director as part of a master sign program to be developed for the *University District*. Individual signs within the Special Treatment Area shall require Planning Director approval prior to installation.

Permitted Sign Types

The following types of signs are permitted:

- Awning, Canopy and Marquee Signs
- Building Wall Signs
- Window Signs
- Projecting Signs
- Blade/Hanging Signs
- Directory Signs
- Ground Signs
- Temporary Signs
- Temporary Identification Signs

Standards for these signs are provided as follows:

Awning, Canopy, and Marquee Signs

Description – A sign that is printed or mounted on an awning, canopy or marquee. The following standards apply to these signs:

- Signs are allowed on the front and side of the marquee, canopy or awning.
- Signs shall observe a margin of 75 percent height and 75 percent width of the available background.
- Awning, canopy and marquee signs are counted in the total aggregate allowable sign area.

Building Wall Signs

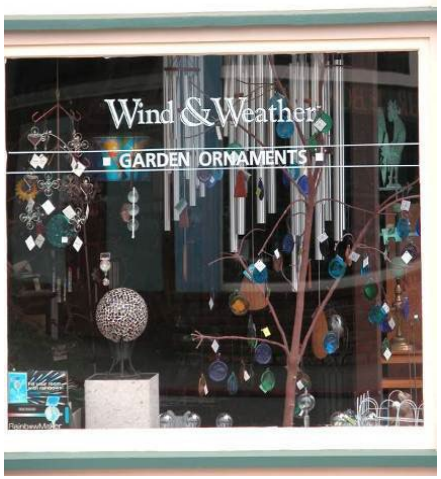
Description – A single-faced sign that is mounted to the building wall and which projects less than eighteen (18) inches from the wall. These signs area used to identify the name of the building or the primary tenant of the building. The following standards apply to these signs:

- Tenant signs must observe margins of up to 60 percent of the height and 75 percent of the width of tenant lease space or available architectural background.
- Building wall signs are counted in the total aggregate allowable sign area.

Window Signs

Description – A temporary or permanent sign that is painted or affixed to the inside or outside of a window surface, or otherwise located so as to be visible from the exterior of the building. Window signs include posters for advertisements and sales, product merchandise posters, open and closed signs, and painted or etched business names and logos. The following standards apply to these signs:

Window signs shall only be used on windows for non-residential uses. Window signs may be used on ground floors of live-work units and in residential sales/leasing offices.



- All window signs combined shall not occupy more than one-third (1/3) the area of window frontage.
- Permanent window signs shall be created with permanent or fade resistant materials, paint, gold-leaf lettering, vinyl or glass etching.
- Window signs are counted in the total aggregate allowable sign area.

Projecting Signs

Description – A single or double-sided sign that projects more than eighteen (18) inches from the building façade. The following standards apply to these signs:

- A minimum of eight (8) feet of vertical clearance shall be provided from the lowest point of the sign to the sidewalk or walkway.
- One (1) projecting sign per frontage is allowed.
- Projecting signs are counted in the total aggregate allowable sign area.

Blade/Hanging Signs

Description – A single or double-sided sign that projects from a building façade and hangs from a mounted wall brace or from the ceiling of a second-story balcony or arcade/gallery. The following standards apply to these signs:

- A minimum of eight (8) feet of vertical clearance shall be provided from the lowest point of the sign to the sidewalk or walkway.
- The maximum area of a blade/hanging sign shall not exceed ten (10) square feet.
- Blade/Hanging signs shall be mounted near storefront entrances.
- A maximum of one (1) projecting sign shall be permitted for every storefront entrance on the façade.
- Blade/Hanging signs are counted in the total aggregate allowable sign area.

Directory Signs

Description – A small signs that is attached flat against the façade, generally at eye level of pedestrians. Directory signs are either used to identify an individual business within a storefront or to identify multiple tenants that are accessible by a shared entrance or lobby. The following standards apply to these signs:

- Directory signs shall only be used near building entrances.
- Directory signs shall not exceed an area of thirty-two (32) square feet.
- Only one (1) directory sign shall be permitted on a single façade for each storefront or lobby entrance.
- Directory signs are not counted in the total aggregate allowable sign area.

Ground Signs

Description – A pole-mounted or monument style sign. The following standards apply to these signs:

- One (1) freestanding ground sign per frontage is allowed.
- The permitted sign area and installation location shall comply with the City of San Marcos Zoning Ordinance Signage Regulations.

Temporary Signs

Description – Signs that are permitted for various activities during and after completion of the development phases of projects, such as signs related to "Project Leasing," "Construction," and/or "Future Facilities." The following standards apply to these signs:

- Temporary signs may be ground mounted.
- Temporary signs may be internally or externally illuminated per the Owner's discretion and approval.
- The permitted sign area and quantity shall comply with the City of San Marcos Zoning Ordinance Signage Regulations.

Temporary Identification Signs

Description – Signs that are permitted for various activities related to individual lease spaces during and after completion of the development phases of projects, such as banners related to "For Lease Space Available" and/or "Coming Soon." The following standards apply to these signs:

- Temporary identification sign messages are subject to Planning Director approval.
- Tenants may be allowed use of a temporary identification banner for a period of time not to exceed thirty (30) consecutive days.
- One (1) temporary identification sign per street frontage.
- Two (2) temporary identification signs maximum not to exceed a combined total of sixty (60) square feet.
- Temporary identification signs shall be installed below the roof eave line.

Prohibited Sign Types

- Any sign not in accordance with these Guidelines.
- Abandoned signs.
- Rotating, revolving, flashing, animated, blinking, gyrating, or moving signs (except in Special Treatment Areas).
- Vehicles, trailers or other signs or devices, when used exclusively or primarily as advertising devices or displays.
- Off-premise signs (other than directional signs and District signs) installed for the purpose of advertising a project, event, person, or subject not related to the premises upon which said sign is located.
- Signs that create a safety hazard and/or resemble or conflict with any traffic control device.

- Flags, pennants, streamers, spinners, festoons, windsocks, valances or similar displays without prior approval by the Planning Director.
- Balloons or other inflatable devices.
- Roof signs.
- Signs promoting immoral or unlawful activities.
- Billboards or outdoor advertising devices and advertising displays.
- Freestanding "A" frame signs or "human" signs.
- Any signs not addressed in these Guidelines and specifically prohibited by the City of San Marcos Zoning Ordinance Signage Regulations.

VI.11 Definitions

A

Alcohol Sales: Any dining use that serves alcoholic beverages for on-premises consumption, such as bars and nightclubs.

Apartment: A residential unit that is within a larger complex of residential units, all of which are rented by separate individuals or households.

Assembly Use: Any group or organization that regularly gathers for a common purpose. Assembly uses include religious institutions, fraternal organizations, clubs, lodges, and other uses that are determined to be similar by the Planning Director.

Awning: A covered architectural projection that extends from the exterior wall of a building for the purpose of providing shade or shelter.

B

Balcony: A platform that projects from an upper floor of a building.

Bay Window: A window and related structure that extends outward from an exterior building wall and thereby forms an alcove in the adjoining interior space.

Block: An area that is completely surrounded by streets (including the freeway) and/or the Creek Side Trail.

Build-to-Line (BTL): A line parallel to a property line along which a front facade must be built along.

Building Depth: The distance between the front facade of the building and the rear facade of the building.

Building Facade: A wall or series of walls that together make up a side of a building.

Building Frontage: The side of the building that faces the front of the parcel.

Building Height: The height of the building as measures by the number of allowed floors. Within the *University District*, the maximum building height is limited by the maximum number of floors and the maximum ceiling height for each floor.

Building Width: The distance from one side of the building's frontage to the other side of the building frontage.

C

City: City of San Marcos.

Community Building: Buildings designed for public, civic, and/or cultural uses and purposes (see also Cultural/Civic Uses).

Conditionally Permitted Use: A use that requires a director's permit, minor use permit, or a major use permit.

Condominium: A residential unit that may be attached or detached that is within a larger complex of residential units, each of which is owned by separate individuals or households. Common areas, such as hallways, grounds, recreational facilities, and parking facilities, are owned in common and maintained by a homeowner's association.

Cornice: A horizontal molded projection that crowns or completes a building facade. It is the uppermost section of moldings along the top of the wall or just below a roof.

Courtyard: A common area that is bounded on three or four sides by buildings.

Cultural/Civic Uses: Cultural and civic uses include public and private uses including: schools, libraries, museums, government offices and facilities, community centers, recreational facilities, and other uses that are determined to be similar by the Planning Director.

D

Dining Use: Any business that prepares and serves food and beverages, which can be consumed on- or off-site. Within the *University District*, these uses include cafes, coffee shops, ice cream parlors, fast-food restaurants, limited service restaurants, full-service restaurants, and other uses that are determined to be similar by the Planning Director. Dining uses with live entertainment and/or outdoor dining are regulated separately (see Outdoor Dining Use and Dining/Entertainment Use). Dining uses that serve alcoholic beverages for on-premise consumption shall require a Director's permit.

Dining/Entertainment Use: Any dining use that includes live entertainment, including live music, performing arts, comedy shows, karaoke, dancing, and other forms of entertainment that are determined to be similar by the Planning Director (see Dining Use). Dining/entertainment uses that serve alcoholic beverages for on-premise consumption shall require a Director's permit.

E

Entertainment Use: Any business where the principal use is a form of entertainment. These businesses may also generate secondary income from selling related products, food, and beverages. These businesses include night clubs, concert halls, cinemas/movie theaters, live-performances (music, dance, drama, comedy, etc.) and other uses that are determined to be similar by the Planning Director. Within the *University District*, adult-only entertainment uses are prohibited.

F

Facade: See "Building Facade."

Floor / Floors: Enclosed building space (building levels) that is bounded by walls, floors, and ceilings.

Front Porch: An area connected to the ground floor of a building that is covered by a roof, but does not contain glass windows, walls, or fences (except railings and support posts).

Form-Based Code: A zoning code that emphasizes the form and location of buildings over the use of buildings, unlike conventional "Euclidean" zoning codes, which emphasize land use over other site and building design.

G

General Service Use: Any business in which income is generated primarily from customers that receive general services (excluding auto-related or health-related services) performed on-site. These businesses may also generate secondary income from selling products that are related to the service. General service uses include hair salons, barber shops, day care, photo processing, photography studios, tutoring centers, laundry and dry cleaning services, automated teller machines, blue printing/copy centers, and other uses that are determined to be similar by the Planning Director.

Ground Floor: The first (closest to the finished site grade) habitable building floor of a building.

H

Health Service Use: Any business in which income is generated primarily from customers that receive health-related services performed on-site. These businesses may also generate secondary income from selling products that are related to the service. These businesses include health spas, health clubs and gyms, exercise and martial arts studios, counselors, therapist, medical services (doctors, chiropractors, dentists and orthodontists offices; medical laboratories; etc.), and other uses that are determined to

be similar by the Planning Director. Within the *University District*, hospitals and nursing care facilities are prohibited.

Home occupations: An occupation customarily conducted as a secondary use entirely within a dwelling by the occupant of the dwelling in connection with which there is no display, no stock in trade, or commodity sold on the premises, and no persons employed; and which is conducted in such a manner that the outward appearance of the premise gives no indication of other than by residential use, and which is not detrimental to the residential character of the neighborhood by virtue of traffic flow, noise, odor, or other adverse conditions.

I, J

No definitions.

K

Kick-plate: A plate (often made of metal) fastened to the lower portion of a door to prevent damage to protect the door's surface from shoe marks.

L

Lined Parking Structure: A parking structure that is located to the rear of one or more smaller building(s) and is screened from public view from the adjacent street and/or public space.

Live-Work Use: A residential unit that may also be used for a business that is owned and operated by the occupant of the unit. The business activity may involve employees other than those residing in the unit. The following types of businesses and uses are allowed within Live-Work Units:

- Retail Uses
- General Service Uses
- Health Service Uses
- Office Uses

See Retail Use, General Service Use, Health Service Use, and Office Use for the specific types of permitted and prohibited uses.

Lodging Uses: Any business that provides temporary overnight sleeping facilities for guests. These businesses may also provide additional services, such as conference and meeting rooms, restaurants, bars, or recreation facilities available to guests or to the general public. Lodging uses include hotels, bed and breakfasts, and other uses that are determined to be similar by the Planning Director. Within the *University District*, motels, motor lodges, and similar lodging establishments that are oriented toward parking facilities or have exterior lobbies or corridors are prohibited.

M

Marquee: A permanent roof-like structure that projects from the building wall to provide shade and shelter. Marquees sometimes have signs.

Medical Office Uses: Offices for medical doctors, dentist, orthodontists, chiropractors, physical therapists, medical laboratories, alternative health care providers, holistic health care providers, and other uses that are determined to be similar by the Planning Director.

N

North City: The name of the portion of the *University District* located east of Twin Oaks Valley Road. The name *North City* is authorized for display and use in business, district identification, and wayfinding signage in the University District.

O

Office Use: Any business that provides administrative or clerical work or service-related work that does not require the customer or client to be on site to receive the service. Office uses include banks, financial institutions, and administrative and professional offices for architects, engineers, consultants, marketing agents, travel agents, insurance and real estate agents, lawyers, biotechnology, research and development, and other uses that are determined to be similar by the Planning Director.

Outdoor Dining Use: Any dining use that has outdoor space, including space on sidewalks, for seating or patio space (see Dining Use). Outdoor dining uses that serve alcoholic beverages for on-premise consumption shall require a Director's permit.

P

Parapet: A low wall projecting from the edge of a roof. Parapets may be designed with details and cornices.

Parking Lot: Parking spaces that are not covered by a building and are not enclosed by walls.

Paseo: A pedestrian-only corridor that is lined on either side with buildings that generally have shops, restaurants and cafes, or entertainment uses on the ground floor.

Permitted by Right (Use): A use that is allowed to occur in a specific building at a designated location.

Podium Parking: Parking spaces that are covered by the ground floor of a building and are partially or wholly enclosed by walls. Podium parking may occur at or below the grade of the adjacent sidewalk.

Porch: See "Front Porch."

Projecting Alcove: A structure that extends outward from an exterior building wall and thereby forms a recess in the adjoining interior space.

Public Space: An outdoor gathering area that is available for use to the public.

Q

No definitions.

R

Recreation Use: A business where the principal use is a form of recreation. These businesses may also generate secondary income from selling related products, food, and

beverages. These businesses include uses such as bowling alleys, billiard/pool halls, indoor rock climbing, indoor batting cages, arcades, and other uses that are determined to be similar by the Planning Director.

Regulating Plan: A plan or map that designates how site design and building form standards are applied to specific areas of the *University District*.

Residential Use: Living space that is built for individuals and families. Residential uses include apartments, condominiums, townhomes, and home occupations. Student Housing is a specific residential use that is regulated separately (see Student Housing).

Retail Use: Any business that generates income by selling a tangible good or product. Retail uses include book stores, clothing/apparel stores, sporting good stores, flower shops, electronic and appliance stores, grocery stores, pet stores, jewelry stores, shoe stores, gift shops, home furnishing stores, toy stores, boutique retail stores, card shops, art supply stores, art gallery, toy stores, and other uses that are determined to be similar by the Planning Director. Within the *University District*, adult-only retail stores are prohibited.

S

Service Uses: Any business in which income is generated primarily from customers that receive a service performed on-site. Service businesses may also generate secondary income from retail sales that are related to the service. Service businesses include hair salons, barber shops, health clubs and gyms, movie theaters, pet grooming, photography studios, massage parlors, tutoring, dance and art instructions, martial arts studios, laundry and dry cleaning services, repair shops (appliances, televisions, radios, and computers), veterinary clinics, counselors, therapist, medical services (doctors, chiropractors, dentists and orthodontists offices; medical laboratories; etc.), and blue printing/copy centers. Tattoo parlors/body piercing and hookah lounges are prohibited.

Setback: An area in which buildings or other structures shall not occur.

Specialty Retail Use: A relatively large retail business that generates income by selling a tangible good or product and serves as a significant retail anchor drawing customers to the area. Specialty retail uses include urban grocery markets (which may also provide

food and beverages for consumption on-site), sporting goods and outdoor gear stores, large bookstores, large clothing/apparel stores, and other uses that are determined to be similar by the Planning Director. Within the *University District*, adult-only retail stores, hardware stores, and discount retailers are prohibited.

Stoop: A platform in front of a building entrance, which may or may not be covered by a roof.

Street Amenities: Items placed along the sidewalk for the use of pedestrians and to create a safer, more attractive streetscape.

Student Housing: Residential living space that is built for the exclusive use of college students. Student housing may also include cafeteria space, study halls, computer labs, and recreation facilities available to residents. Student housing includes dormitories, residence halls, student apartments, and other uses that are determined to be similar by the Planning Director.

T

Townhomes: A building that is designed for a single-family unit and is attached to at least one adjacent unit, which may have common walls.

Transom Windows: A short window placed above a door or window. Transom windows are generally no more than 2 feet in height and are usually as wide as the door or window that they are on top of.

Transparency: A measurement of how transparent or "see through" a window, fence, or wall is. Transparency is the opposite of opacity (i.e. a fence that is 25% transparent is 75 opaque).

Trellis: A structure, usually made from interwoven wood or metal pieces, which is attached to the roof or building wall used for shade or to support climbing plants.

Tuck-Under Parking: Parking spaces that are covered by the upper floor of a building, but are otherwise open. Tuck under parking may also be provided as private garages for individual units.

U

Upper Floor: A floor that is above the ground floor.

V

No definitions.

W

Walkway: A pedestrian path that is similar to a sidewalk, but may not be located adjacent to a street. Walkways are often provided on private development and within public spaces.

X, Y, Z

No definitions.

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VII. DISTRICT SIGNAGE | PUBLIC ART

VII.1 Community Identity

Having a visibly unique identity is essential to creating an active urban center, especially within a City's downtown core. People relate to the identity of different places based on themes, natural context, urban form, and special events. This identity can be achieved through the use of public art, landscaping, and by creating a hierarchy of sign types that are linked by a consistent theme.

Sign types will range in scale from district identity signs scaled for visibility by passing motorist on State Route 78, down to smaller way-finding signs scaled for individual pedestrians.

(Continued on Next Page)

"Be bold in introducing yourself. All you need is a name-tag."

- Jay Walljasper, The Great Neighborhood Book

(Continued from Previous Page)

Following adoption of the *University District* Specific Plan, a master sign program will be developed for the entire district. Separate approval for detailed sign design will be required by the Planning Commission. Ultimately, project-wide signage is intended to:

- Distinguish the district as a unique environment in San Diego's North County, which culminates in one major downtown core of civic, higher education, residential and commercial destinations, as well as public amenities such as parks, trails, and public transportation stops.
- Provide a clear identity statement and consistent theme which will be communicated through a combination of signage, public art, lighting and sophisticated graphics that are rendered using the most sustainable and environmentally-friendly methods and materials.
- Announce a commitment to the ideals of sustainable development in a smart growth setting, which is reinforced by a hierarchy of sign types. These signs will combine with complementary elements such as landscape, hardscape, graphics, public art and lighting. Lighting elements are visualized to be self-powering, incorporating the most up-to-date solar technology and energy efficient fixtures, as well as respecting the region's "Dark Sky" requirements.

For sign requirements related to business identification signs, refer to Section VI.10 of Chapter VI – Form-Based Code.

VII.2 Permanent Sign Types

Following are descriptions of the intended function for different signs types that will be located throughout the district (see Figure VII.A: Conceptual District Sign Placement Plan for approximate locations of Sign Types A, B, and C). Signs are permitted to display either the *University District* name or the *North City* name for the portion of the *University District* located east of Twin Oaks Valley Road.

VII.2.1 District Identity Statement (Sign Type A)

The District Identity Statement is an integrated composition of environmental graphics that announce arrival to the district to passing motorists on State Route 78. These graphics will provide a unique sense of place for the Specific Plan area. These signs, which are permitted to display either the *University District* name or the *North City* name for the portion of the *University District* located east of Twin Oaks Valley Road, shall be scaled to provide appropriate visibility to the passing motorist traveling at freeway speeds. The District Identity Statement shall be located on private property and may display major commercial and/or corporate anchor names (e.g. retail stores, cinemas, hotels, etc.). The District Identity Statement will include a component referential to the City of San Marcos as approved by the Planning Division. The landscaping and lighting shall be an integral part of the overall composition of the district identity statement.

VII.2.2 Gateway Signs

Primary Entry Gateway (Sign Type B)

Primary Gateway Signs mark the primary entry points into the district from State Route 78, Twin Oaks Valley Road, Discovery Street and East Barham Drive. They are smaller in size than the District Identity Statements and are appropriately scaled to the motorist traveling at reduced speeds as they enter the project. They repeat, and incorporate elements introduced by the District Identity Statements.

Secondary Entry Gateways (Sign Type C)

Secondary Gateway Signs are scaled down versions of the Primary Entry Gateway signs, which are more suitable for motorists and pedestrians traveling at slower speeds on narrower streets. They are located at secondary points of entry, and reinforce the district identity while providing advertisement of major project components.

VII.2.3 Way-Finding Signs

Vehicular-Oriented Directional

Vehicular-oriented directional signs are located throughout the project area (as required) to aid visitors in easily finding their way to destinations within the district. Elements will be scaled appropriate for travel speeds, viewing distances and conditions. These signs will reinforce the district identity by using a palette of similar materials, colors, design elements and lighting as used in the Gateway statements.

Pedestrian-Oriented Directional

Pedestrian-oriented directional signs are especially important in creating a walkable district. They provide directional information, which encourages pedestrian to visit many areas within district. These signs will reinforce the district identity by use of a palette of similar materials, colors, design elements and lighting as used in the Gateway statements that appeal to the pedestrian experience.

Vehicular-Oriented Directories

Vehicular-oriented directory signs assist visitors arriving and driving throughout the district with cognitive way-finding, in order to orient themselves with respect to the district's major destinations and neighborhoods.

Pedestrian-Oriented Directories

Pedestrian-oriented directory signs assist pedestrians arriving and traveling within the district to orient themselves with respect to major destinations and district neighborhoods. These directories may include community messages, and incorporate an additional level of design detail, which promotes walkability.

Vehicular-Oriented Parking Directional

Vehicular-oriented parking directional signs direct visitors to parking lots, garages and available parking spots throughout the district. Vehicular-oriented parking directional signs are permitted on private property or within, on or upon the public right-of-way. Vehicular-oriented parking directional signs located within, on or upon the public right-of-way shall be owned by a private entity, subject to an encroachment permit between the private entity and the City of San Marcos, and subject to approval by the Planning and City Engineer. A vehicular-oriented parking directional sign on private property may include a digital element that indicates the number of available parking spots in a certain parking lot or garage but may not contain any other digital elements. Vehicular Oriented Parking Directional Signs located within, on or upon the public right of way shall not contain a digital element. Off-site advertising and/or digital signage, except as previously described in this section, are prohibited on vehicular-oriented parking directional signs, except within the Special Treatment Areas.

VII.2.4 General Provisions for District Identity Statement, Gateway Signs, and Wayfinding Signs:

Signs located on private property may contain specific business names, logos, or references to generic business types for businesses located on the same property in which they are affixed. Signs located on private property shall only display generic business types or names of businesses located on other properties for wayfinding/directional/directory purposes.

Signs located within, on or upon the public right-of-way shall be subject to approval by the Planning Director and City Engineer. Signs located within, on or upon the public right-of way may only contain specific business names for wayfinding/directional/directory purposes if the sign is owned by a private entity and is subject to an encroachment permit between the City of San Marcos and the private entity.

A sign located within, on or upon the public right-of-way may only contain the *North City* logo if the sign is owned by a private entity and is subject to an encroachment permit between the City and the private entity. No other privately owned logos or trademarks are permitted on signs located within, on or upon the public right-of-way.

Off-site advertising is prohibited on all signs, except within the Special Treatment Areas. Off-site advertising is prohibited on all signs located within the public right of way. Business names displayed on directories, directional signs and on the District Identity Statement are not considered off-site advertising.

Digital signs shall only be located within the Special Treatment Areas, except for digital vehicular-oriented parking directional signs, which are also permitted on private property outside the Special Treatment Areas. Digital signs are not permitted within, on or upon the public right-of-way.

Pedestrian-oriented directories located on private property within the Special Treatment Areas may contain interactive digital elements to provide information regarding the location of businesses within the district. Pedestrian-oriented directories located within, on or upon the public right of way shall not contain any digital or interactive elements.

VII.2.5 Neighborhood Identification

Neighborhood Identification signs serve to name individual neighborhoods, both residential and commercial, within the district. These types of signs contain common elements that reinforce the project identity, and which introduce the unique architectural and graphic identities of the individual neighborhoods.

VII.2.6 Site / Facility Identification

Site or Facility Identification signs serve to identify specific public sites within the district, such as public gathering plazas, parks, recreational trails and transportation nodes like local bus stops, Sprinter Rail Line Stations (Civic Center and Cal State San Marcos locations) and future intra-city shuttle stops.

VII.2.7 Street Name Sign Treatments

The creative design of street name signs will further reinforce the district identity.

Figure VII.A Conceptual District Sign Program Plan

VII.3 Art in Public Places Program

The City of San Marcos has a goal for art in public places, which promotes the integration of visual arts in the community. *University District* is a unique area of the community and as such, a distinct program should exist to promote more than just its layout and the physical characteristics of its streets and buildings. One major element of the District's image can be its public art. Art can make a statement about who and what an area represents, how it views itself, and how it is viewed by others.

Public art can also serve as a business trademark, conveying growth and prosperity to the private and public sector alike. Art installations can range in subject and style from free-flowing abstract design to detailed realistic figures. They can take advantage of a wide range of mediums, from stone, metals, wood and paint, to concrete, glass and lighting, among others. There are many opportunities for installing art in public places, such as at parks, Sprinter Line stations, pedestrian trails, sidewalks, urban plazas, and on building facades or other temporary locations as opportunities present themselves.

VII.3.1 Program Requirements

All new projects within *University District* are required to acquire and install a public art piece when the development project has a total building valuation greater than $250,000. A building valuation of up to $249,999 requires no art piece. A valuation of $250,000 up to $999,999 shall require that 1 percent of the total valuation be allocated for an art piece. A building valuation of $1,000,000 and above requires an art allocation of $10,000 plus $2,000 for each one million dollars of building valuation (including the first million dollars of valuation).

The specific amount identified as the minimum allocation for the acquisition of an art piece is based upon the total building(s) valuation as computed using the latest Building Valuation Data set forth by the International Conference of Building Officials (ICBO).

Table VII.A: Art Allocation Formulas	
Total Building(s) Valuation - $	*Total Minimum Art Allocation - $*
$<249,999	$ 0
$ 250,000	$ 2,500
$ 500,000	$ 5,000
$ 750,000	$ 7,500
$ 1,000,000	$ 12,000
$ 5,000,000	$ 20,000
$ 10,000,000	$ 30,000
$ 15,000,000	$ 40,000
$ 25,000,000	$ 60,000
$ 50,000,000	$ 110,000
$ 75,000,000	$ 160,000
$ 100,000,000	$ 210,000

The Director of Community Development shall have the option to allow payment of an in lieu fee, pursuant to the minimum art allocation formula, to the City for cultural enrichment. Provision for an exception by the Director of Community Development shall be based upon a lack of accessibility by the public to the location of a proposed art piece or the scope of the development project being such that the art piece will not meet the overall intent and guidelines of this program.

Additionally, the Director of Community Development shall have the option to allow multiple developers with projects in close proximity to one another, to undertake an agreement to contribute the minimum art allocation of funds towards a shared art installation.

VII.3.2 Guidelines for Public Art

Requirements for the development, selection, acquisition, placement and maintenance of art pieces are as follows:

- The art piece shall be easily visible to observers from the public street.
- Installation of the art piece shall be planned and implemented to enhance the work and allow for unobstructed public viewing from as many angles as possible.
- The art piece submittal shall include a complete site plan with details describing placement, size, materials, colors, lighting, landscaping, and any other related information requested by the Planning Division, which clarifies the overall art piece design.
- The art piece shall be comprised of permanent-type materials and require a low level of on-going maintenance. Durable and weather-resistant materials are recommended. Such materials may include, but are not limited to steel, bronze, concrete, wood, plastic, and stone.
- Any lettering/signing on a piece or its foundation must be approved by the City of San Marcos prior to installation. Project identification is allowed; however, product advertising is not permitted.
- Expressions of obvious bad taste or profanity, which would likely be offensive to the general public, are not permitted.
- The art piece shall be designed by persons with experience and knowledge of monumental scale piece and shall provide the City with background information verifying these capabilities.
- Developers shall be encouraged to provide a wide range of sculptural styles, materials, and types when selecting an art piece for the program.
- Interactive art pieces such as water sculptures are permitted.

- In order to provide diversity and opportunity, not more than five pieces by the same artist is encouraged. However, any one art piece may include multiple separate components that once installed, are contiguous enough in placement to be understood as all being part of the same art piece.
- Each piece may be identified by an appropriately sized cast metal plaque as determined by the Economic Development Director or his/her designee. The plaque shall be placed in an appropriate location near the art piece and shall list only the date, title, and artist name.
- The art piece shall be maintained by the property in a neat and orderly manner acceptable to the City of San Marcos.
- The art piece shall be a permanent, fixed asset to the property upon which it is located. The Director of Community Development will have the discretion to allow leasing of art installations which could be sold at auction. Proceeds from any art piece sale will return to the City of San Marcos Public Art Fund and be earmarked for use related to the design and installation of future art pieces within the *University Distric*t.
- The art piece shall be placed in a location that is visually accessible to the public, such as a building façade, landscaped area or public gathering plaza. The art piece may be designed as an integrated part of the building, streetscape, or landscape.

VII.3.3 Review Processing

Processing for an art piece shall begin with the City Planning Division apprising each developer of the requirements for an outdoor art piece as an element of the proposed development project. The City Planning Division will advise the developer of the program requirements and provide further guidance pertaining to artistic options.

When a development project requires the approval of a variance, conditional use permit, further site development review or other related City approval, it shall be conditioned upon the development that the building project shall not receive a Certificate of Occupancy until such time as the approved art piece is installed in place, or its installation is secured by bond or other means approved by the Economic Development Director or his/her designee.

The applicant shall submit to the City Planning Division a completed Art in Public Places application in one or more of the following formats:

- Photographs or slides of the subject art piece depicting several views.
- A model of the art piece.
- A graphic illustration or the artist's rendering of the art piece depicting several views.

The subject art piece shall be an integral part of the landscaping and/or architecture of the adjacent building(s). Details as to specific landscaping and architectural treatments integrating the piece into an overall project design, and maintenance factors required to ensure its permanence, shall be included.

Upon receipt of the subject art piece illustration(s) and application, the Economic Development Director or his/her designee will assess the application for consistency with the applicable art piece guidelines. Prior to making a final decision, the Economic Development Director or his/her designee may consult with an Art in Public Places Advisory Committee. The Art Advisory Committee should be comprised of five to seven members who may review art piece projects proposed within the specific development area.

The Art Advisory Committee members should include the Planning Director or designee, a member of the Planning Commission as appointed by the Planning Commission Chair or designee, a member of the City Council or designee (as appointed by the Mayor), and two individual members of the community (appointed by the City Council) who have an

interest in public art, artistic orientation, art background, education and/or experience in the field of art or art development.

The specific role of the Art Advisory Committee is to review art piece proposals for consistency with the art piece guidelines outlined in Section VII.3.2 of this Chapter. Recommendations for improvement may be made by the Committee, but significant credence shall be given to the intent of the art piece as originally proposed by the developer and/or developer's artist.

If the Art Advisory Committee reviews an application, a majority vote recommendation shall be submitted to the Economic Development Director or his/her designee within 30 days from the date of a complete art piece application submittal. Their recommendation may include approval, approval with minor modifications, or denial. Upon approval, the Economic Development Director or his/her designee shall notify the project developer in writing as to the acceptance of the proposal and any applicable conditions.

Should the Art Advisory Committee determine that the art piece is not consistent with the art piece guidelines outlined in this Chapter, the Economic Development Director or his/her designee shall notify the project developer in writing and detail the Art Advisory Committee's objections and/or concerns. Then a meeting will be arranged between the parties involved to determine whether or not an alternative art piece should be proposed and/or to discuss whether alternative modifications to the art piece as originally proposed would suffice.

The decision of the Economic Development Director or his/her designee shall be final and shall become effective 10 days after written notification. However, if within such 10-day period an appeal of the decision is filed by an aggrieved person, the filing of such appeal shall suspend the decision of the Economic Development Director or his/her designee until City Council makes a determination, or the appellant dismisses the appeal. Such appeal shall be filed in writing with the City Clerk, and shall be processed as follows:

- Upon filing of an appeal to the City Council, the hearing date for the appeal shall be set by the City Clerk.
- The City Clerk shall transmit to the City Council the original art piece application, records, written reports, and appeal disclosing in what respect the application and facts offered in support thereof met or failed to meet the requirements of this *University District* Art in Public Places program.
- The City Council may affirm, reverse, or modify in whole or in part any appealed decision, determination, or requirement of the Director of Community Development, but before granting any appealed petition which was denied by the Director of Community Development, the City Council shall indicate where the art piece involved meets or does not meet the requirements set forth herein. The City Council's decision shall be final.

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VIII. INFRASTRUCTURE | UTILITIES | PUBLIC SERVICES

VIII.1 Sustainable Infrastructure

Drinking water treatment and distribution lines, sewer lines, storm water runoff storage facilities, recycle collection, as well as public services related to fire and police protection ensure the health of local communities and our environment. As a nation, we have built an extensive network of infrastructure to provide the public with reliable access to various utilities and public services.

Development of urban mixed-use projects such as *University District* is in direct support of smart growth principles aimed at managing the increased demands on our nation's infrastructure and preserving resources for future generations.

"A community will pay for their infrastructure sooner or later, so it's best to plan for that investment."

- Michael Parker, Author

VIII.2 Water System

VIII.2.1 Study Area

The entire *University District* project is located within the boundaries of the Vallecitos Water District (VWD) for water service. With elevations ranging from approximately 550 feet to 700 feet within the site, the project will be served from the District's 855 and 920 Zone systems. Separately, individual development projects may evaluate the potential for ground water use and will complete all required supplemental environmental analysis.

See Appendix Item A.4: Water System Analysis for a detailed summary of projected water demands for the *University District* project. The 2009 Water System Analysis was evaluated for the 2014 University District Specific Plan and an additional analysis was completed for the 2021 Specific Plan Amendment. It has been determined that there will be sufficient water supplies to meet the projected demand of this project and the Water System Analysis would not be demonstrably affected by the amendments to the University District Specific Plan.

VIII.2.2 Projected Water Demands

The VWD Master Plan originally projected a water demand of 0.4 million gallons per day (mgd) for the project area based on the prior General Plan land use and zoning as "Business Park" (BP). Based on the previously approved *University District* Specific Plan land uses and zoning designation as "Mixed-Use" (MU), VWD projected the total average daily demand to be 1.21 mgd for the project area. The projected total average daily demand for the *University District* based on the 2021 Specific Plan Amendment is 0.98 mgd.

VIII.2.3 Water Demand Comparison

The original *University District* Specific Plan land use and zoning increased projected average water demands by approximately 0.88 mgd over the previous projections for the

Business Park land use zoning designation. Under the 2021 amendment land uses, this increase was reduced to 0.58 mgd (a reduction of 0.30 mgd compared to the original University District Specific Plan). In accordance with state law (Senate Bill 610 and Senate Bill 221), VWD prepared a Water Supply Assessment and Verification Report for the 2009 Specific Plan (the full report is included in the Environmental Impact Report for this project). The report demonstrates and verifies that, although the water demand of the *University District* exceeds the previous estimates contained in VWD's 2002 Master Plan, there will be sufficient water supplies to meet the projected demand of this project, along with existing and other future planned development projects. The VWD Master Plan was updated in 2018 and continues to support this conclusion.

VIII.2.4 Existing Water Facilities

This section describes the existing water facilities in the vicinity of the San Marcos *University District* project (see Figure VIII.A: Existing Major Water Facilities).

920 Zone

The storage and supply for the project will be from the District 920 Zone system. The 920 Zone system feeds the 855 Zone system through several pressure-reducing stations. The majority of existing water demands within the *University District* are supplied by the 920/855 Zone system.

The 920 Zone includes four water storage reservoirs with a total combined capacity of 18 million gallons. There is a 24-inch transmission line in Twin Oaks Valley Road that supplies 920 Zone water to the area. There are also 10-inch and 12-inch lines in Barham Drive, east of Twin Oaks Valley Road. In the northeast section of the project, there is a 12-inch line in Carmel Street that reduces to a 6-inch line.

855 Zone

The 855 Zone is formed by five existing pressure-reducing stations that supply water from the 920 Zone. One of these pressure-reducing stations, Barham PRS, is located adjacent

to the project at the intersection of Twin Oaks Valley Road and Barham Drive. This station includes 4-inch and 8-inch pressure-reducing valves. There are 12-inch water lines in Twin Oaks Valley Road and at the western edge of the project in Grand Avenue and Discovery Street.

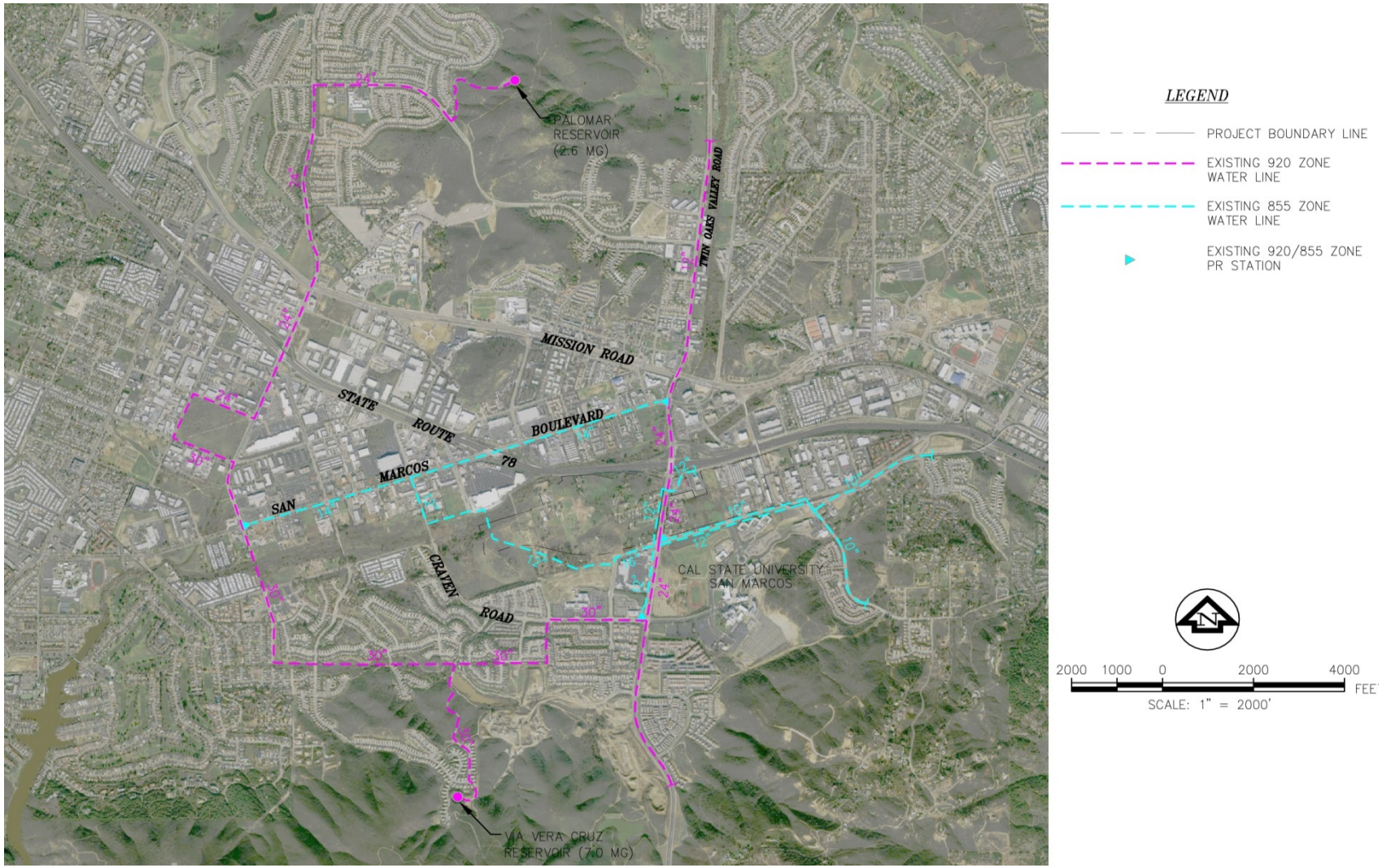

FIGURE VIII.A: Existing Major Water Facilities

VIII.2.5 Proposed Water Facilities

This section presents the recommended water system improvements necessary to provide water services to the San Marcos *University District* project. The project is generally to be served by the 855 Zone west of Twin Oaks Valley Road and by the 920 Zone east of Twin Oaks Valley Road. With elevations ranging from approximately 550 feet to 650 feet west of Twin Oaks Valley Road, maximum static pressures on the project will range from 67 psi to 132 psi in the 855 Zone. Similarly, with elevations east of Twin Oaks Valley Road ranging from 570 to 605 feet, static pressures in the 920 Zone will range from 126 psi to 152 psi (see Figure VIII.B: Proposed Water Facilities).

855 Zone Facilities

The primary source of water to the project will be the 24-inch and 12-inch 920 Zone lines in Twin Oaks Valley Road. These lines supply 10-inch and 12-inch lines in Barham Drive and the 920/855 Zone pressure-reducing station located at the intersection of Twin Oaks Valley Road and Barham Drive. There are also 920/855 Zone pressure-reducing stations west and north of the project that can supply water to the project.

To meet the fire flow requirements of the project, we are recommending several connections to the existing system with 12-inch looping throughout the project. Several connections are proposed to the existing 12-inch water line in Twin Oaks Valley Road. A 12-inch line is also proposed to be constructed in Discovery Street westerly to the existing 12-inch water line in Grand Avenue. Several connections are also proposed to the existing 10-inch line in Barham Drive, and there is a section of existing 6-inch line in Carmel Street that is proposed to be replaced with a 12-inch line. There are some internal pipelines, including dead-end pipelines that only supply one fire hydrant, that are recommended as 8-inch pipes.

Hydraulic Modeling

A hydraulic model was set up to analyze the recommended water system improvements. The system was modeled under average day demand, peak hour demand, and several maximum day demand plus fire flow scenarios. The results of the analysis confirm that the recommended water line sizing is adequate under all demand scenarios considered.

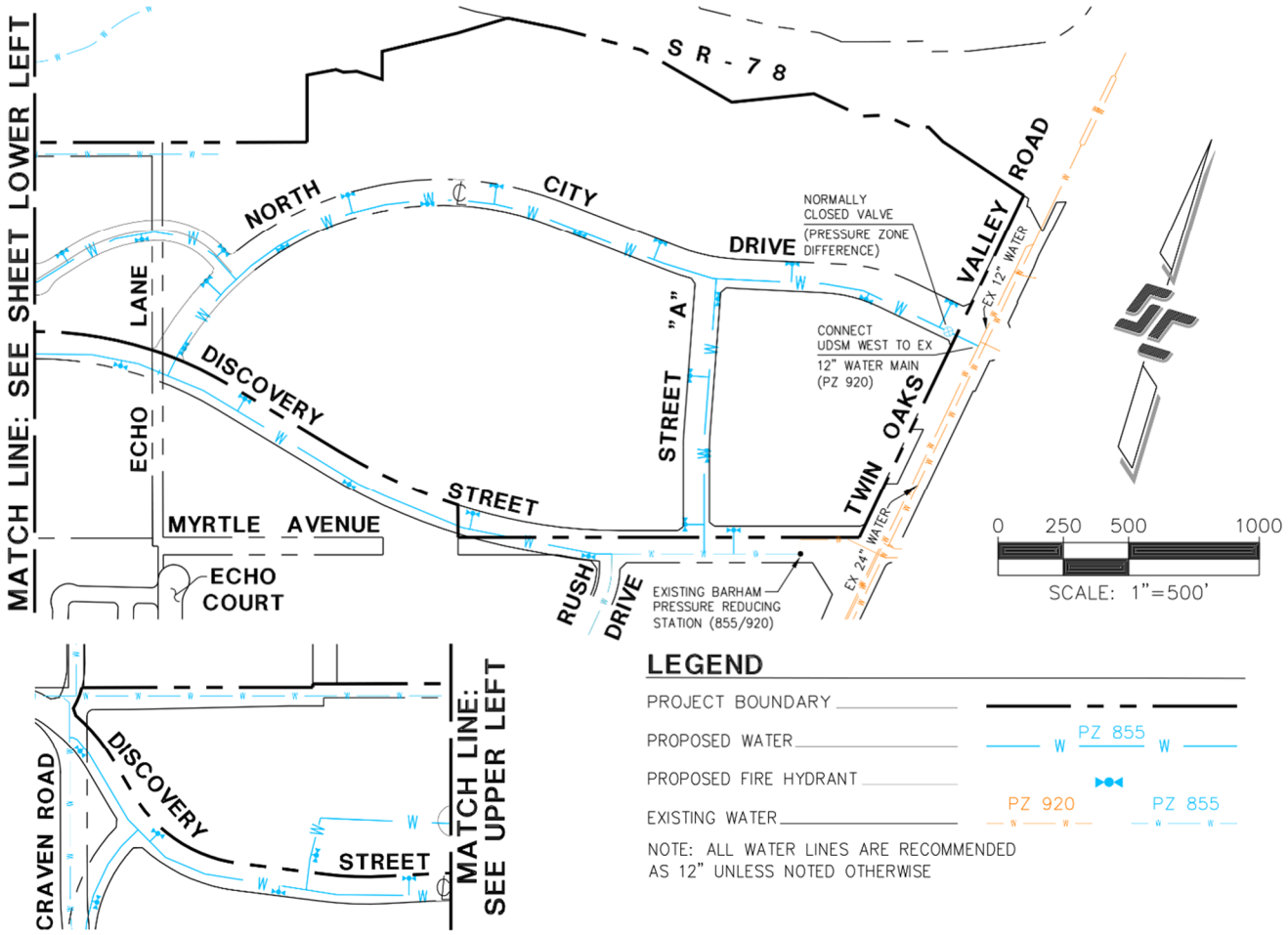

FIGURE VIII.B1: Proposed Water Facilities (West)

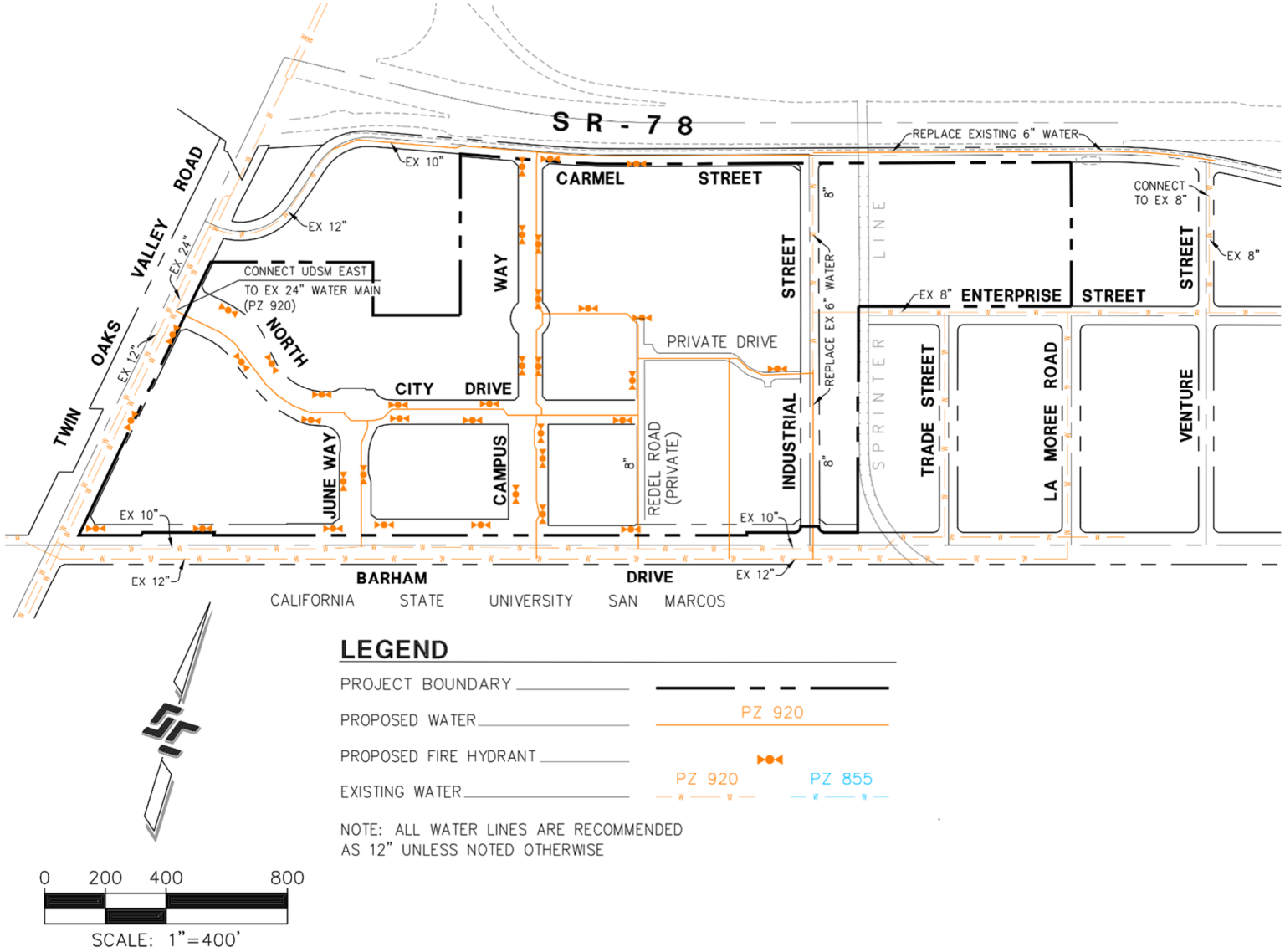

FIGURE VIII.B2: Proposed Water Facilities (East)

VIII.3 Sewer System

VIII.3.1 Study Area

The entire *University District* project is located within the boundaries of the Vallecitos Water District (VWD) for sewer service. There is an existing trunk sewer in Twin Oaks Valley Road, and an interceptor sewer to the north of the project, that provides sewer service to the area.

See Appendix Item A.5: Sewer System Analysis for a detailed summary of projected sewer flows for the *University District* project. The 2009 Sewer System Analysis was evaluated for the 2014 University District Specific Plan and an additional analysis was prepared for the 2021 Specific Plan Amendment. It has been determined that the Sewer System Analysis would not be demonstrably affected by the amendments to the University District Specific Plan.

VIII.3.2 Projected Sewer Flows

The total projected average daily flow is 0.71 mgd. The projected maximum peak flow is 2.03 mgd.

VIII.3.3 Sewer Flow Comparison

The 2018 VWD Master Plan included the 2009 Specific Plan land uses to project sewage flows. In comparing the land use breakdowns between the 2009 and 2021 North City University District Specific Plans, the current land use plan would decrease projected average sewer generation by approximately 0.35 mgd. This 0.35 mgd is the is the difference between the sewer generation projected in the "Sewer System Analysis for San Marcos University District" by Dexter Wilson Engineering, Inc. dated February 2009 (1.06 mgd) and the updated study that analyzed the 2021 University District Specific Plan Amendment (0.71 mgd).VIII.3.4 Existing Sewer Facilities

This section describes the existing sewer facilities in the vicinity of the San Marcos *University District* project (see Figure VIII.C: Existing Major Sewer Facilities).

Local Facilities

There is an existing 18-inch sewer line in Twin Oaks Valley Road. This line increases to a 21-inch as it conveys flow north and crosses State Route 78. There is also a parallel 8-inch gravity sewer in Twin Oaks Valley Road that connects into the 21-inch line, just south of State Route 78. There is a 12-inch sewer line in Barham Drive that increases to 15 inches as it conveys flow westerly and connects to the 18-inch line in Twin Oaks Valley Road. There is also a 12-inch gravity sewer line at Discovery Street that conveys flow easterly to the line in Twin Oaks Valley Road. In the northeastern corner of the project, there are some existing 8-inch gravity sewer lines that serve the adjacent development.

Regional Facilities

The gravity sewer interceptor located north of the *University District* project conveys flow westerly to District Lift Station Number 1 near the intersection of San Marcos Boulevard and Pacific Street. From this location, the District has the option of pumping through Lift Station Number 1 to their Meadowlark Treatment Plant or sewage can flow by gravity through the District land outfall to the Encina Wastewater Authority. The Encina plant is currently rated for a capacity of 36 mgd and the Vallecitos Water District has capacity rights of 7.54 mgd.

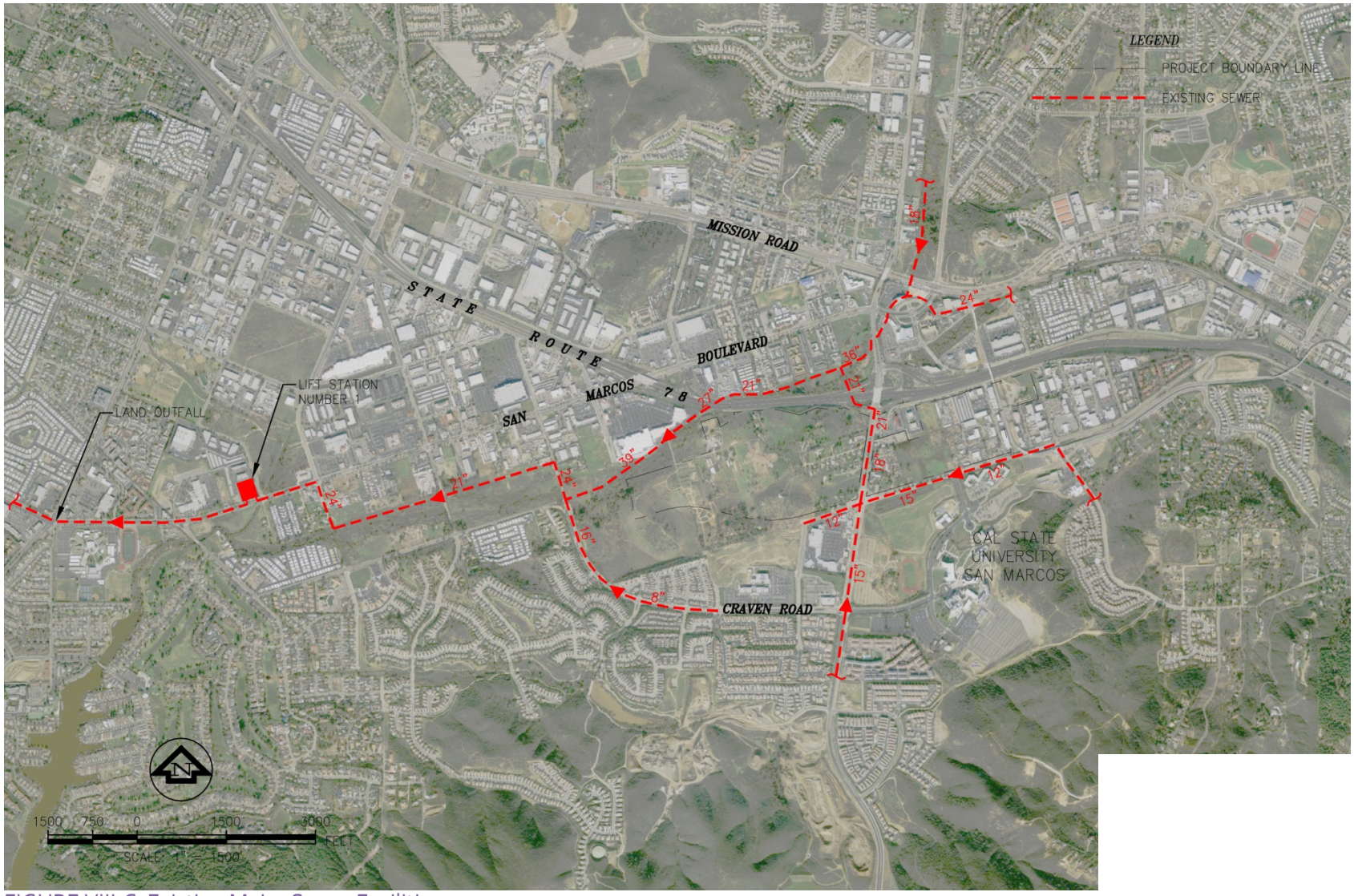

FIGURE VIII.C: Existing Major Sewer Facilities

VIII.3.5 Proposed Sewer Facilities

This section presents the recommended sewer system improvements necessary to provide sewer service to the San Marcos *University District* project (see Figure VIII.D: Proposed On-Site Sewer Facilities (East), Figure VIII.D: Proposed On-Site Sewer Facilities (West), and Figure VIII.E: Proposed Off-Site Sewer Facilities).

On-Site Sewer Facilities

The San Marcos *University District* can be served by the construction of on-site gravity sewers and connection to the existing system at several locations. The eastern portion of the project proposes to connect to an existing 8-inch gravity sewer line in Carmel Street. The majority of the project proposes to connect to the existing gravity sewer lines in Twin Oaks Valley Road. The western portion of the project will convey flow to the intersection of Discovery Street and Grand Avenue. From this location, approximately 1,000 feet of offsite sewer line will be necessary to convey flow westerly to the existing 16-inch sewer line in Craven Road.

Hydraulic Modeling

A preliminary hydraulic analysis has been performed to estimate on-site sewer line sizing. Projected flows have been split based on the preliminary development plan, and pipe slopes have been estimated based on preliminary street grades.

The results of this sewer system analysis indicate that on-site gravity sewer lines will consist of 8-inch through 12-inch pipes (see Figure VIII.D: Proposed On-Site Sewer Facilities (East) and Figure VIII.D: Proposed On-Site Sewer Facilities (West)).

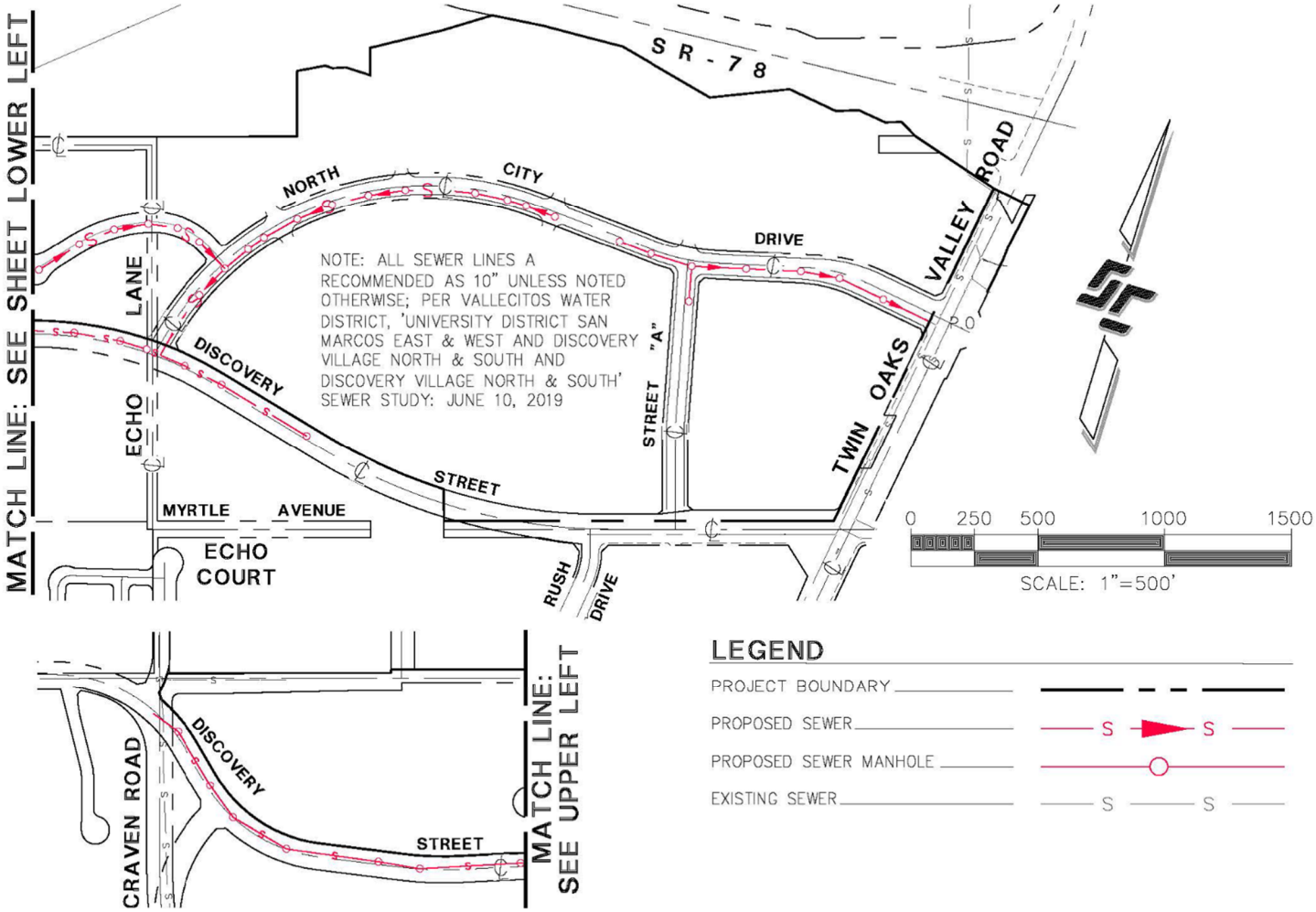

FIGURE VIII.D1: Proposed On-Site Sewer Facilities (West)

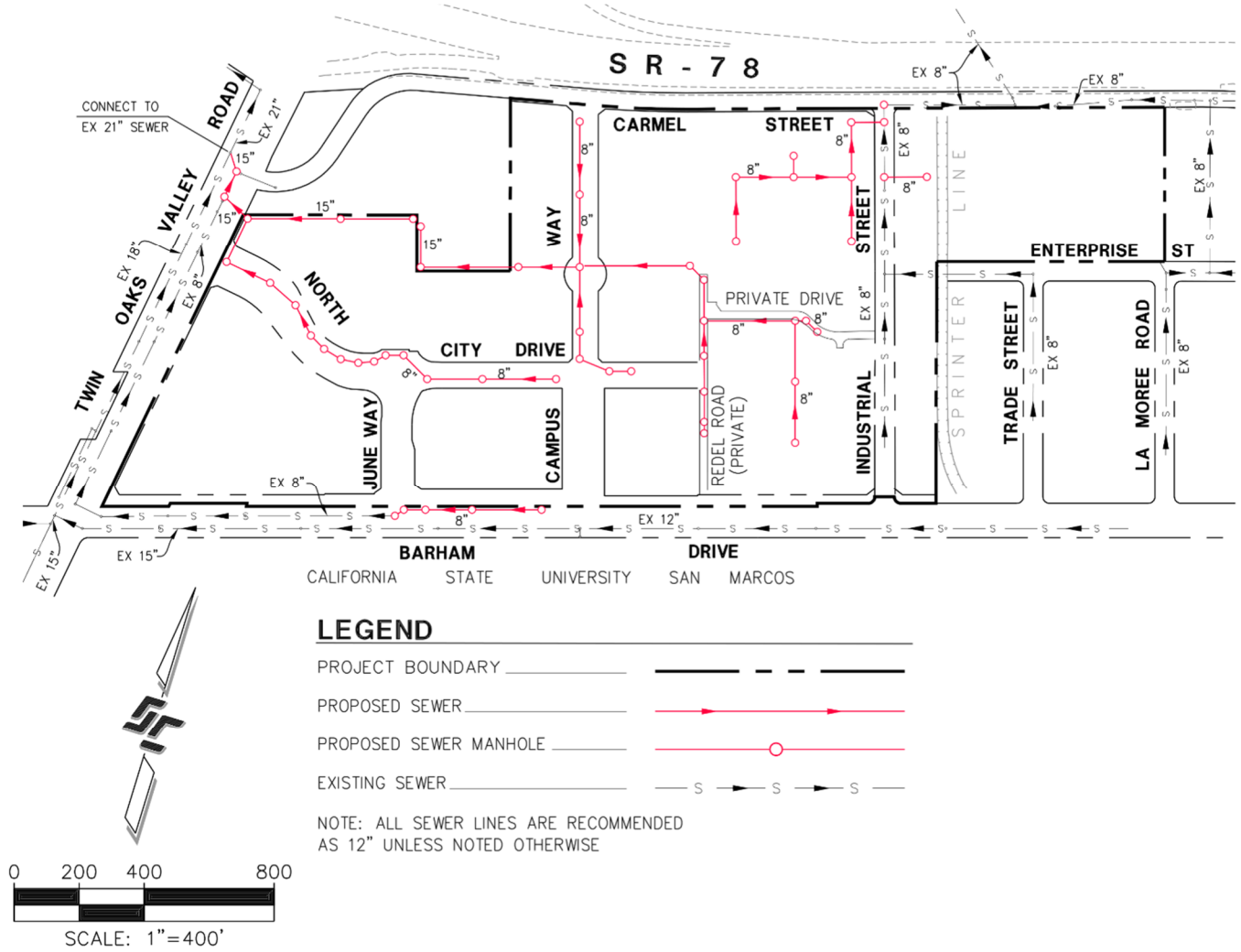

FIGURE VIII.D2: Proposed On-Site Sewer Facilities (East)

Off-Site Sewer Facilities

Based on assumptions made in the sewer system analysis and draft studies prepared by others, this section provides a preliminary evaluation of potential off-site sewer impacts resulting from the San Marcos *University District* project. These potential improvements include sewer line replacements and extensions in the vicinity of the project as well as regional improvements to off-site interceptor, treatment, and disposal systems. A consultant has performed a draft evaluation of the off-site sewer system for the District. The District analysis takes projected flows from the project and inserts them into a District-wide hydraulic model (see Figure VIII.E: Proposed Off-Site Sewer Facilities).

Local Improvements

The eastern portion of the project will convey flows through an existing 8-inch sewer line in Carmel Street. This line conveys flow northerly across State Route 78 and connects into a 12-inch line. The District analysis indicates that several of the lines in this area will require replacement in the ultimate flow condition, even without additional flows from the project.

The middle portion of the project will convey flow to an existing 21-inch sewer line in Twin Oaks Valley Road that conveys flow northerly across State Route 78 before connecting into a regional interceptor. There are several sections of on-site sewer and sewer lines in Twin Oaks Valley Road that need to be relocated and/or upsized during development of the project.

The Western portion of the project will require an offsite sewer line to convey flow to the existing 16-inch gravity sewer line in Craven Road. The analysis indicates that a 12-inch off-site sewer line is required.

Regional Improvements

At the time of the 2009 study, there was an approximately 7,000 foot section of existing interceptor from Grand Avenue to Lift Station Number 1 that is identified for replacement

in the District Master Plan. This interceptor has been ultimately replaced since that time with a 42-inch diameter sewer interceptor.

The District is also planning to construct a parallel land outfall from Lift Station Number 1 to Siphon A to accommodate ultimate development. The District is planning on 30-inch to 48-inch parallel and new outfall pipelines to accommodate buildout flows per the Master Plan.

From Siphon A to the Encina Wastewater Authority, the District plans to parallel several sections of line to meet ultimate flows. These District proposed improvements incorporate the San Marcos *University District* project.

The District currently has 7.67 mgd of liquid treatment capacity at Encina and 5.0 mgd at the Meadowlark Treatment Plant for a total of 12.67 mgd. The 2018 Master Plan projected ultimate flows for the district to be 14.40 mgd. The District will be required to purchase additional capacity in the Encina System.

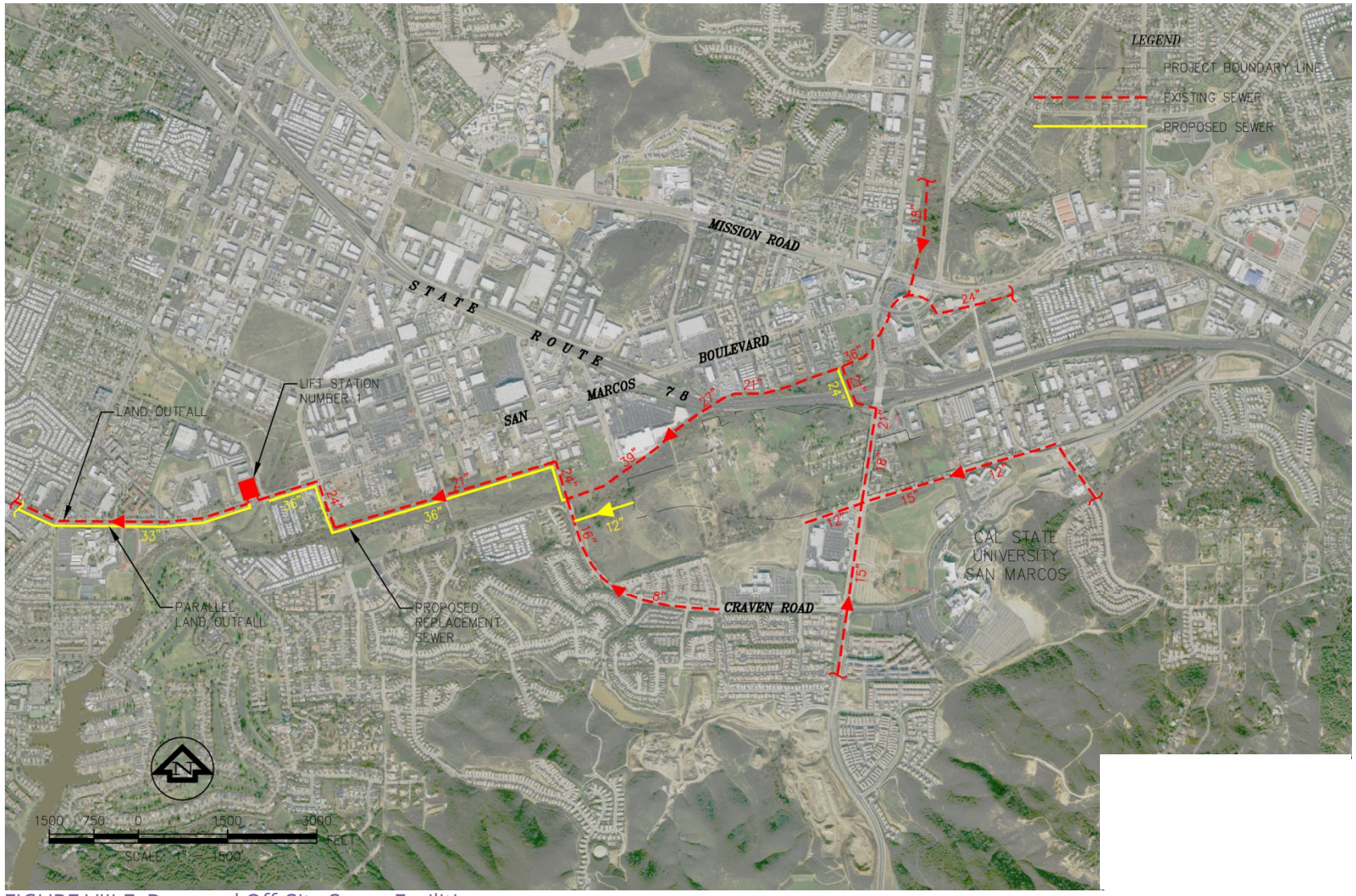

FIGURE VIII.E: Proposed Off-Site Sewer Facilities

VIII.4 Flood Control and Storm Drainage

A Preliminary Hydrology Report was completed for University District, per the June 2003 *San Diego County Hydrology Manual*, along with a Water Quality Technical Report (WQTR) to investigate Best Management Practices (BMPs) and Low-Impact Development (LID) facilities or Integrated Management Practices (IMPs). Full reports for both of these studies can be referenced in the accompanying Environmental Impact Report (EIR) for this project.

While conceptual site planning for *University District* intends to maintain major existing draining patterns to the extent possible, preliminary analysis of the site's existing and proposed hydrology identified an increase in storm water runoff upon full project build-out. This increase will require drainage facility improvements to mitigate potential impacts. The project proposes storm water detention systems throughout the District to provide hydromodification and peak flow mitigation. These improvements will mitigate impacts of development and reduce project storm water runoff flow rates to preproject rates, in compliance with the City of San Marcos BMP Design Manual.

Hydraulic and flood routing analyses demonstrate that the proposed site planning and planned storm water facilities create a *University District* project that meets current City of San Marcos drainage requirements (see Figure VIII.F: Storm Drain System (East) and Figure VIII.F: Storm Drain System (West)).

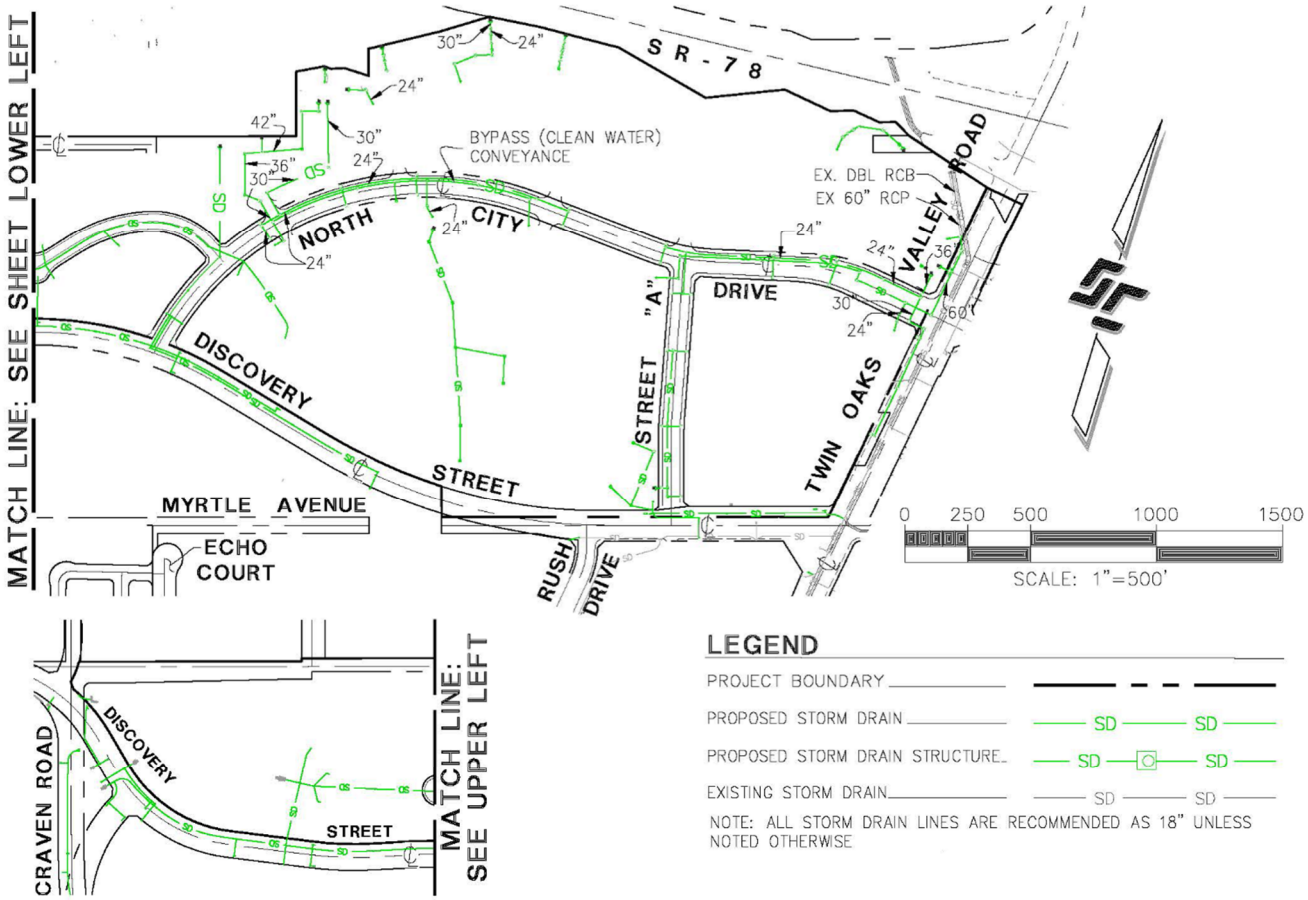

FIGURE VIII.F1: Storm Drain System (West)

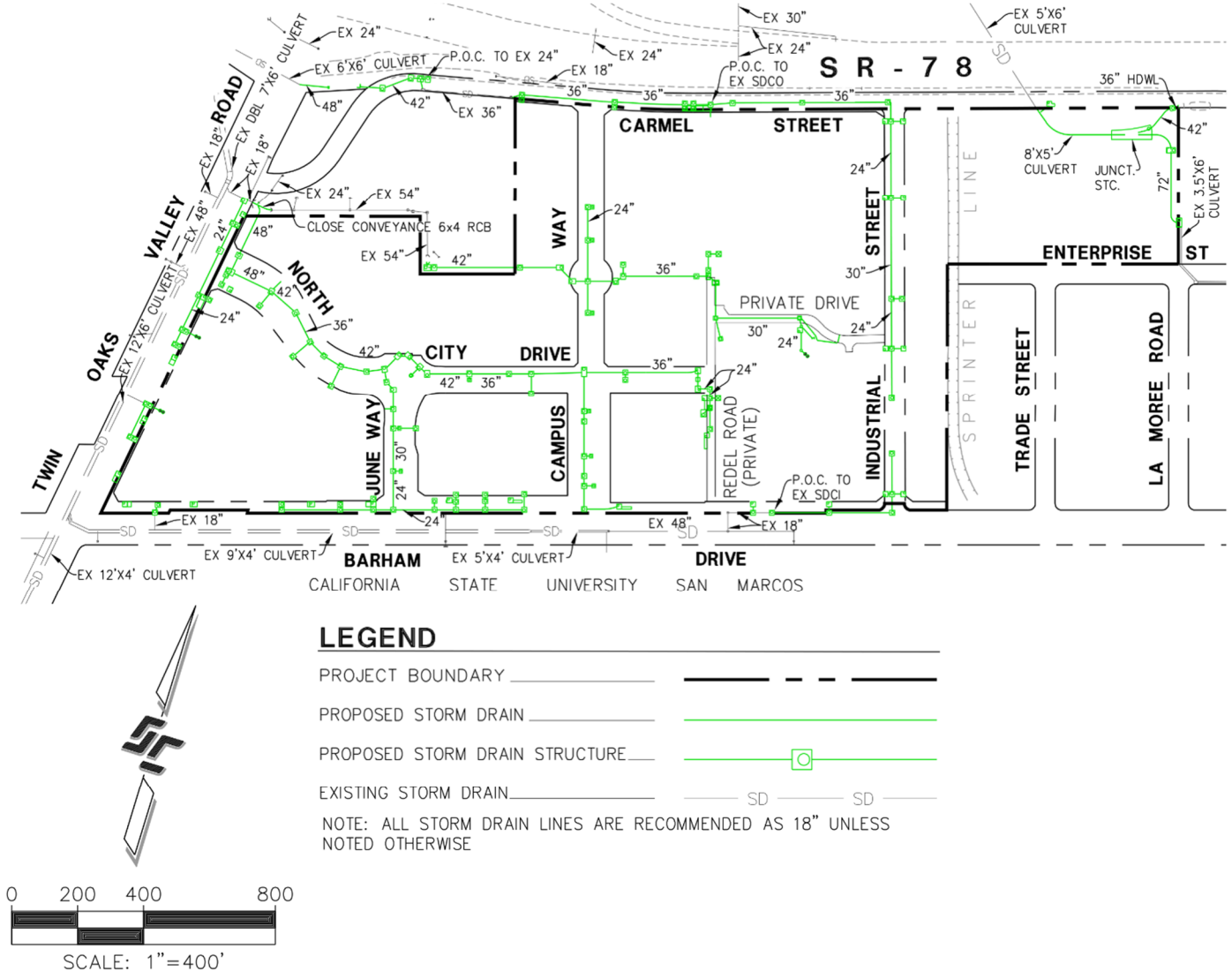

FIGURE VIII.F2: Storm Drain System (East)

VIII.5 Solid Waste Disposal

Prior to issuance of building permits, each development project within *University District* will be required to provide adequate areas for collecting and loading of recyclable materials, as well as solid waste storage.

Recycle loading areas and solid waste storage facilities shall be located as far as possible from on-site residential units and shall be completely screened from view from adjacent residential portions of the project. The location and design of recycling and solid waste enclosures shall also account for potential nuisances from odors and noise from collection vehicles.

As a participating municipal agency in the *San Diego County Integrated Waste Management Plan (IWMP)*, the City of San Marcos will provide updates on current *University District* project data to San Diego County as part of any update to the IWMP. Specific information provided shall relate to solid waste source reduction and recycling.

VIII.6 Public Services

According to the San Diego Association of Governments' (SANDAG) 2007 population generation rate of 2.5 persons per unit and the proposed residential density of 2,600 units within the project area, the forecasted population increase directly related to *University District* build-out is 6,500 residents. Further, the project also proposes 800 student housing dwelling units that are anticipated to house 5.0 persons per unit, which will generate an additional 4,000 residents. In total, the City of San Marcos population is forecasted to increase by approximately 10,500 residents upon full build-out of the *University District* project.

The following sections describe the potential impact of University District on public services. The accompanying Environmental Impact Report includes detailed analyses related to these services, as well as service provider letters (see Appendix J of the EIR).

VIII.6.1 Schools

The *University District* project is located within the service boundaries of the San Marcos Unified School District (SMUSD). The SMUSD is 44 square miles in size and encompasses most of the City of San Marcos and portions of the Cities of Vista, Escondido, and Carlsbad, as well as unincorporated areas between these cities. The SMUSD provides kindergarten through 12th grade education in the City of San Marcos and currently operates eleven elementary schools, one K-8 school, two middle schools, two senior high schools, one continuation high school, and one teen parenting center.

Schools currently servicing the project area include:

- Discovery Elementary School

  K – 5th Grade: Serves students residing to the east and west of Twin Oaks Valley Road

- San Elijo Middle School

  6th – 8th Grade: Serve students residing to the west of Twin Oaks Valley Road

- Woodland Park Middle School

  6th – 8th Grade: Serves students residing to the east of Twin Oaks Valley Road

- San Marcos High School

  9th – 12th Grade: Serves students residing to the west of Twin Oaks Valley Road

- Mission Hills High School

  9th – 12th Grade: Serves students residing to the east of Twin Oaks Valley Road

The conceptual land use plan for *University District* identifies a potential new elementary school site west of Twin Oaks Valley Road and along the north side of the proposed Discovery Street extension. According to the State of California and SMUSD site planning

guidelines, the identified site is approximately 10-acres gross (8-acre net usable) in size. If SMUSD decides to locate a new elementary school within *University District*, this additional facility would help alleviate some of the enrollment pressure that currently exists on Discovery Elementary School.

See the accompanying Environmental Impact Report for more detailed information regarding current SMUSD student enrollment and planned capacity for each of the schools referenced.

VIII.6.2 Fire Protection

Fire protection services for *University District* will be provided by the City of San Marcos Fire Department, which is jointly operated by the City and the San Marcos Fire Protection District. The Department has existing automatic mutual aid fire agreements with the Cities of Carlsbad, Vista, Escondido, Encinitas, and Rancho Santa Fe Fire Protection District.

According to the City of San Marcos Fire Department (2008), the proposed project would be primarily served by Fire Stations One and Four, with the following equipment and personnel available:

- Fire Station One
  180 West Mission Road:
  - One Paramedic Engine Company (3 personnel)
  - One Paramedic Truck Company (3 personnel)
  - One Paramedic Ambulance (2 personnel)
- Fire Station Two
  1250 South Rancho Santa Fe Road:
  - One Paramedic Engine Company (3 personnel)

- One Paramedic Ambulance Staffed (2 personnel)

- Fire Station Three
  404 Woodland Parkway:
  - One Paramedic Engine Company (3 personnel)
  - One Paramedic Truck (2 personnel)

- Fire Station Four
  204 San Elijo Road:
  - One Paramedic Engine Company (3 personnel)
  - One Paramedic Ambulances (2 personnel)
  - One Battalion Chief

Current staff levels and equipment at these fire stations are sufficient with an average response time of approximately 4.5 minutes to the general area of the project (based on the most current response data, 2008).

Increases in non-emergency and emergency responses have a three-year average of 4.15 percent per year. At this rate of increase, additional fire protection resources will be required within a one- to two-year period, regardless of the proposed project. The City of San Marcos Fire Department will review each *University District* development proposal to ensure that adequate fire protection services are available at all times.

VIII.6.3 Police Protection

Police protection services for the proposed *University District* project will be provided through the San Diego County Sheriff's Department, under contract with the City of San Marcos. Specifically, the project will be served by the existing Sheriff Department Station located at 182 Santar Place in the northeast quadrant of San Marcos. The Sheriff's San Marcos Station provides law enforcement services to the City and unincorporated

communities surrounding the station, including parts of Escondido, Harmony Grove, Elfin Forest, Lake San Marcos, Mountain Meadows, and San Pasqual Valley.

Services are available 24 hours a day, 7 days a week and include general patrol, traffic enforcement, criminal investigation, crime prevention, juvenile services, communications and dispatch, and various management support services. Law enforcement services include Community Oriented Police and Problem Solving (COPPS) Teams, traffic enforcement, criminal investigations, canine handlers, juvenile diversion, narcotics and gang investigations, and crime prevention. COPPS Teams focus on a non-traditional approach to crime suppression through interaction with other agencies and local citizens; each COPPS Team consists of five deputies and a supervising sergeant. Approximately 97 persons, including traffic, detectives, and supervisors are sworn officers.

Current service demand for each 10,000 resident population includes one 24-hour service package of Sheriff Department staff, which consists of six patrol deputies, one detective, one pro-rated portion of a supervisor and one clerical support staff member. According to the San Diego County Sheriff Department, service ratios are 1.02 officers per 1,000 residents in the City and 0.61 officers per 1,000 residents in the surrounding unincorporated areas. Based on 2009 Department of Finance statistics, the City's population is 83,194. This number of residents would require approximately 85 officers assigned to the City. The forecasted increase of 10,500 residents resulting from full build-out of the *University District* project would require approximately 11 additional officers.

The current goal for response time to a priority call is 8 minutes or less. According to the *San Diego County Sheriff Department 2007 Annual Report*, average response times within the City ranged from 6.9 minutes for Priority 1 calls and 11.2 for Priority 2 calls. Non-emergency calls averaged a response time of 17.0 minutes for Priority 3 calls to 40.7 minutes for Priority 4 calls.

VIII.6.4 Libraries

The City of San Marcos is served by the San Diego County Library systems, with the San Marcos branch located at 2 Civic Center Drive, approximately one-half mile from the *University District* project site. This branch contains public access computers and has a collection of approximately 8,118 materials.

Additional library resources are available to the community through two colleges located in San Marcos. A resident may purchase an annual Readers Circle card for $30.00 to obtain borrowing privileges at the California State University San Marcos campus library, or have free access using a valid picture ID and proof of current mailing address at the Palomar Community College library.

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IX. IMPLEMENTATION | ADMINISTRATION

IX.1 The "Next Steps"

The *University District* Specific Plan paves the way for implementation of a regionally significant and prominent mixed-use development, which exemplifies the benefits of community-wide collaboration. This project is something the entire community of San Marcos can be proud of, as it reflects the collaboration and input of numerous stakeholders.

Within North San Diego County, this project will elevate the visibility of downtown San Marcos and help the City to be recognized as a principal leader of sustainable planning. Final implementation of the *University District* project will rely on continued alliances between the community partners who have already dedicated a great deal of time in ensuring its success.

"Teamwork is the ability to work together toward a common vision. It is the fuel that allows common people to attain uncommon results."

- Anonymous

IX.2 Specific Plan Adoption

IX.2.1 Heart of the City Specific Plan Amendment

In accordance with adoption of Specific Plan (SP) 87-29 (08M #23) and certification of the accompanying Environmental Impact Report (EIR) 08-43, this Specific Plan repeals and replaces the provisions of the previously adopted *Heart of the City* Specific Plan for all properties located within the project boundary of this *University District* Specific Plan. All other provisions of the *Heart of the City* Specific Plan will remain intact and applicable to all properties located outside of the *University District* Specific Plan area, but within the boundaries of the *Heart of the City* Specific Plan.

IX.2.2 General Plan Amendment

To ensure internal document consistency and to avoid temporary conflicts, the City of San Marcos General Plan shall be amended concurrently with adoption of the *University District* Specific Plan. The following amendments shall occur as part of General Plan Amendment No. (GPA) 08-103:

- Modify the original *Heart of the City* Specific Plan boundary, as currently identified in all relevant General Plan and *Heart of the City* Specific Plan narrative and maps, to show the expanded Specific Plan project boundary. Reference *Figure I.D: Aerial Vicinity Map* in Chapter I for clarification;

- Change land use designations of parcels located within the *University District* project area from the current General Plan land use designations of "Business Park," "Neighborhood Commercial," and "Specific Plan-Medical Health Care Campus" to a new General Plan land use designation of "Specific Plan-*University District*" (SPA-UD);

- Amend the General Plan Barham/Discovery Community Plan to:
    - Allow for the Specific Plan Area-*University District* (SPA-UD) land use designation in the Barham Discovery Community Plan and Barham Discovery Community Plan Land Use Map.
    - Delete the portion of area located north of Barham Drive/Discovery Street now integrated into the *University District* Specific Plan from the *Scripps Memorial Hospital* Specific Plan;
    - Allow for higher density residential and mixed-use development (the Community Plan Land Use Map indicates that residential development projects shall be designed to not exceed more than 85 percent of allowable densities);
    - Allow for access roads to be designed in accordance with the City's standard arterial or collector street dimensions (as opposed to the existing rural requirements);
    - Revise policy language intended to promote development of a 100-acre "Business Park" adjacent to State Route 78, to instead allow for a mix of developed land uses;
- Amend all other General Plan narrative and maps contained within the Land Use, Housing, Circulation, Conservation and Open Space, Safety and Noise Elements in order that the *University District* Specific Plan and current General Plan, as amended, are internally consistent.

IX.2.3 Zoning Ordinance Amendment

The City of San Marcos Zoning Ordinance shall be amended under Rezone (R) 08-140 to establish the Specific Plan Area-*University District* (SPA-UD). At such time, the zoning classifications and regulations described in the *University District* Specific Plan, for all parcels located within the *University District* project boundary, shall supersede the

"Business Park," "Neighborhood Commercial," and "Specific Plan-Medical Health Care Campus" designations. For purposes of the Specific Plan Area-*University District* (UDSPA) only, these designations shall be replaced as "Specific Plan Area-Mixed Use (SPA-MU)." Further, amendment to the Zoning Ordinance shall occur concurrently with City Council approval of the *University District* Specific Plan and San Marcos General Plan Amendment.

IX.3 Environmental Analysis

Pursuant to the California Environmental Quality Act (CEQA), a Program EIR was prepared for the 2009 *University District* Specific Plan. Addendums to the 2009 Program EIR and were prepared in 2014 and 2022 to evaluate the potential environmental effects of the proposed amendments to the *University District* Specific Plan.

Ix.3.1 Addendum to the 2009 Program EIR for the University District Specific Plan Amendment

The Addendums to the 2009 Program EIR determined the environmental impacts of the 2014 and 2021 *University District* Specific Plan Amendments, will not introduce environmental impacts beyond those identified and analyzed in the 2009 Program EIR. The 2014 and 2022 Addendums to the 2009 Program FEIR comply with the statutory requirements of state law. CEQA Guidelines § 15164(a) states the following with respect to an Addendum to an EIR:

> *(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

An Addendum to prior environmental analysis is appropriate if the minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. The Addendum is not

required to be circulated for public review; however, an Addendum is to be considered by the decision-making body prior to making a decision on the project.

IX.3.2 Program EIR for 2009 University District Specific Plan Amendment

Certification

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. Given the magnitude of the University District Specific Plan project, and likelihood that site development will occur over a period of years in a series of action that are related either (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with the issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways, a Program Environmental Impact Report (EIR) has been completed for this project in order to avoid duplicative reconsideration of basic policy considerations and improve consideration of cumulative impacts – in compliance with the requirements of California Environmental Quality Act (CEQA) Guidelines Section 15168 – Program EIR. Moreover, CEQA Guidelines Section 15165 requires preparation of a Program EIR where a phased project is to be undertaken and where the total undertaking comprises a project with significant environmental effects.

In the event that any future actions require discretionary review, in accordance with CEQA Guidelines Sections 15168©, 15182, and 15162 through 15164, those actions would be examined in light of the Program EIR using a written checklist or similar device to determine whether the action is within the scope of the Program EIR and no further environmental document prepared pursuant to CEQA ("CEQA document") is required or whether an additional CEQA document must be prepared.

Mitigation Monitoring Program

Public Resources Code (PRC) Section 21081.6 requires that a "reporting or monitoring program shall be designed to ensure compliance during implementation" of the

University District project. The adopted program shall apply to changes made to the project or conditions of project approval to mitigate or avoid significant effects on the environment. The City has prepared a Mitigation Monitoring Program (MMP) in conjunction with preparation of the Final Program EIR for the *University District* Specific Plan. The MMP provides a brief summary of the required mitigation for impacts attributable to the project, identifies the party responsible for monitoring project compliance with the mitigation measures, and identifies the time period or project phase in with the mitigation measures are to be completed.

Pursuant to Sections 15091 and 15093 of California Environmental Quality Act (CEQA) Guidelines, should significant adverse environmental impacts not be fully mitigated, or for which mitigation is not feasible, the City Council will be required to adopt a Statement of Overriding Considerations (SOC) in order to proceed with project approval. The SOC shall detail the economic, social, and/or other related benefits resulting from the project, which outweigh the unavoidable adverse environmental impacts.

The final approved MMP may be referenced in the certified Program EIR document.

CEQA Findings

Pursuant to Sections 15043, 15091, and 15093 of CEQA Guidelines, various findings are required to certify a CEQA document. Pursuant to Section 15091 of CEQA Guidelines, the City Council shall make one or more of the following findings:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make

infeasible the mitigation measures or project alternatives identified in the final EIR.

In addition, pursuant to Section 15093 of CEQA Guidelines, should significant adverse environmental impacts not be fully mitigated, or for which mitigation is not feasible, the City Council will be required to adopt a Statement of Overriding Considerations (SOC) in order to proceed with project approval. The SOC shall detail the economic, social, legal, technological and/or other related benefits resulting from the project, which outweigh the unavoidable adverse environmental impacts.

Finally, pursuant to Section 65454 of the Government Code, the City Council must find that the *University District* Specific Plan is consistent with the General Plan upon adoption or amendment of the Specific Plan.

Notice of Determination

Pursuant to Section 15094 of CEQA Guidelines, the City of San Marcos shall file a Notice of Determination within five (5) working days of deciding to carry out or approve the *University District* Specific Plan and San Marcos General Plan Amendment. This Notice shall be sent to other agencies and will be filed with the San Diego County Clerk.

IX.4 Specific Plan Implementation

IX.4.1 Conflicting Regulations

Any matter or issue not specifically covered by this Specific Plan shall be subject to the regulations and procedures of the City of San Marcos Zoning Ordinance. In the case of a conflict between this Specific Plan and the Zoning Ordinance or any other City law, regulation, or policy, this Specific Plan shall take precedence.

IX.4.2 Severability

In the event that any regulation, condition, program, policy, or provision of this Specific Plan, or the application thereof to any person or circumstance, is held to be invalid or

unconstitutional by any court of competent jurisdiction, such regulation, condition, program, policy, or provision shall be deemed separate, distinct and independent, and shall not affect the validity of the remaining provisions of this Specific Plan, or applications thereof that can be implemented without the invalid provision or application, unless the deletion of such regulation, condition, program, policy, or provision would result in a material change so as to cause compliance or enforcement of the Specific Plan to be unreasonable.

IX.4.3 City-Initiated Marketing Program

To further the objectives of this plan, and to ensure the capture of a proportionate share of corporate and other desirable users in a competitive market, the City should formulate a comprehensive marketing program for the project area. The principal target of this program should be regionally or nationally established firms closely identified with development of the highest quality and having the means to fully implement the objectives of this plan.

IX.4.4 Financing Public Improvements

The following section outlines the financing mechanisms used by the City of San Marcos, other than developer exactions currently authorized by local ordinance, which could be employed alone, in combination with the listed financing mechanisms or other possible unlisted financing mechanisms, for implementation of public improvements within the project area:

California Subdivision Map Act (Reimbursement District)

Under Articles 5 and 6 of Chapter 4 of the California Subdivision Map Act (as amended from time to time), cities are authorized to collect funds to cover the costs of public improvements including roads, bridges, drainage and sanitary sewer facilities, and groundwater recharge facilities. Under these provisions, the City could enter into an agreement with a developer for reimbursement of that portion of improvement costs equal to the difference between the amount it would have cost the developer to install

improvements to serve his/her property only, and the actual cost of such improvements. Reimbursement would occur by levying a charge on any real property similarly benefited or by establishing and maintaining a local benefit district to levy and collect charges or costs from other benefited properties. It is possible, under this approach, to defer payment of charges or costs by other benefited properties until such property is developed.

Special Tax Levy

California law authorizes cities to place a special tax levy on the ballot for benefit assessments. Proposition 218 added Articles XIII C and D to the California Constitution controlling how general taxes are levied and requiring certain previously levied general taxes to be ratified by voters. It reduces all taxes to either general taxes or special taxes. It defines a general tax as "any tax imposed for general governmental purposes" and a special tax as "any tax imposed for specific purposes, including a tax imposed for specific purposes, which is placed into a general fund." General and special taxes can be reduced or repealed through the initiative process. Benefit assessments and "property related fees and charges" cannot be imposed without prior voter approval. Fees, charges, and assessments can be reduced or repealed through the initiative process.

For the City of San Marcos to pursue a special tax levy, it must hold a noticed public hearing and adopt an ordinance or resolution prior to placing the tax on the ballot. The ordinance or resolution must specify the purpose of the tax, the rate at which it will be imposed, the method of collection, and the date of the election to approve the tax levy. Approval by a 2/3 vote of the City is necessary for adoption.

General Obligation Bonds

In 1986, California voters approved Proposition 46, restoring the ability of local governments and school districts to issue general obligation bonds. General obligation bonds require approval by 2/3 of the jurisdiction's voters and are used to finance the acquisition and construction of public capital facilities and real estate (see Government Code Sections 29900 et seq. and 43600 et seq., and Education Code Sections 15100 et seq.). General obligation bonds are repaid through an increase in the ad valorem property

tax being levied by the issuing jurisdiction. General obligation bonds may be used to fund such things as schools, libraries, jails, fire protection and capital improvements.

Public Enterprise Revenue Bonds

Local governments have the ability to issue bonds to finance facilities for revenue producing public enterprises. The enterprises developed under these funds are financed by user charges that, in turn, are applied to bond debt service payments. Revenue bonds do not require approval by a two-third vote since they are neither payable from taxes, nor from the general fund. The Revenue Bond Act of 1941 (Government Code Sections 54300 et seq.) is the most commonly used bond act. Under this act, bonds may be issued for revenue producing facilities such as airports, harbors, hospitals, parking, and garbage collection. Bonds under this act are adopted by resolution of the legislative body and subject to approval by a simple majority of the citizens voting on the bond measure.

Impact Fees and Exactions

Dedications of land and impact fees are exactions which lessen the impacts of new development resulting from increased population or demand on services. Local governments derive their authority to impose exactions from the "police power" granted to them by the State Constitution and/or specific state enabling statutes such as the Subdivision Map Act.

Quimby Act Fees

Quimby Act fees are in-lieu fees payable by developers to the City for acquisition of parkland and open space.

Assessing Tax District

California law authorizes a variety of assessment procedures which could be employed to finance and maintain public improvements within the project area. These procedures potentially can be applied to finance construction of roads, bridges or grade-separated crossings, flood protection or storm drainage facilities, and open space. They can also be used to provide maintenance service or other specialized services, such as transit.

Assessment district procedures provide an equitable way of assigning costs because they operate directly on benefited properties and area based on assessed valuation. However, with the passage of Proposition 218 in 1998, there is now a requirement for a property owner petition and subsequent property owner ballot process before an assessing tax district can be formed.

School Impact Fees

School Districts establish fees, in accordance with state regulations, to be used to construct school facilities. School impact fees are collected by the City prior to the issuance of a building permit, and are forwarded to the applicable school districts.

Drainage and Sewer Facilities

Section 66410-66499.30 of the Government Code and the Subdivision Map Act of Government Code Sections 66483-66484.5 authorize payment of fees to defer the costs of drainage facilities for the removal of surface and storm waters from local and neighborhood drainage areas. To enact fees, an ordinance requiring payment of fees must be in effect for a period of 30 days prior to the filing of a tentative map (or parcel map if no tentative map is required). The ordinance refers to a drainage or sanitary sewer area which contains an estimate of the total costs of constructing the local drainage or sanitary sewer facilities required in the plan. The governing body is the legislative body that has adopted the drainage or sanitary sewer plan. Whether actual or estimated, the fee to be imposed is based upon the findings of the legislative body that the subdivision and development of property within the planned drainage or local sanitary sewer area will necessitate construction of the facilities described in the plan.

Bridges and Major Thoroughfares

Section 66484 of the Government Code authorizes the design, acquisition of rights-of-way, administration of construction contracts and actual construction of bridges and major thorough-fares. Local ordinance must refer to the Circulation Element of the General Plan and to the provisions of such element, which identify those major thoroughfares whose primary purpose is to carry through-traffic and to provide a network

connecting to the state highway system. If one-half of the owners within the area of benefit protest the improvement, then proceedings are abandoned. Local ordinance may require the payment of a fee as a condition of approval of a final map, or as a condition of building permit issuance. An ordinance adopted pursuant to this section may provide for the acceptance of consideration of in lieu of payment of fees. The Agency imposing fees may incur an interest-bearing indebtedness for the construction of bridge facilities or major thorough-fares.

Streets and Highways

Section 22585-22594 of the Streets and Highways Code allows the legislative body to construct or install improvements and to provide for the maintenance or servicing of those improvements. The assessment district is initiated by the legislative resolution. Proceedings for the assessment may be abandoned if there is a majority protest representing property owners owning more than 50 percent of the area of assessable lands within the proposed district. A four-fifths vote of all legislative body members can overrule the protest.

Special Municipal Tax Districts

Special Municipal Tax Districts are authorized under Section 60000-60160 of the Government Code. Such districts can maintain and operate any public improvement or utility of local necessity or convenience, furnish or perform any special local service including music, recreation, or advertising. The governing body may appoint officers and employees for the district, as it deems necessary. Officers and employees serve at the pleasure of the legislative body and are not subject to civil service provisions. Formulation is initiated by a petition of residents living within the proposed district. Ten percent of the registered voters within the proposed district must sign the petition. The legislative body adopts a resolution of intention and, if no objections are sustained, submits the questions of district formation and tax levy to residents of the district. A majority vote in favor of the district allows the legislative body to declare the district formed and levy the special tax. The district has the authority to levy taxes upon taxable property not to exceed $1 per year on each $100 of assessed valuation.

Other Special Assessment and Bonding Acts

A host of other assessment district acts exist in California, many of which could be used within the project area. All of these allow for the issuance of bonds to represent unpaid assessments. This in turn allows the owner to pay lien to installments over the period of years the particular bond act and proceeding use provides. The bonds themselves can be issued against single owners or against a group of owners. Assessment districts are beneficial in that they provide all the funding needed for a particular public facility project in advance of the projected development activity. However, assessment districts also create a long-term encumbrance on the benefiting property and require that the funds be repaid over an extended period of time. Assessment districts also require the approval of a majority of the property owners in order to establish the district.

The following are some of the many assessment and bonding acts:

- Improvement Act of 1911 (Streets and Highways Code §5000 et seq.)
- Municipal Improvement Act of 1913 (Streets and Highways Code §10000 et seq.)
- Improvement Bond Act of 1915 (Streets and Highways Code §8500 et seq.)
- Park and Playground Act of 1909 (Government Code §38000 et seq.)
- Tree Planting Act of 1931 (Streets and Highways code §22000 et seq.)
- Landscaping and Lighting Act of 1972 (Streets and Highways Code §22500 et seq.)
- Benefit Assessment Act of 1982 (Government Code §54703 et seq.)
- Integrated Financing District Act (Government Code §53175 et seq.)
- Street Lighting Act of 1919 (Streets and Highways Code §18000 et seq.)
- Municipal Lighting Maintenance District Act of 1927 (Street and Highways Code §18600 et seq.)
- Street Lighting Act of 1931 (Street s and Highways Code §18300 et seq.)
- Parking District Law of 1943 (Streets and Highways Code §31500 et seq.)
- Parking District Law of 1951 (Streets and Highways Code §35100 et seq.)
- Parking and Business Improvement Area Law of 1989 (Street and Highways Code §36500 et seq.)

- Property and Business Improvement District Law of 1994 (Streets and Highways Code §36600 et seq.)
- Pedestrian Mall Law of 1960 (Street and Highways Code §11000 et seq.)
- Permanent Road Divisions Law (Streets and Highways Code §1160 et seq.)
- Community Rehabilitation District Law of 1985 (Government Code §53370 et seq.)
- Geologic Hazard Abatement District (Public Resources Code §26500 et seq.)
- Open Space Maintenance Act (Government Code §50575 et seq.)
- Fire Suppression Assessment (Government Code §50078 et seq.)

Certificates of Participation

With certificates of participation, a local agency leases property from another entity and the lessor raises capital for the project by issuing and selling certificates of participation to private investors. Private investors acquire an interest in the lease payments that the local agency pays to the lessor. Certificate of participation leases are exempt from the constitutional requirement for two-thirds voter approval of long-term debts.

Business Improvement District (BID)

A Business Improvement District is a mechanism for assessing and collecting fees that can be used to fund various improvements and programs within a district. The range of activities that can potentially be funded through BIDs is broad and includes parking improvements, sidewalk cleaning, streetscape maintenance, streetscape improvements (e.g. installation of furniture, lighting, planting, etc.), promotional events, marketing and advertising, security patrols, public art, trash collection, landscaping, and other functions.

Communities Facility District (CFD or Mello-Roos)

The Mello-Roos Act of 1982 was enacted to provide a method of financing public facilities in new and developing areas. The Mello-Roos Act enables cities, counties, special districts, and school districts to establish community facilities districts and to levy special taxes to fund a wide variety of facilities and services required by a specific plan. A Mello-Roos tax can be applied to the planning and design work directly related to the

improvements being financed and may also fund services on a "pay-as-you-go" basis. This tax can fund facilities and services related to police and fire protection, ambulances, flood protection recreational programs, parks, and schools. A Mello-Roos is also known as a Community Facilities District (CFD). The formation of such CFDs may be initiated by owner/developer petition. Mello-Roos districts also require approval by a two-thirds majority of the property owners in order to establish the district. A Mello-Roos tax is not a special assessment, so there is no requirement that the tax be apportioned on the basis of property benefit. The tax can be structured so that it varies depending upon the zoning or development intensity of the property being assessed. Apportionment cannot, however, be done on an ad valorem basis.

Infrastructure Financing District (IFD)

An Infrastructure Financing District (Government Code section 53395-53397.11) may finance the planning, design, purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation (but not the operation or maintenance thereof) of any real or tangible public facility property with a useful life of 15 years or longer that provides significant benefits to the district established as an IFD. It may include, but is not limited to (1) Highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities;(2) Sewage treatment and water reclamation plants and interceptor pipes; (3) Facilities for the collection and treatment of water for urban uses; (4) Flood control levees and dams, retention basins, and drainage channels;(5) Child care facilities;(6) Libraries; (7) Parks, recreational facilities, and open space; and (8) Facilities for the transfer and disposal of solid waste, including transfer stations and vehicles. IFDs use a tax-increment method of financing similar to Redevelopment Agencies, but IFDs need not make a special finding that an area is blight. The time limit for collecting tax increments is 30 years. Like Redevelopment Agencies, IFDs have affordable housing requirements they must fulfill, but IFDs have no eminent domain authority. Two-thirds approval of the voters in a proposed district is necessary to establish an IFD unless there are fewer than 12 landowners in the district. In such cases, only two-thirds of the landowners are needed to form the IFD.

Integrated Financing District

Using the Integrated Financing District Act (Government Code Section 53175 et seq.), a developer can ask local officials to create an integrated financing district. A developer can lend money to the local agency to build the necessary public facilities, or the developer can build the facilities. The new integrated financing district issues bonds that will be paid by contingent assessments. The assessments remain dormant until other development starts to occur. As other developers build in the area that is now supplied with public facilities improvements, they pay their fair share of the infrastructure's costs and the original developer who lent funds to the local agency or built the facilities, recoups its investment.

Commercial Parking Benefit District

Parking net revenues collected from paid parking (i.e. parking pay stations, meters, leases, and permits) in the Commercial Parking Benefit District are dedicated to funding public improvements and services that benefit the University District. ("Net revenues" means total parking revenues from the area, less revenue collection costs, such as purchase and operation of the meters, enforcement and the administration of the district.) To ensure that the benefits from these revenues are clearly distinguished from other improvement funding sources, it is recommended that they remain separate from the City's General Fund. Parking Benefit Districts are only effective when district merchants and property owners can clearly see that the monies collected are being spent for the benefit of their blocks, on projects that they have chosen through participation in or with an established Commercial Parking Benefit District advisory body to the City Council. This advisory body advises the City on policies and expenditures of parking meter revenue. City Council retains final approval over all expenditures. Bonding against future revenue enables the City to fund larger capital improvement projects (including the cost of the meters).

Private Document Transfer Fees

A Private Document Transfer Fee can be imposed through a Covenant Condition & Restriction ("CC&R"), permit condition, or restriction contained in a deed, contract,

security interest or other document affecting the transfer or sale of an interest in real property. AB 980 requires that as of January 1, 2008, sellers must disclose such document transfer fees to buyers when delivering the transfer disclosure statement. The disclosure statement must include (1) notice that payment of the transfer fee is required; (2)the amount of the fee based on the asking price of the property and how the fee is calculated; (3) notice that the final amount of the fee may be different if it is calculated on the basis of a percentage of the final sale price; (4) the entity to which the fee will be paid; (5) the purposes of the fee; and (6) the date or circumstances under which the obligation to pay the transfer fee expires.

Local, State and Federal Funding

Certain public facilities or portions of public facilities may be determined to quality for grants, low-interest loans, tax benefits or other financial assistance from local, state or federal government sources for economic stimulus or other reasons. Such public facilities may be funded with one or more of these sources, which include, but are not limited to the following:

- **Community Development Block Grants (CDBG)**

  The Community Development Block Grant program is a federal grant program administered locally. CDBG funding can be used for economic development purposes including property acquisition and as part of the City's comprehensive strategy for economic development.

- **State of California Infrastructure Financing**

  The State of California provides infrastructure financing support and financial assistance to cities and counties for public infrastructure projects. Although this funding is not directly available for individual businesses, cities and counties can have access to public infrastructure financing and provide it to qualified businesses located in the Specific Plan Area. This is a particularly important tool for off-site infrastructure improvements that have been necessary to support new business expansion in the State.

- **Transportation/TEA Funding Sources**

  A variety of potential Federal and State transportation funding sources exist which could be used to finance different public infrastructure.

- **State and Federal Economic Stimulus Funds**

  A variety of legislation has been enacted at the state and federal level designed to support "shovel-ready" projects that spur economic development. Adoption of the Specific Plan and environmental documentation will help public infrastructure projects associated with the development to rank higher in applications pursuing state and federal economic stimulus funding.

IX.4.5 Affordable Housing

This Specific Plan requires that 15% of all residential dwelling units be affordable for low- and moderate-income households. Those units shall be provided as follows:

- Prior to receipt of any (temporary or final) Certificate of Occupancy Permit for the 1,475th residential unit (excluding affordable), final Certificate of Occupancy Permits shall be issued for no less than 130 Affordable units.

- Prior to receipt of any (temporary or final) Certificate of Occupancy Permit of the 2,000th residential unit (excluding affordable), final Certificate of Occupancy Permits shall be issued for no less than 15% or 300 Affordable units.

- Following issuance of any (temporary or final) Certificate of Occupancy for the 2000th residential unit, all future projects proposing residential units must make at least 15% of the project's residential units Affordable. For each project, Certificates of Occupancy for all affordable units shall have been issued prior to

issuance of any (temporary or final) Certificate of Occupancy for the final non-Affordable unit constructed.

- A project applicant may set aside 50% or less of the above required affordable for moderate income households as defined under State law.
- At least 50% of the above required Affordable units shall be set aside for low income households as defined under State law; however, a project applicant may decide to set aside Affordable units for households earning less than low income.
- When all the required Affordable units are not included within the same project as the non-Affordable residential units giving rise to the requirement, an applicant shall be entitled to satisfy the applicable Affordable unit obligation through reliance on Affordable units that are or will be located elsewhere within the UDSP boundaries if:
    - The applicant and owner of the project with the Affordable unit(s) provides the City a letter signed by said owner and applicant ("Recognition Letter") that identifies (i) the number of previously unallocated Affordable units that the applicant for the non-Affordable residential units may rely on to satisfy its Affordable unit obligations; and (ii) the location, and name of the owner and applicant, of the project benefitting from that Affordable unit allocation; and
    - The applicant and owner of the project with the Affordable units that provided the Recognition Letter has recorded or will record an affordable housing agreement with the City, at no cost to the City, that requires compliance with the Affordable units obligations, which agreement shall be similar to the agreement the City uses for project's satisfying the City Inclusionary Housing Ordinance.

IX.4.6 Legal, Non-Conforming Uses

Legal, non-confirming uses located within the *University District* Specific Plan shall comply with the standards set forth in the City of San Marcos Municipal Code Sections 20.92.090 through 20.92.150. These provisions relate to non-conforming buildings, structures, land and uses; specifically to expansion of non-conforming uses, maintenance of non-conforming land and/or building(s), alteration of non-conforming building(s), non-conforming use of non-conforming building(s), and reconstruction of non-conforming building(s) that have been partially destroyed.

In the event that any provision listed within a section of this Specific Plan is in conflict with the City's Municipal Code, the provision of the Specific Plan shall prevail.

Loss of Non-Conforming Status

Rights to non-conforming status shall terminate upon the following:

(a) Discontinuance of a non-conforming use for a continuous period of six months or more. The Planning Director shall base determination of discontinuance on evidence including the removal of equipment, furniture, machinery, structures, or other components of the non-conforming use, disconnected or discontinued utilities, or no business records to document continued operation. Maintenance of a valid business license shall of itself not be considered a continuation of the use.

(b) Conviction of a misdemeanor for violating the provisions of the San Marcos Municipal Code/Zoning Ordinance, pursuant to Chapter 1.12.010.

(c) Maintenance of any public or private nuisance. Any violation of the provisions of the San Marcos Municipal Code, pursuant to Chapter 20.112.040, or any violation of the common law of nuisance that could be enjoined under a private nuisance action shall result in the discontinuance of the non-conforming use.

Without further action by the City, any subsequent use of the site or structure shall comply with all of the regulations of the applicable district and all other applicable

provisions of this Specific Plan and relevant sections of the City's Municipal Code/Zoning Ordinance.

Non-Conforming Use Permit Procedures

(a) Permit Requirements. A Non-Conforming Use Permit is required for the expansion or modification of existing non-conforming structures or uses. The intent of this permit is to allow for individual review of requests to expand or modify a non-conforming use in a manner that ensures compatibility with surrounding areas and land uses.

(b) Approving Authority. The City Council shall be the final decision-making body for all Non-Conforming Use Permits. The Planning Commission shall hear and provide a recommendation to the City Council for action on each Non-Conforming Use Permit application.

(c) Required Findings. A Non-Conforming Use Permit shall be granted only when the designated approving authority determines that the proposed use or activity complies with the applicable requirements of the City's Municipal Code/Zoning Ordinance.

(d) Conditions/Guarantees. The designated approving authority may impose conditions and/or require guarantees for the Non-Conforming Use Permit to ensure compliance with this section and other applicable provisions of this Specific Plan, and to prevent adverse or detrimental impact to surrounding neighborhoods.

IX.4.7 Lot Consolidation

It is the intent of the *University District* Specific Plan to actively encourage the voluntary consolidation, by property owners working in concert with the City, of small lots. Comprehensively planned development results in greater land use efficiencies, improved design and reduced incremental costs typically associated with larger scale projects.

Existing legal land uses and development that does not meet the requirements of this Specific Plan shall be permitted to continue indefinitely under legal non-conforming status, subject to the non-conforming regulations identified in the previous section. This market-driven approach is intended to ensure that Specific Plan implementation benefits current businesses and landowners as well as future landowners, District developers, and the larger San Marcos community.

For any legal purposes, the City may condemn property, including land needed for identified or necessary public improvements, such as flood control or Storm Water Quality (SWQ) improvements, street rights-of-way, public parking, and proposed parkland. Any use of eminent domain shall comply with all applicable laws regarding fair compensation, including those of the State of California and the United States of America.

For purposes of this program, the term "lot consolidation" shall mean the legal/physical combination of adjoining parcels through the tentative map or boundary adjustment process, and the concurrent submittal of a master site plan reflecting integrated development of the acreage being consolidated.

IX.5 Development Review Process

IX.5.1 Pre-Application Consistency Review

Prior to any Site Development Review, Tentative Map, or Conditional Use Permit application submittal, applicants shall meet with the Planning Director or his/her designee for informal review and comments regarding the development goals, policies, and standards of the *University District* Specific Plan. Such meetings are intended to reduce expenditures of time and money in preparing project-specific development proposals.

IX.5.2 Master Development Plan (If Applicable)

It is the intent of the *University District* Specific Plan to provide for integrated development at the earliest possible point in the development review process and to discourage piecemeal or strip development. Cohesive development will occur most effectively by the voluntary efforts of individual and/or multiple property owners through a master plan process.

A Master Development Plan shall apply to all existing properties in, and all projects proposed within the University District project area if, and only if, it is the opinion of the Planning Director or his/her designee that a project specific application(s) will result in piecemeal development that ultimately prevents or precludes future development of adjacent properties in a manner consistent with the *University District* Specific Plan.

If deemed necessary, a Master Development Plan shall adhere to the following requirements:

(a) A Master Development Plan shall, at minimum, cover all of that land use sub-area of which the subject property is a part. This is provided, however, that where a public street or streets within the sub-area form a logical alternate boundary, the master plan may, at the discretion of the Planning Director or his/her designee, extend to that alternate limit instead.

(b) Applications for Master Development Plan approval shall be made on a form prescribed by the Planning Director or his/her designee, and shall conform to the Site Development Review requirements detailed in Section IX.4.3 below. A Master Development Plan shall be processed concurrently with any development proposal applicable to the subject property, pursuant to established Site Development Review procedures.

(c) Master Development Plans shall, at a minimum, adhere to the requirements set forth in Chapter VI – Form Based Code of this Specific Plan.

IX.5.3 Site Development Review

All development proposals within the *University District* Specific Plan Area (UDSPA) shall submit for Site Development Review, as set forth in Chapter 20.80 of the City of San Marcos Municipal Code – Zoning Ordinance. Each project-specific application shall be administratively evaluated by the City of San Marcos Development Advisory Committee for consistency with the *University District* Specific Plan; and shall, at minimum, include the following materials or documentation:

- Completed Site Development Review application and payment of appropriate processing fee;
- Written description of proposed land uses;
- Preliminary title report or policy for all properties involved;
- Master development plan (only if required);
- Site plan drawn to appropriate scale;
- Architectural floor plans and elevations;
- Preliminary (conceptual) grading and drainage plan;
- Landscape plan, inclusive of Low Impact Development (LID) design solutions;
- Building materials board and color photo of that board (no larger than 11" x 17";
- Visual simulation/impact analysis demonstrating the proposed building types (e.g. heights, articulation of frontages, roof types, colors and materials) along the major circulation corridors within the project area.
- Such other information and/or materials as requested by the Planning Director or his/her designee.

Upon completion of Site Development Review, and based on the consistency determination, the Development Advisory Committee shall have the power to approve an application with conditions or revisions, or to deny it subject to the applicant's right of appeal. The Committee shall also have the authority to refer plans to the Planning Commission in lieu of making a consistency determination. No site development proposal shall be deemed approved until all required revisions have been made and the modified plans have been submitted to the Planning Department.

IX.5.4 San Marcos Development Advisory Committee

The San Marcos Development Advisory Committee is comprised of the Planning Director, Building Official, City Engineer and representative(s) of Special Districts or their designees, and shall meet to review development proposals within fifteen (15) working days following submittal of complete application(s).

IX.5.5 Interpretation, Administration and Enforcement

The San Marcos Development Advisory Committee is authorized by the City of San Marcos to interpret, administer, and enforce the provisions of the *University District* Specific Plan. The provisions of this document shall be interpreted in a manner that best fulfills the spirit and intent of the Specific Plan, and such interpretations shall be made in writing and permanently maintained on file with the Planning Division for future reference. Related to the Form-Based Code, all uses not specifically listed or defined within the Form-Based Code are subject to approval and/or interpretation by the Planning Director.

IX.5.6 Appeal

In accordance with the provisions of Section 20.80.040 of the City of San Marcos Municipal Code – Zoning Ordinance, a decision or determination by the Development Advisory Committee may be appealed in writing by an applicant to the Planning Commission within fifteen (15) days of said determination, and upon posting of the required fee. Within forty (40) days of receiving said appeal, the Planning Commission shall affirm, reverse or modify the decision of the Committee. The Planning Commission decision may be appealed to the City Council by following the same procedure for appeal to the Planning Commission.

IX.6 Specific Plan Amendment

It is anticipated that certain future modifications to the *University District* Specific Plan may be necessary during the build-out of the project. All modifications to the *University*

District Specific Plan shall be reviewed in accordance with the amendment process described in this section. These amendments are divided into two categories:

The first category, Administrative Amendments, allows for the City Manager to approve minor ministerial changes or modifications that substantially conform to the Specific Plan without a public hearing process.

The second category, Formal Amendments, requires that all other proposed changes are considered to discretionary in nature and shall be reviewed for approval by the Planning Commission and the City Council.

IX.6.1 Administrative Amendments

Over time, planning areas of the *University District* Specific Plan may need to be revised, as economic conditions or City needs dictate. In accordance with Section 65455 of the Government Code, the City Manager shall have the authority to approve the following ministerial changes or modifications to the Specific Plan text and graphics without a public hearing. In accordance with Section 65452 of the Government Code, the City Council hereby deems the following changes or modifications to be in substantial conformance with the intent of this Specific Plan, and finds them to be necessary and desirable for implementation of the General Plan and *University District* Specific Plan:

- Expansions or reductions in the geographic area covered by a given planning area within the already approved *University Distric*t Specific Plan boundary.
- Land use modifications, including substitutions, density changes, and/or transfers between planning areas are allowed under this Specific Plan as an Administrative Amendment, provided no new traffic impacts result. To ensure compliance with this provision, each time such a proposal comes forward, a trip generation analysis memo shall be prepared to track these modifications and demonstrate how the development fits within the total ADT and peak hour trip assumptions analyzed in the EIR.

- Re-alignment or modification to the precise location of arterial streets serving the project, if also approved by the City Engineer as not materially affecting a circulation planning concept within the Specific Plan.
- Re-alignment or modification to the precise location of collector or secondary streets serving the project that maintain the general land use pattern, if also approved by the City Engineer as not materially affecting a circulation planning concept within the Specific Plan.
- Re-alignment or modification of lot lines, grading adjustments and brush management boundaries if also approved by the City Engineer.
- Modifications to approved Master Plans/Site Development Plans may be allowed providing such amendments shall not substantially increase the approved densities or boundaries of the Master Plan/Site Development Plan, nor permit a new use or group of uses not allowed anywhere in the Specific Plan.
- Modifications of design criteria or development standards that are offset by the merits of the modified design or development standard and do not significantly change the anticipated physical characteristics of the development.
- Minor changes to any phasing plan.
- Changes or modifications necessary to obtain and implement federal, state, and local permits and approvals.
- Any change that does not create new significant unmitigated environmental impacts that would require a subsequent or supplemental Environmental Impact Report pursuant to Public Resources code section 21166, as amended from time to time.
- Changes that do not violate any applicable health and safety regulations.

The land uses and development yields identified in this Specific Plan have been carefully analyzed in the accompanying Environmental Impact Report (EIR). The analysis results

and mitigation requirements reported therein are valid for modifications to the land uses and development yields that result in the same or less vehicular trips generated during the critical evening peak hour (reference all trip generation figures in the accompanying EIR).

Therefore, land use modifications, including substitutions, density changes, and/or transfers between planning areas, are allowed under this Specific Plan as an Administrative Amendment provided no new traffic impacts result. Amendments resulting in new traffic impacts shall be processed as a Formal Amendment. To ensure compliance with this provision, each time such a proposal comes forward, a trip generation analysis memo shall be prepared to track these modifications and demonstrate how the development fits within the total ADT and peak hour trip assumptions analyzed in the EIR.

IX.6.2 Formal Amendments

Changes to the *University District* Specific Plan that do not qualify as an Administrative Amendment shall require a Specific Plan Amendment, pursuant to Section 65453 of the Government Code. An applicant may request amendment(s) at any time with no limitation to the number of Specific Plan Amendments that can be approved in any one year.

A Formal Amendment to the *University District* Specific Plan will require review and recommended action by the City of San Marcos Planning Commission, and subsequent approval by City Council. Pursuant to 65456(b) of the Government Code, Formal Amendments require an application/fee to be submitted to the City of San Marcos Planning Department, stating in detail, the reasons for the proposed amendment. A concurrent amendment to the General Plan would not be required unless the City Council determines that the proposed changes to the Specific Plan are no longer consistent with the goals, objectives, policies or programs of the City of San Marcos General Plan.

Pursuant to Section 65457 of the Government Code and Section 21166 of the Public Resources Code, (CEQA) the proposed Formal Amendment may require preparation of a

supplemental or subsequent Environmental Impact Report. In such case, the applicant(s) will be responsible for all associated fees for preparation of the necessary CEQA documentation.

IX.7 Minor Deviations

To provide flexibility in the application of development regulations for projects where strict application of the form-based code would restrict design options and result in a less desirable project, minor modifications to building design criteria within Chapter VI (Form Based Code) may be approved by the Planning Division Director or his/her designee through the entitlement process. In order to approve a deviation, the Planning Division Director must make the following findings:

- The Deviation will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations.
- The deviation will not significantly change the anticipated physical characteristics of the development.
- The Deviation will further help the project meet the goals and intent of the UDSP.
- The Deviation is appropriate for the location and will not adversely affect adjacent properties.

Deviations may be granted for building design standards only and shall not be utilized for deviations to street standards or locations, public/open space requirements, block standards, reduction in required off-street parking spaces, or authorize a use or activity that is not otherwise permitted in the UDSP area.

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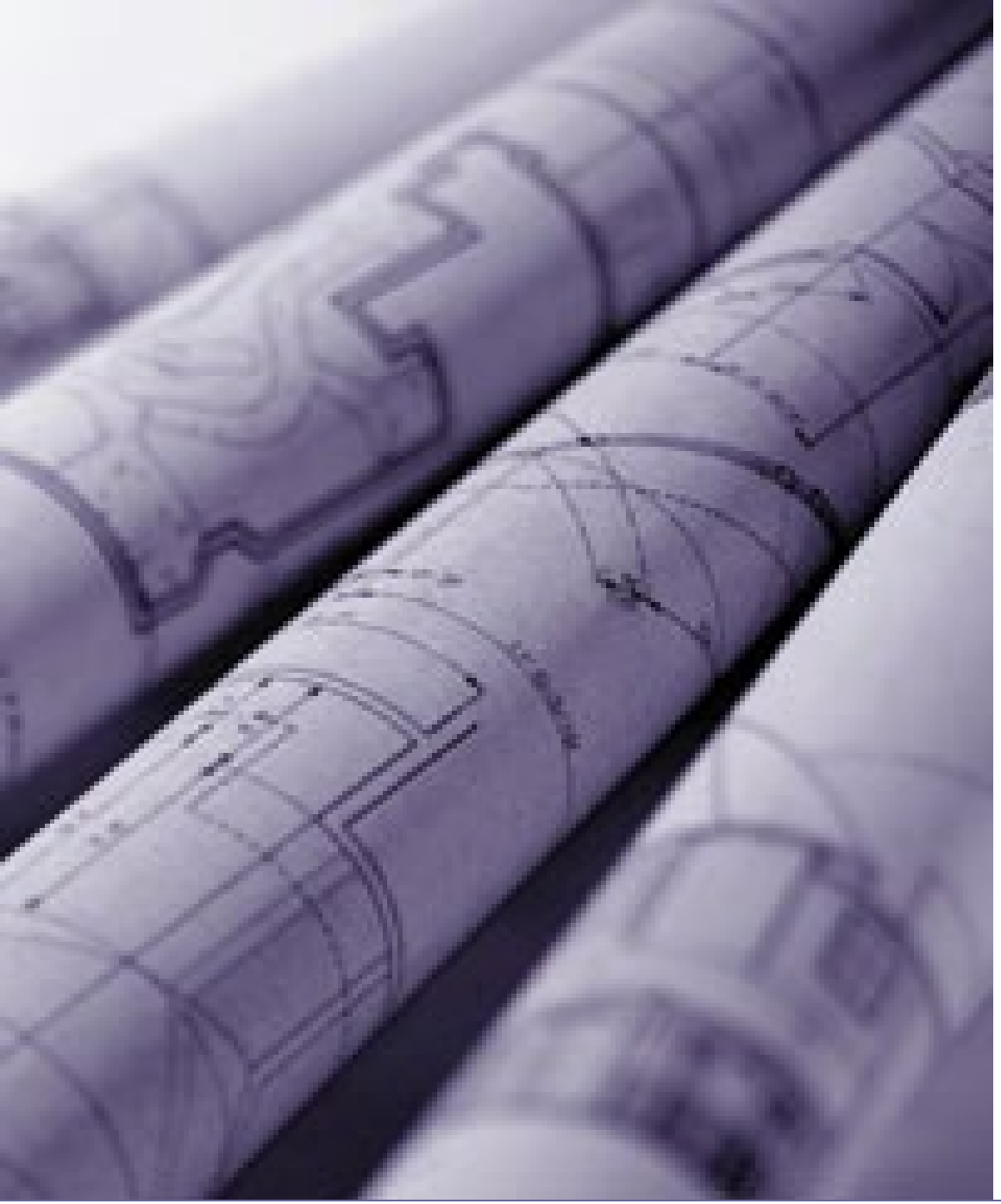

A. APPENDIX

A.1 University District Parcel Ownership Matrix
Provided by City of San Marcos

A.2 Parking and Transportation Demand Management Strategies (PDM and TDM)
Prepared by Nelson|Nygaard

A.3 Water System Analysis
Prepared by Dexter Wilson Engineering

A.4 Sewer System Analysis
Prepared by Dexter Wilson Engineering

Note: ***Please see the enclosed Project CD-Rom for file documents related to Appendix Items A.1 through A.4 listed above.***