

# CITY OF ESCONDIDO

## Planning Commission and Staff Seating



- A. CALL TO ORDER: 7:00 p.m.
- B. FLAG SALUTE
- C. ROLL CALL:
- D. MINUTES: [08/09/16](#)

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

**Electronic Media:** Electronic media which members of the public wish to be used during any public comment period should be submitted to the Planning Division at least 24 hours prior to the meeting at which it is to be shown.

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

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

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

If you wish to speak concerning an item not on the agenda, you may do so under "Oral Communications" which is listed at the beginning and end of the agenda. All persons addressing the Planning Commission are asked to state their names for the public record.

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

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

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

**E. WRITTEN COMMUNICATIONS:**

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

**1. Future Neighborhood Meetings**

**F. ORAL COMMUNICATIONS:**

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

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

**G. PUBLIC HEARINGS:**

**Please try to limit your testimony to 2-5 minutes.**

**1. TENTATIVE SUBDIVISION MAP, SPECIFIC PLAN AMENDMENT, MASTER AND PRECISE DEVELOPMENT PLAN AND DEVELOPMENT AGREEMENT – SUB 16-0001; PHG 16-0005; ENV 16-0001:**

REQUEST: A request for a one-lot Tentative Subdivision Map, Specific Plan Amendment, Master and Precise Development Plan and Development Agreement for the construction of 126 condominium units in three, four- and five-story buildings in the Gateway Transit District of the Downtown Specific Plan. The proposed development includes approximately 1,000 square feet (SF) of flex space that could be for used commercial purposes. Proposed condominium units would range in size from approximately 810 SF to 2,090 SF with one bedroom lofts and two and three bedroom townhomes. Shared garage parking would be provided on the ground floor of each building and indoor and outdoor recreational amenities would be provided in the central area of the project for residents. The project would provide 226 parking spaces which is less than the City's multi-family standard, but higher than SANDAG's recommendation for transit oriented development. The proposed project includes a request to amend the Downtown Specific Plan (text on Page V-17, and Figure II-4 on Page II-12) to allow ground-floor residential (with permit) in all areas of the site. A Development Agreement is proposed to define construction and financial responsibilities including proposed pedestrian linkages to the Escondido Transit Center. The proposal also includes the adoption of the environmental determination prepared for the project.

PROPERTY SIZE AND LOCATION: The approximately 2.59-acre project site is located on the southern side of West Valley Parkway and the northern side of West Grand Avenue, between Spruce Street and Quince Street, addressed as 700 W. Grand Avenue.

ENVIRONMENTAL STATUS: A Draft Mitigated Negative Declaration (ENV 16-0001) was issued for the project for a 20-day review period beginning on June 22, 2016 and ending on July 11, 2016. Mitigation measures developed to reduce potential impacts to less than significant levels are identified in the Mitigated Negative Declaration.

APPLICANT: The Gateway Grand Project Owner, LLC (Greg L. Waite, Integral Communities)

STAFF RECOMMENDATION: Approval

COMMISSION ACTION:

PROJECTED COUNCIL HEARING DATE:

**2. EXTENSION OF TIME FOR A TENTATIVE SUBDIVISION MAP, MODIFICATION TO A MASTER AND PRECISE DEVELOPMENT PLAN AND GRADING EXEMPTION – SUB 15-0031 and PHG 16-0010:**

REQUEST: The proposed project involves a request for a three-year Extension of Time for an approved five-lot Tentative Subdivision Map (original Map Number TR 900) consisting of one 1.82-acre commercial lot and four single-family residential lots on 1.38 acres in conjunction with a modification to an approved Master and Precise Development Plan (original File No. 2004-70-PD/GE) for a 71,285 SF self-storage facility on the commercial lot. The proposed modifications to the self-storage facility include an approximately 6,782 SF increase in overall floor area (78,067 total floor area) along with a change to the architectural design of the buildings from California/Mediterranean to a more contemporary style. The overall number of stories and height of the two commercial buildings would remain the same (Building 1 two stories over a basement, and Building 2 one story). The four single-family residential lots range in size from 12,810 SF to 14,000 SF similar to the previously approved Tentative Subdivision Map. A Grading Exemption also was approved for a combination cut slope/retaining wall up to 18 feet in height with an inclination between 1-1/2:1 to 2:1 along the eastern boundary of the commercial lot. The revised project has been designed to conform to the new storm water permit requirements. The proposal also includes the adoption of the environmental determination prepared for the project.

LOCATION: The 3.20-acre project site generally is located on the southwestern corner of Brotherton Road and Cranston Drive, east of Center City Parkway, addressed as 2319 Cranston Drive (APN 238-141-34).

ENVIRONMENTAL STATUS: A Mitigated Negative Declaration (City File No. ER 2005-22) was adopted for the project by the Escondido City Council on January 11, 2006 in conformance with the California Environmental Quality Act (CEQA). An Addendum (City File No. ENV 16-0006) to the adopted Mitigated Negative Declaration has been prepared to evaluate the proposed modifications to the project.

APPLICANT: Brandywine Homes, Inc.

STAFF RECOMMENDATION: Approval

COMMISSION ACTION:

PROJECTED COUNCIL HEARING DATE:

**H. CURRENT BUSINESS:**

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

**I. ORAL COMMUNICATIONS:**

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

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

**J. PLANNING COMMISSIONERS**

**K. ADJOURNMENT**

**CITY OF ESCONDIDO**

**MINUTES OF THE REGULAR MEETING OF THE  
ESCONDIDO PLANNING COMMISSION**

**August 9, 2016**

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

**Commissioners present:** Jeffery Weber, Chairman; Bob McQuead, Vice-chairman; Michael Cohen, Commissioner; Don Romo, Commissioner; James Spann; Commissioner and Stan Weiler, Commissioner.

**Commissioners absent:** Gregory Johns, Commissioner.

**Staff present:** Bill Martin, Director of Community Development; Ann Dolmage, Associate Planner; Owen Tunnell, Principal Engineer; Adam Phillips, Deputy City Attorney; and Ty Paulson, Minutes Clerk.

**MINUTES:**

Moved by Commissioner Spann, seconded by Commissioner Weiler, to approve the minutes of the July 12, 2016, meeting. Motion carried. Ayes: Weber, Spann, McQuead, Cohen, and Weiler. Noes: None. Abstained: Romo. (5-0-1)

**WRITTEN COMMUNICATIONS** – Received.

**FUTURE NEIGHBORHOOD MEETINGS** – None.

**ORAL COMMUNICATIONS** – None.

**PUBLIC HEARINGS:**

1. **MASTER AND PRECISE DEVELOPMENT PLAN; GENERAL PLAN AMENDMENT AND ZONE CHANGE – PHG 16-0006; ENV 16-0002:**

REQUEST: A Master and Precise Development Plan for the construction of a four-story, 102,774 SF commercial building to include a self-storage facility (99,686 SF of storage units plus 1,565 SF of associated office and conference space) along with leasable retail/restaurant space (2,750 SF). The development includes 33 parking spaces, six loading spaces, landscaping and bioretention areas. Access

to the property would be provided from two driveways on West Mission Avenue. The project includes an Amendment to the General Plan to change the General Commercial (GC) land-use designation of the property to Planned Commercial (PC), along with a change to the maximum height of a building in the PC designation from three stories to four stories. A Zone Change also is requested to change the underlying zoning designation from General Commercial (CG) to Planned Development-Commercial (PD-C) to correspond with the proposed Planned Commercial General Plan land-use designation. The proposal also includes the adoption of the environmental determination prepared for the project.

**PROPERTY SIZE AND LOCATION:** The 1.57-acre project site is located on the northern side of Mission Avenue, between North Escondido Boulevard and North Broadway, addressed as 222 West Mission Avenue (APN 229-120-76).

Bill Martin, Director of Community Development, referenced the staff report and noted staff issues were the appropriateness of the proposed General Plan Amendment and Rezone for the site, the appropriateness of the proposed uses (self-storage and retail/restaurant) for the site and compatibility with the neighborhood, and whether adequate parking had been provided for the proposed uses. Staff recommended approval based on the following: 1) The maximum FAR for a parcel in the General Commercial land use designation is 0.5, and buildings are intended to be no taller than three stories. The Tri-Ad building to the direct north was closest in scale to the proposed building, and conforms to General Commercial development standards, with a height of three stories and an FAR of 0.47. The proposed building would be larger than surrounding development in terms of both bulk and height, since it would have an FAR of 1.5, four stories, and a maximum height of 52'5". To address this issue, the proposal includes a request for a General Plan Amendment to change the land use designation of the site from General Commercial to Planned Commercial (which allows an FAR up to 1.5), as well as a Rezone from General Commercial to Planned Development-Commercial. Because the Planned Commercial designation also limits building height to three stories, the General Plan Amendment includes a request to amend this limit to four stories, which would bring the proposed building into conformance with all of the Planned Commercial standards. Staff believed the proposed GPA and Rezone were appropriate to facilitate redevelopment of a long-vacant site with uses needed by the expanding residential population in the City's core; 2) Surrounding properties had the same General Plan designation and Zoning Code classification as the project site (General Commercial). The General Commercial land use designation and zoning classification were intended for a wide variety of retail and service activities to support the needs of the community. Restaurants and retail establishments were permitted uses within the General Commercial zone, requiring only an administrative Plot Plan when newly established or when an existing business is expanded. A mini-warehouse storage facility would also be

allowed with approval of a Conditional Use Permit. Introduction of a self-storage facility and retail/restaurant uses to the neighborhood would not alter its already commercial nature, since nearby properties were already occupied by a wide range of businesses, including several restaurants, medical/dental offices, professional services such as tax preparation and insurance sales, a gas station and auto service center, and a tool rental center. The proposed building height was comparable to that of the three-story, 42'-tall Tri-Ad building to the north. Proposed setbacks for the project are 30' (each side), 39'4" (front), and 42'6" (rear), and are greater than those required on surrounding General Commercial properties (zero setbacks are allowed in the General Commercial zone, and the properties to the east and west of the project site both have buildings located on their side property lines); and 3) The project proposes 20 parking spaces in a lot at the front of the building, and an additional 13 spaces in a rear parking lot, for a total of 33 parking spaces. An additional six loading/unloading spaces (for moving trucks) would also be provided. Assuming the 2,750-SF leasable space at the front of the building was used only for retail purposes, this parking supply would be enough to conform to the off-street parking standards in the Zoning Code. However, the applicant has requested flexibility to locate restaurant uses within the leasable space. Since restaurant uses required more parking per square foot than retail, the applicant had provided a parking analysis that concludes that a supply of 32 parking spaces and six loading/unloading spaces should be adequate for the project, assuming no more than 50% of the leasable area was dedicated to restaurant use. The project had been conditioned to require the applicant to limit restaurant use to 50% of the leasable area, unless further analysis can be provided that demonstrates that adequate parking can be provided for additional restaurant space.

Commissioner Weiler questioned whether the parking standards for the project were excessive given its use. He and staff then discussed the proposed parking requirements as well as revisiting the current parking standards.

Commissioner Weiler asked if staff would object to reducing the parking standard for project. Mr. Martin noted that the proposed parking would be similar to another one of the applicant's projects in San Marcos.

Commissioner Weiler and staff discussed how the FAR (Floor Area Ratio) came about in the General Plan.

Vice-chairman McQuead questioned whether the project could be considered spot zoning. Mr. Martin noted that staff felt the project was appropriate for the subject location.

Vice-chairman McQuead asked if properties in the immediate area would be able to go through the same process as the subject project. Ms. Dolmage replied in the affirmative.

Chairman Weber asked if the subject facility would have elevators. Ms. Dolmage replied in the affirmative.

Chairman Weber and staff discussed the proposed employee parking.

Chairman Weber questioned why the facility needed a sign on the north side when it would be blocked by the building to the north. Staff deferred this question to the applicant.

Vice-chairman McQuead and Ms. Dolmage discussed the revision to Condition No. 19 on Page 35 of the staff report.

Commissioner Romo and staff discussed the proposed height of the facility.

Chairman Weber and staff discussed the proposed lien on the property.

Chairman Weber asked if the reason for requesting the 12-month extension on the permit was financially driven. Ms. Dolmage stated that her understanding was that this was to allow more time to apply for the building permits.

**Nancy Bane, representing the William Warren Group, Inc.,** provided the background history for their company and noted that they owned and operated over 121 self-storage facilities with over 300 employees. She stated that they had worked closely with staff to bring a project that incorporated high-quality design and landscaping. She emphasized that the subject property had been vacant for a long period of time. She noted that their project was the next generation for self-storage facilities that incorporated a retail element. She elaborated that the retail component was requested by staff and City Council, which would be a supplement to the consumer. She concurred with the comments regarding the City revisiting its Floor Area Ratio (FAR) standards in the General Plan. In conclusion, Ms. Bane indicated that they were well financed by a large equity partner. She then asked for Commission support.

Commissioner Weiler asked if the retail aspect had any perspective tenants. Ms. Bane noted that they had not marketed this yet, but felt it would lend itself to businesses like a sandwich shop.

Commissioner Spann asked if the employees of the self-storage facility would be employed by the William Warren Group. Ms. Bane replied in the affirmative, noting

that it would only be one to two employees. She also stated that they would be the property manager for the retail component.

**Mark Hayden, Capstone Advisors, representing the owners of 250 Mission Avenue,** stated that they were concerned with the magnitude of the project and the benefits being afforded to the project. They felt the four-story project would be imposing for the area and create island zoning. He was concerned with the FAR being 1.5 unless others in the area were able to take advantage of this ratio. He expressed concern with the proposed buffering from adjacent properties and having limited landscaping on the interior property lines. He questioned what the building frontage setback was, noting that time constraints did not allow for them to obtain said information. He questioned whether the proposed use would promote business and commercial uses along its corridor. He felt that the viability of the commercial center at 250 Mission Avenue might be impacted by allowing a 1.5 FAR along with allowing retail uses for the subject facility. Mr. Hayden stated that they felt the proposed architecture lent itself to industrial versus commercial. He also stated that they could have supported a project that was three stories with its ancillary uses being tied to the storage facility.

**Heather Riley, Attorney with Allen Matkins, representing the applicant,** provided illustrations for StorQuest interiors and amenities. She noted that the security systems were extensive, very safe and provided a secure facility without the need for a night watchman. She stated that the actual lot coverage was only 30%, noting this was the reason for requesting the proposed height. She indicated that the project had extensive setbacks, noting that the front had over a 39-foot setback, plus a 9-foot dedication for Mission Avenue not including the sidewalk. She also noted that the rear setback was 42 feet with the side setback being at 30 feet. In conclusion, she asked for approval, noting that the project provided extensive setbacks, landscaping and screening.

**Willie Nelson, Escondido,** supported the project feeling it would be beneficial to the community.

Commissioner Spann felt the project was the next generation for self-storage and would raise the bar for future facilities. He stated he was in favor of the design.

Commissioner Weiler felt the project was large and out of character for the area. He stated that he could support the project as long as the same opportunities were afforded to other properties in the area. He also felt the current FAR was restrictive and should be revisited.

Chairman Weber felt the size and scale of the building and signage was excessive for the site. He did not feel the proposed zone change was appropriate for the

subject commercial use since it would provide little sales taxes and have low employment opportunities.

**ACTION:**

Moved by Commissioner Weiler, seconded by Commissioner Spann, to approve staff's recommendation. Motion carried. Ayes: Spann, McQuead, Cohen, and Weiler. Noes: Weber, and Romo. (4-2)

**2. MASTER AND PRECISE DEVELOPMENT PLAN AND ZONE CHANGE  
- PHG 15-0042:**

REQUEST: A Master and Precise Development Plan for the development of 91,000 square feet of light industrial uses in two new buildings on approximately 5.25 acres (4.87 acres on-site and 0.38 acre off-site). Building 1 would be a one-story building with a 51,400-square-foot ground floor and a 4,100-square-foot mezzanine for a total of 55,500 square feet. Building 2 would be a one-story building with a 32,900-square-foot ground floor and a 2,600-square-foot mezzanine for a total of 35,500 square feet. The project includes 184 surface parking spaces, landscaping, infrastructure and storm water-drainage improvements. A rezone will be required to change the zoning from existing single-family residential (R-1-6) to Planned Development-Industrial (PD-I) to be consistent with the General Plan land use designation of Light Industrial (LI). A 20-foot-wide Rincon Del Diablo Municipal Water District easement (approximately 0.38-acre off-site area) along the western boundary is part of an adjacent industrial development and is proposed to be incorporated into the project site. A boundary adjustment would be required to modify the project boundaries. Off-site grading and street improvements also are proposed. The proposal also includes the adoption of the environmental determination prepared for the project.

LOCATION: The project site is located along the southern side of Harmony Grove Road, south of Enterprise Street, east of Pacific Oaks Place, addressed as 2005 Harmony Grove Road (APN 235-050-15-00).

Bill Martin, Director of Community Development, referenced the staff report and noted staff issues were the appropriateness of the proposed Planned Development-Industrial zoning designation, and whether the proposed Planned Industrial project is compatible with adjacent industrial and residential development. Staff recommended approval based on the following: 1) The General Plan land-use designation for the project site was Light Industrial (LI), and the proposed industrial project and corresponding Planned Development Industrial zoning (PD-I) would be consistent with this land-use designation. The industrial development provisions

(Zoning Code Article 26) encouraged the planned development process for industrial park type development. The project would be subject to the Industrial Park (IP) land-use provisions and list of allowed uses as part of the Master Plan details and project conditions. Staff believed the Industrial Park zoning provisions and corresponding Planned Development-Industrial zoning was appropriate for the subject site due to the adjacent Specific Plan and Industrial Park zoning on the west and northwest. This Planned Development designation also would ensure compatibility with the quality of the surrounding industrial development and limited the site to lower intensity industrial and office type uses to avoid potential conflicts with nearby residential development; and 2) The proposed project would be consistent with the General Plan industrial land use goal of providing “a variety of industrial uses located and designed to assure compatibility with adjoining land uses offering diverse jobs for the community.” Staff believes the overall site design, building setbacks, landscaping and building architecture create a well-integrated and high quality planned industrial development that would be compatible with other industrial park development throughout the area.

Discussion ensued regarding a clarification of the allowable signage for the subject area.

Chairman Weber and staff discussed the undergrounding of utilities and in lieu fees for the subject project.

Commissioner Weiler and staff discussed height limits for the Sign Program.

Commissioner Weiler asked if the project had a limitation on the amount of office space allowed, noting his concern for on-street parking impacts. Mr. Martin noted that the project had more parking than required, noting staff felt it could accommodate future parking needs.

**Scott Merry, Badiee Development**, thanked staff for their help with the project with special emphasis being given to Jay Paul. He stated that they had incorporated many of staff’s suggestions into the project. He noted that the power pole as referenced by Chairman Weber would be taken down. He also elaborated that the parking was really driven by the use and the marketplace. He then asked for Commission approval.

Commissioner Weiler was in favor of the project.

Chairman Weber felt the project was appropriate for the site.

**ACTION:**

Moved by Commissioner Romo, seconded by Commissioner Weiler, to approve staff's recommendation. Motion carried unanimously. (6-0)

**3. ZONING CODE AMENDMENT AND CONDITIONAL USE PERMIT – AZ 16-0003:**

REQUEST: An amendment to Article 26 of the Escondido Zoning Code to allow postsecondary vocational training schools as a Conditional Use within the industrial zones and a Conditional Use Permit to allow a postsecondary vocational training school in an existing 24,200 square foot industrial building located in the Industrial Park Zone (I-P). The proposal also includes the adoption of the environmental determination prepared for the project.

PROPERTY SIZE AND LOCATION: Citywide for the proposed Zoning Code Amendment; The proposed vocational training school would be located on an approximately 1.41-acre property generally located on the northern side of Aldergrove Avenue, west of Andreasen Drive, addressed as 2066 Aldergrove Avenue (APN 232-051-48).

Bill Martin, Director of Community Development, referenced the staff report and noted staff issues were the appropriateness of the proposed code amendment to allow postsecondary vocational training schools within the industrial zones (I-O, I-P, M1, and M2), and whether the subject industrial site was appropriate for the proposed vocational training school and whether the operation would impact adjacent uses. Staff recommended approval based on the following: 1) Staff felt industrial zones are appropriate for postsecondary vocational training schools, provided they are limited to training for uses allowed in the particular zone. Allowing the schools would expand economic opportunities for the workforce by making training and educational facilities more readily available to residents of Escondido and surrounding areas; and 2) Staff felt the subject site was appropriate for a postsecondary vocational training school because the operational characteristics of the proposed school would create negligible impacts on adjacent properties. Training would be in computer-related fields (allowed in the I-P zone as a business office), adequate parking would be provided based on the proposed student population, and all uses would be conducted inside the building.

Chairman Weber asked if the applicant owned or leased the property.

**Kimberly Boone, Architect, representing the applicant,** noted that they were the tenants. She also stated that they would be taking the entire building.

Commissioner Romo asked if a post-secondary use would require a CUP. Mr. Martin replied in the affirmative.

**ACTION:**

Moved by Commissioner Spann, seconded by Commissioner Weiler, to approve staff's recommendation. Motion carried unanimously. (6-0)

**CURRENT BUSINESS:** None.

**ORAL COMMUNATIONS:** None.

**PLANNING COMMISSIONERS:**

Chairman Weber suggested the Commission look at a housing report done by the London Group for the Greater San Diego Chamber of Commerce.

**ADJOURNMENT:**

Chairman Weber adjourned the meeting at 8:24 p.m. The next meeting was scheduled for August 23, 2016, at 7:00 p.m. in the City Council Chambers, 201 North Broadway, Escondido, California.

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Bill Martin, Secretary to the Escondido  
Planning Commission

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Ty Paulson, Minutes Clerk



## PLANNING COMMISSION

Agenda Item No.: G.1

Date: **September 13, 2016**

**CASE NUMBER:** SUB 16-0001, PHG 16-0005, ENV 16-0001

**APPLICANT:** The Gateway Grand Project Owner, LLC (Greg L. Waite, Integral Communities)

**LOCATION:** The project site is the location of the former headquarters building for the Escondido Police Department (to be demolished) and is located on the southern side of West Valley Parkway and the northern side of West Grand Avenue, between Spruce Street and Quince Street, addressed as 700 W. Grand Avenue.

**TYPE OF PROJECT:** Tentative Subdivision Map, Specific Plan Amendment, Master and Precise Development Plan, and Development Agreement

**PROJECT DESCRIPTION:** The proposed project consists of a request for a one-lot Tentative Subdivision Map with a Master and Precise Development Plan for the construction of 126 condominium units in three, four and five-story buildings on a 2.59-acre site in the Gateway Transit District of the Downtown Specific Plan. The proposed development includes a potential mixed-use component of approximately 1,000 square feet (SF) of flex space that could be used for commercial purposes. Proposed condominium units would range in size from approximately 810 SF to 2,090 SF with one bedroom lofts, and two and three bedrooms townhomes. Shared garage parking would be provided on the ground floor of each building and indoor and outdoor recreational amenities would be provided in the central area of the project for residents. The proposal also includes a request to amend Figure II-4 of the Downtown Specific Plan to remove the ground-floor retail requirement and allow ground-floor residential uses (with permit) in all areas of the site, and a corresponding revision to the specific plan text on page V-17. A Development Agreement is proposed to define construction and financial responsibilities related to proposed pedestrian linkages to the Escondido Transit Center and development fee incentives granted to the applicant. In order to accommodate the project as designed, the applicant has requested that the City vacate nine feet of right-of-way along the W. Grand Avenue project frontage.

**STAFF RECOMMENDATION:** Approval

**GENERAL PLAN DESIGNATION:** Downtown SPA (Specific Plan Area) #9

**ZONING:** Downtown Specific Plan – Gateway Transit District

**BACKGROUND/SUMMARY OF ISSUES:** The 2.59-acre project site contains an approximately 32,000 SF, two-story building that was constructed in 1974 to serve as the headquarters for the Escondido Police Department. In November of 2004, voters in the City of Escondido approved an \$84 million municipal bond measure to construct public safety facilities including a combined Police Department and Fire Department headquarters facility. The new, three-story Police and Fire Headquarters Building opened on Centre City Parkway in 2010, at which time the Police Department vacated the proposed project site. The former headquarters building has alternatively been vacant or underutilized by several businesses and the City Council has indicated an interest in selling the property for redevelopment given the premier location of the site on the western edge of downtown adjacent to Escondido's regional transit center.

In early 2015, the City received an unsolicited offer from Integral Communities to redevelop the site and a purchase agreement was successfully negotiated. The applicant is proposing to demolish the former police headquarters building and construct 126 condominium units in three residential buildings up to five stories in height. Each building would contain a common garage on the ground floor with both garage and exterior access into three-story, townhome-style units. Elevators in each garage would provide direct access to the fourth floor to an interior hallway that accesses one-

bedroom units with lofts. While the units have been designed and will be developed as for-sale condominium units, the applicant intends to operate the development initially as an apartment community.

The project would provide 226 parking spaces which is slightly below the City's standard for multi-family development, but higher than the SANDAG recommended parking standard for transit-oriented development. In an effort to enhance the transit-oriented nature of the area, the project would provide a public pedestrian access easement connecting W. Grand Avenue with W. Valley Parkway along the western edge of the site (adjacent to the North County Transit District rail line). Project amenities include an outdoor recreational area with pool and spa as well as a second floor fitness room above the leasing center with an adjacent outdoor patio. Secure indoor bicycle storage is provided in the garage of each building. The project also includes a unique, 1,000 square foot ground-floor "flex space" located directly across the street from the transit center that could provide a small commercial opportunity to serve residents and commuters, or alternatively could be used to provide an additional amenity for residents.

Staff feels that the issues are as follow:

1. Appropriateness of the proposed amendment to the Downtown Specific Plan to allow ground-floor residential uses on the entire project site.
2. Appropriateness of the proposed project design for the downtown area.
3. Whether the proposed reduction in parking based on SANDAG's Transit-Oriented Development parking standards is appropriate for the site.
4. Whether the proposed Development Agreement provides adequate pedestrian access to the Escondido Transit Center, and if the requested fee incentives can be justified.
5. Appropriateness of public street vacation and use of the public right-of-way for front steps on W. Grand Avenue.

**REASONS FOR STAFF RECOMMENDATION:**

1. The site is directly across the street from the Escondido Transit Center. Due to its unique location, the property is well-suited for a transit-oriented development including high-density residential uses. In order to achieve the necessary residential density, the applicant has requested the ability to use the entire site for residential uses rather than being required to provide commercial uses along the street frontages. They have, however, built-in flex space that could be leased for a commercial use to serve area residents and commuters. Staff supports this request since it would increase the residential population in the downtown area in support of Downtown Specific Plan goals of providing high density residential uses and the creation of an environment with convenient access and opportunities for alternative modes of transportation.
2. The applicant has provided a project that is architecturally appealing through the use of various materials and architectural elements, including smooth and sand finish stucco, white brick, metal awnings and balcony railings, vinyl windows for the residential units, and bronze aluminum storefronts for the flex space and leasing/rec building. Landscaping would be provided throughout the site, including within the rights-of-way along both street frontages and along the side yards. The buildings have been designed with variations in setbacks from property lines and rights-of-way, have projecting and recessed elements on all floors that give relief to the scale and mass of the buildings, and have front doors facing the streets in order to maintain the urban, pedestrian-oriented environment that is envisioned for the downtown area. Staff believes the project would provide an upscale living environment for people desiring an urban lifestyle with a variety of transportation options.
3. The requested parking reduction is based on the transit-oriented nature of the proposed project and its location. Rather than relying on the City's multi-family parking standards, the applicant has requested the ability to use parking standards recommended by SANDAG for transit-oriented developments. The 226 parking spaces proposed for the project fall approximately half-way between the City requirement (246 spaces) and SANDAG's recommendation (208

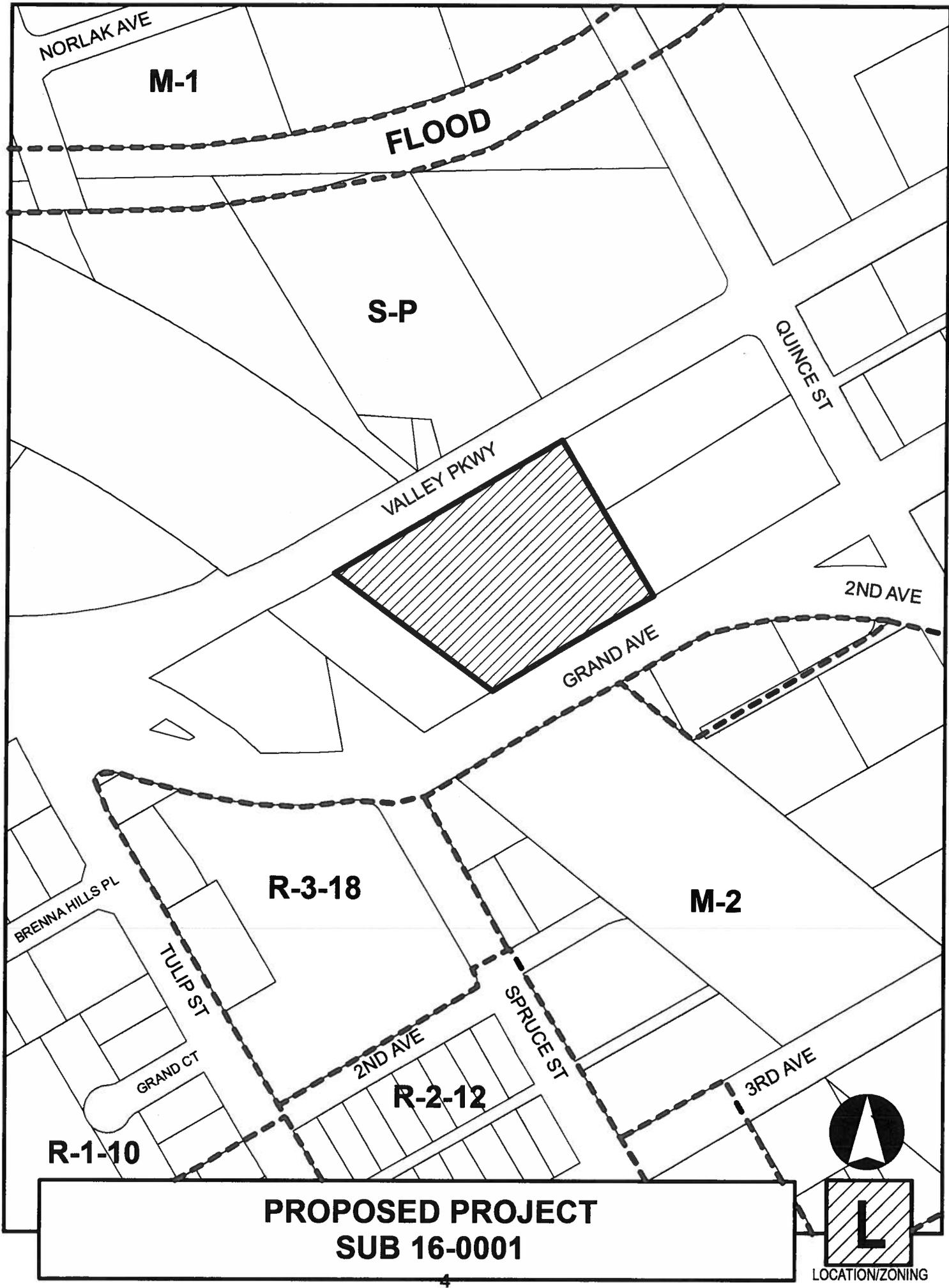
spaces). Additionally, the project would provide secure bicycle storage areas in each building in support of the use of alternative transportation options that may alleviate the number of resident parking spaces required. Staff believes the proximity to the Escondido Transit Center (and to a lesser extent, the provision of secure bicycle storage areas) justifies the requested reduction in parking.

4. As part of the proposed project, the applicant will be installing signalized pedestrian crossings between the Escondido Transit Center and the project site, and between the project site and Spruce Street. They will also be providing a public pedestrian sidewalk on their property (adjacent to the NCTD right-of-way) in order for pedestrians to easily access the transit station from areas to the south of the project site. In exchange, the City would provide financial incentives in the areas of fee credits for water and wastewater connections, and would freeze impact fees at the levels in-place at the time of entitlement. Staff believes the pedestrian access improvements, in an area where alternative transportation methods are encouraged, justifies the financial incentives afforded to the project.
5. The City has excess right-of-way along the frontage of the project site on W. Grand Avenue. The developer has requested the vacation of a nine foot wide strip of the right-of-way in order to accommodate the project. The applicant has also requested the ability to place two to three steps within right-of-way leading up to the front doors of twelve units on W. Grand Avenue. Staff supports the right-of-way vacation and use for stairs since W. Grand Avenue, after the vacation, would still comply with the requirement for a collector street identified in the Infrastructure and Mobility Element of the General Plan, and since the stairs would not encroach into the required eight foot wide sidewalk and would enhance the pedestrian-oriented urban environment by providing direct front door access from the public street.

Respectfully Submitted,



Adam Finestone, AICP  
Principal Planner



NORLAK AVE

**M-1**

**FLOOD**

**S-P**

VALLEY PKWY

QUINCE ST

2ND AVE

GRAND AVE

**R-3-18**

**M-2**

BRENNA HILLS PL

TULIP ST

GRAND CT

2ND AVE

SPRUCE ST

**R-2-12**

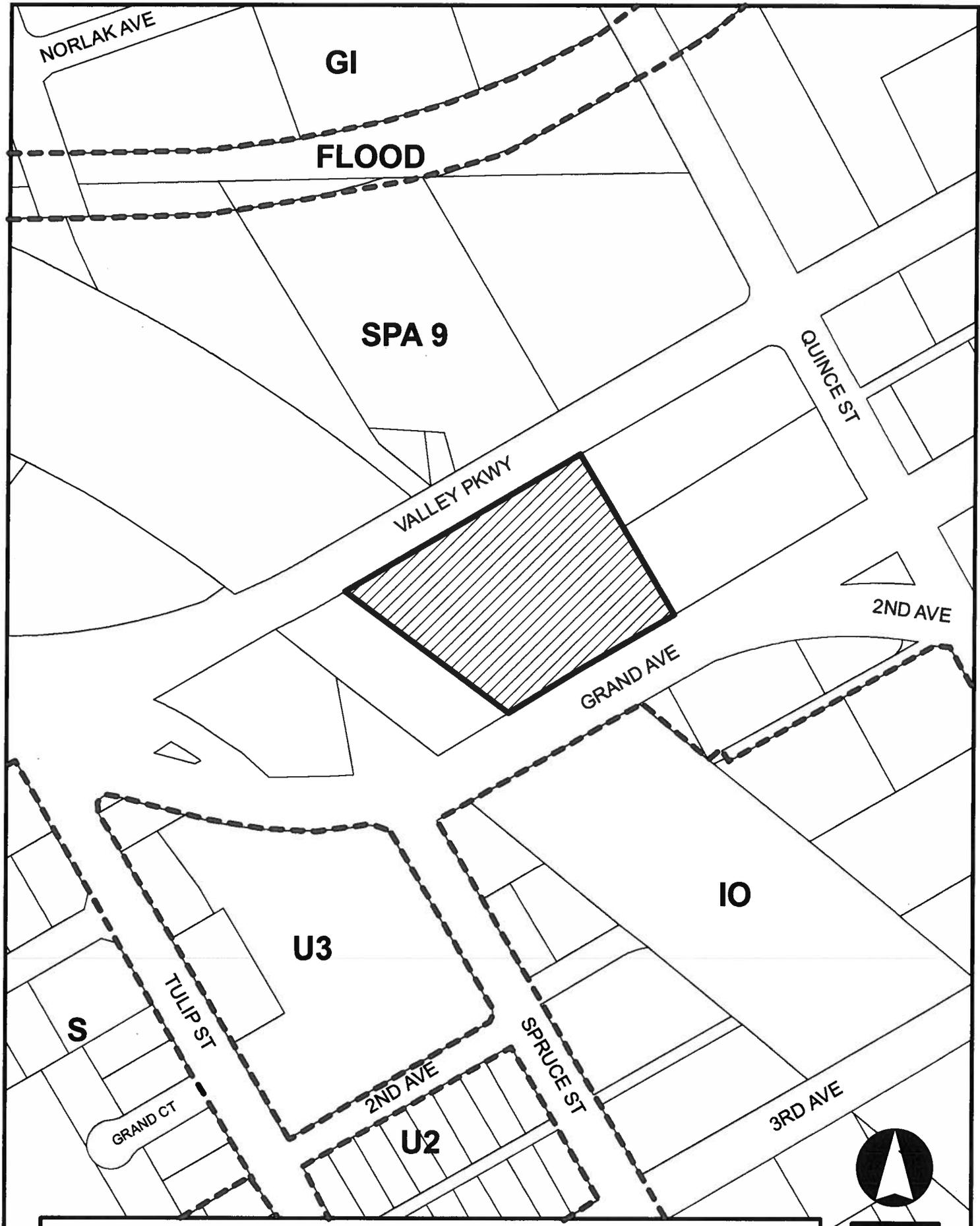
3RD AVE

**R-1-10**

**PROPOSED PROJECT  
SUB 16-0001**

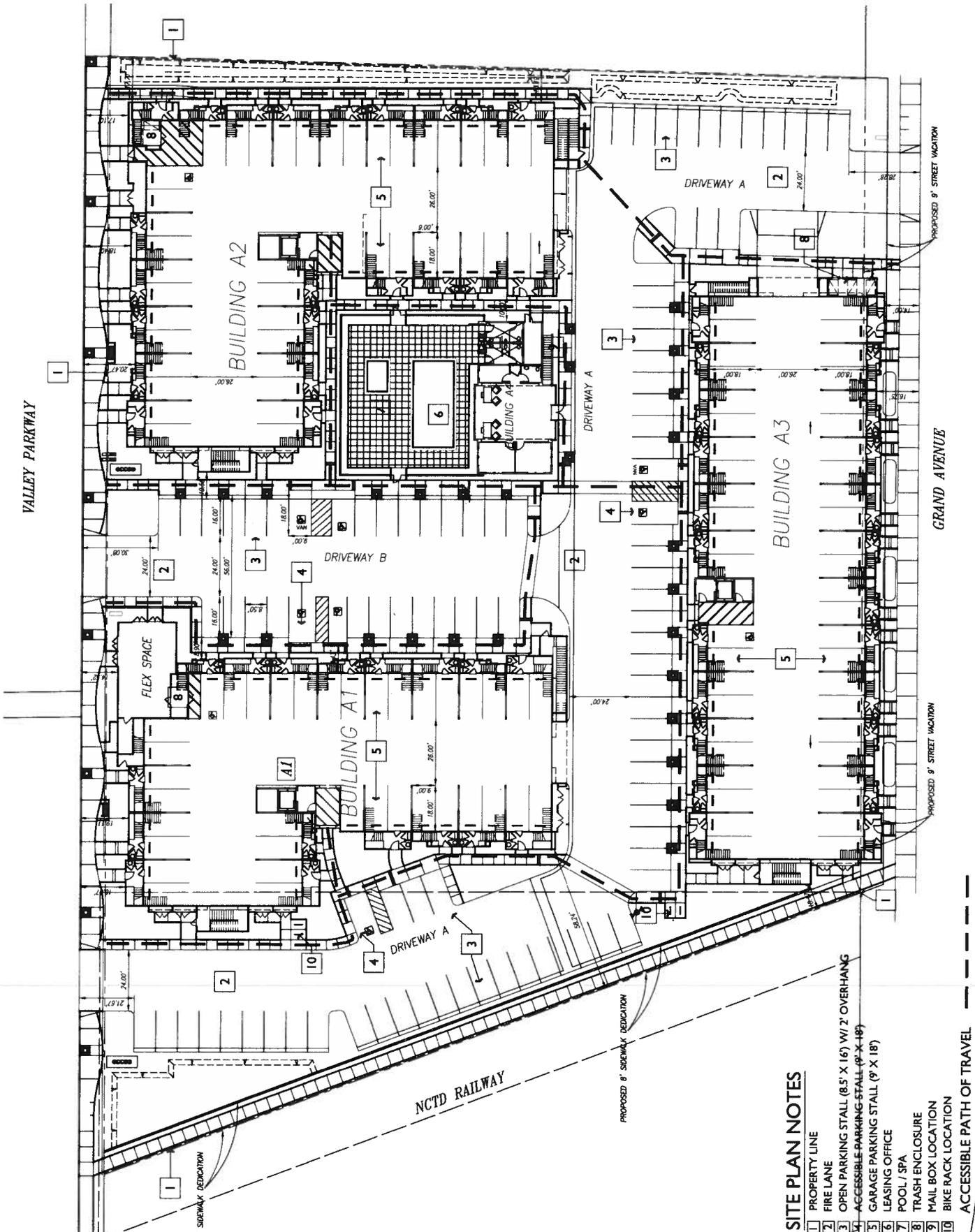


LOCATION/ZONING



**PROPOSED PROJECT  
SUB 16-0001**





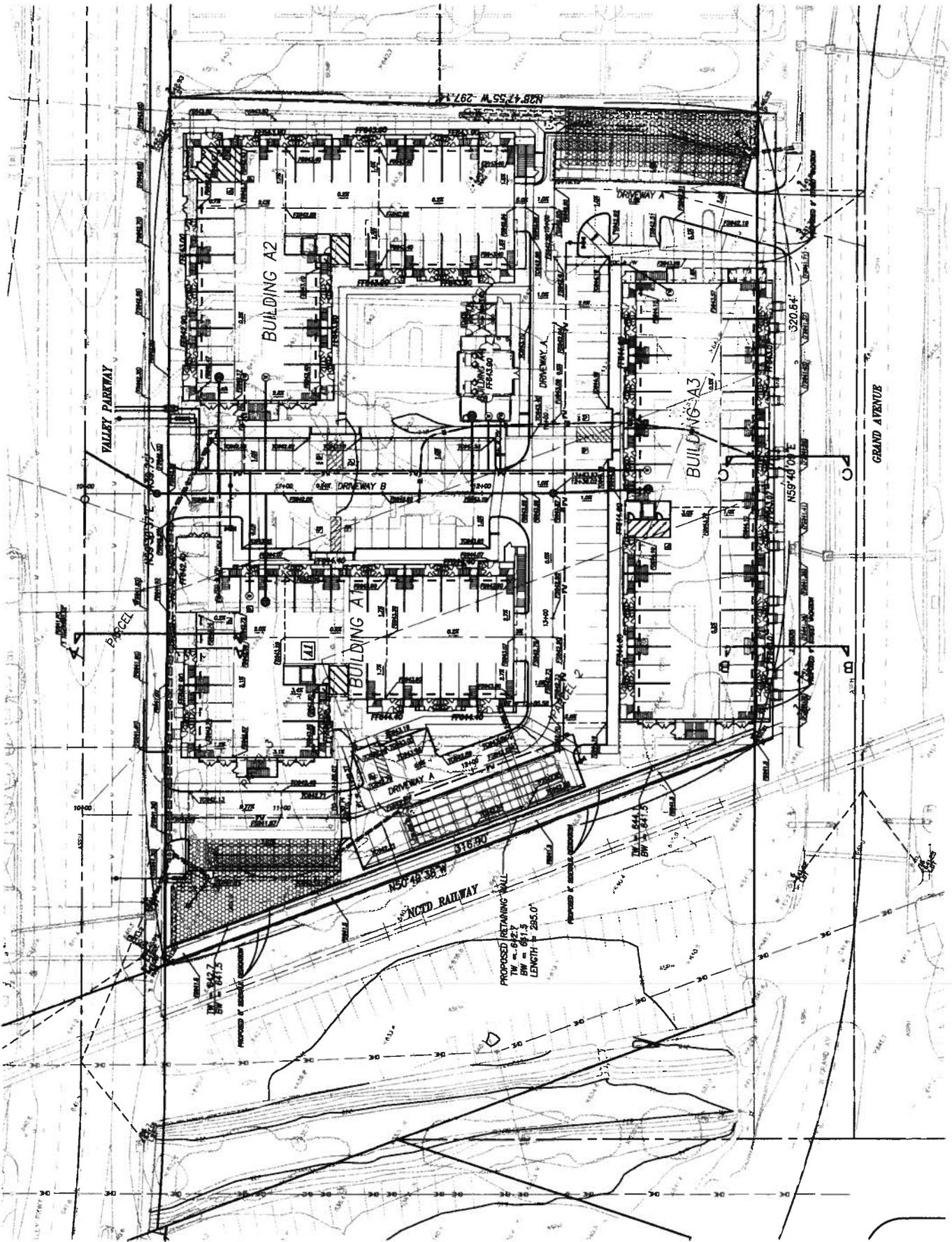
**SITE PLAN NOTES**

- 1 PROPERTY LINE
  - 2 FIRE LANE
  - 3 OPEN PARKING STALL (8.5' X 16') W/ 2' OVERHANG
  - 4 ACCESSIBLE PARKING STALL (9' X 18')
  - 5 GARAGE PARKING STALL (9' X 18')
  - 6 LEASING OFFICE
  - 7 POOL / SPA
  - 8 TRASH ENCLOSURE
  - 9 MAIL BOX LOCATION
  - 10 BIKE RACK LOCATION
- ACCESSIBLE PATH OF TRAVEL ---

**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

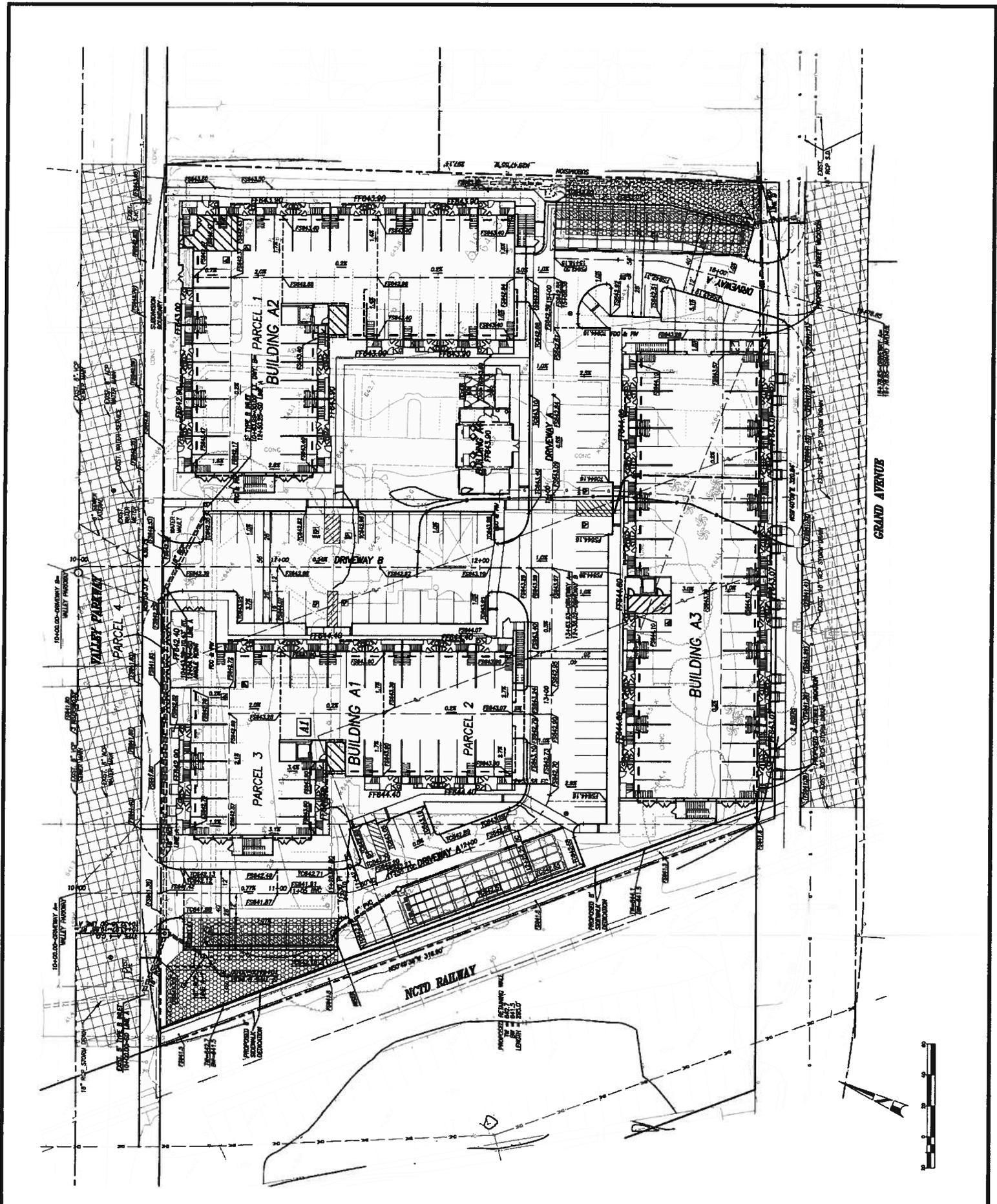


SITE PLAN



**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

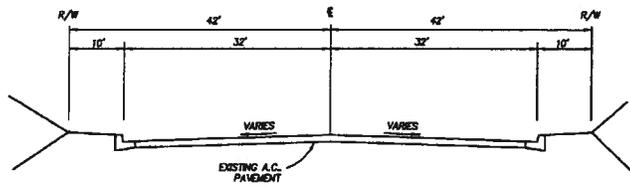




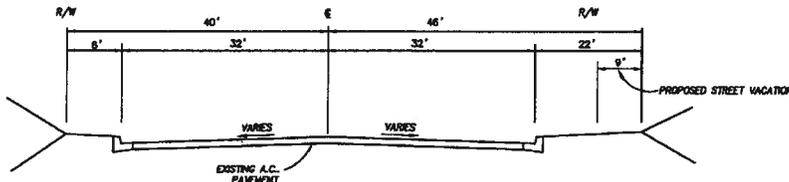
**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**



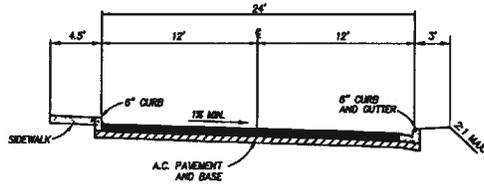
GRADING PLAN



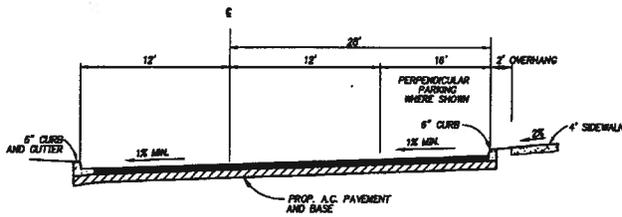
**EXISTING VALLEY PARKWAY**  
NOT TO SCALE



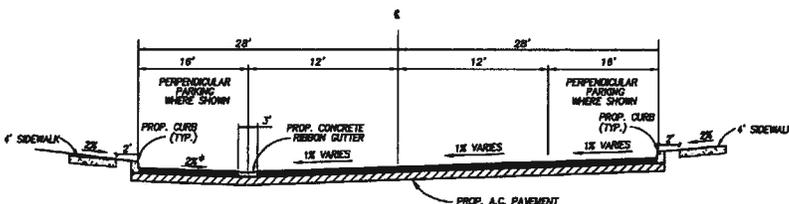
**EXISTING GRAND AVENUE**  
NOT TO SCALE



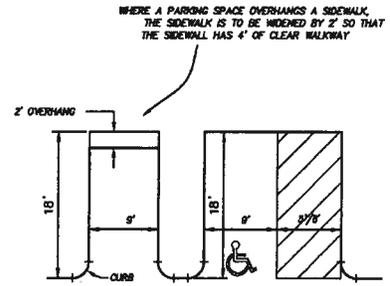
**PRIVATE DRIVEWAY 'A'**  
NOT TO SCALE



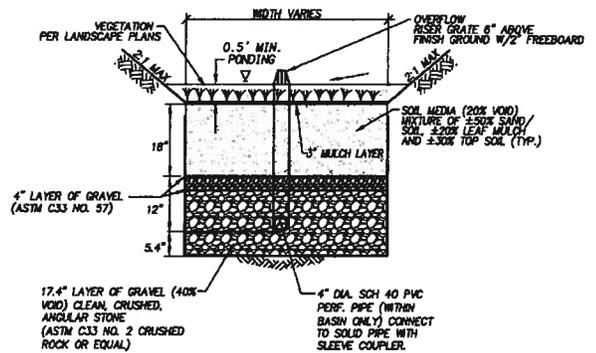
**PRIVATE DRIVEWAY 'A'**  
NOT TO SCALE



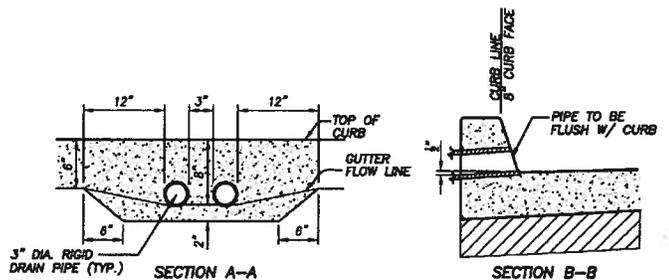
**PRIVATE DRIVEWAYS 'A' AND 'B'**  
NOT TO SCALE



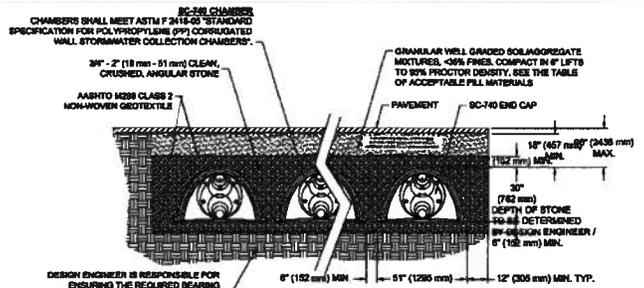
**TYP. PARKING DIMENSIONS**  
NOT TO SCALE



**BIOFILTRATION W/PARTIAL RETENTION**  
NOT TO SCALE



**DETAIL: CURB UNDERDRAIN PIPE**  
NOT TO SCALE



**DETAIL: STORMTECH UNDERGROUND DETENTION**

N.T.S.

**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**G**

GRADING PLAN



VIEW FROM NORTHEAST



VIEW FROM SOUTHEAST

**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**3D**

3D PERSPECTIVES



**VIEW FROM NORTHWEST**



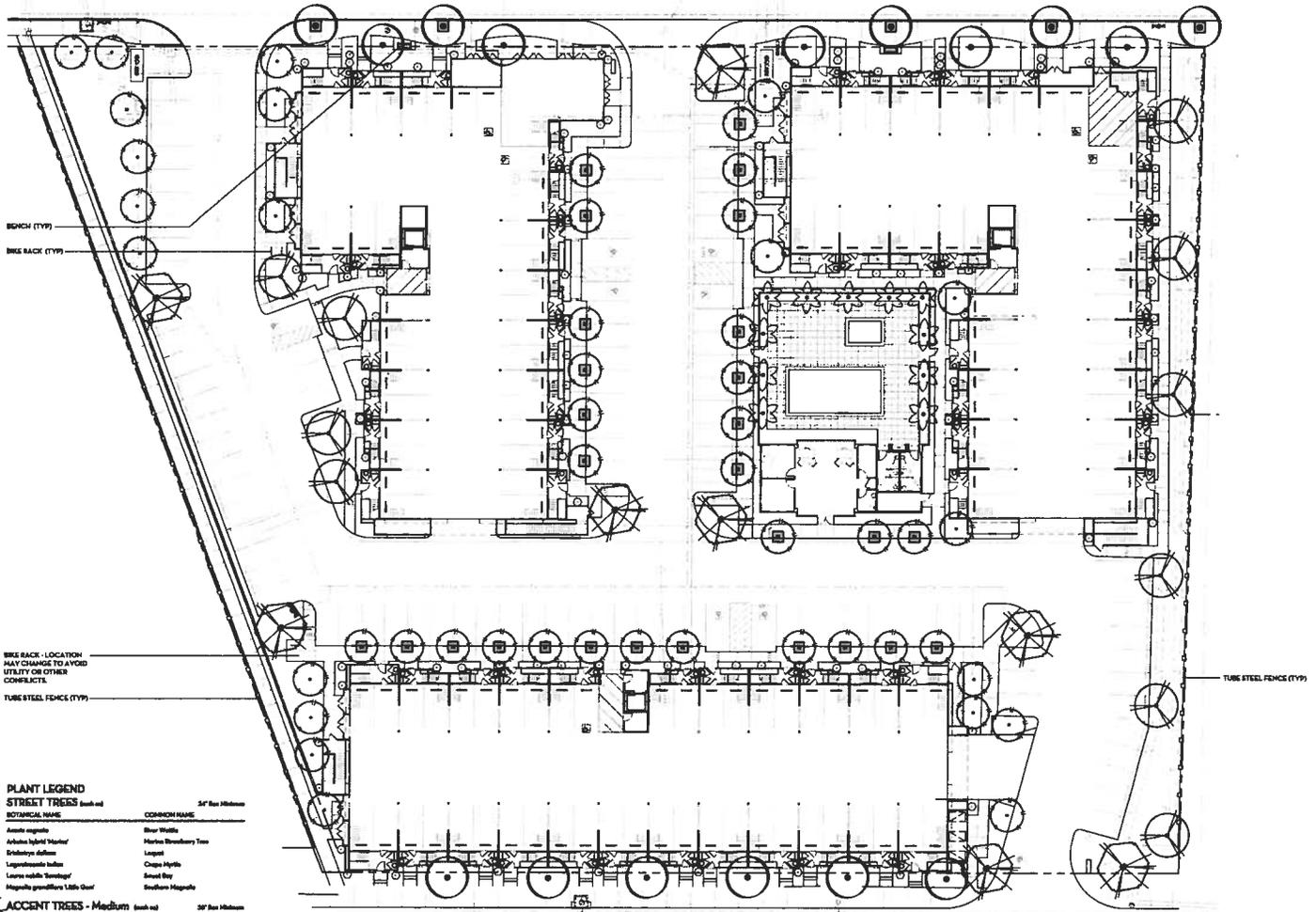
**VIEW FROM SOUTHWEST**

**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**3D**

3D PERSPECTIVES

VALLEY PARKWAY



GRAND AVENUE

PLANT LEGEND

**STREET TREES** (each sq ft)

BOTANICAL NAME	COMMON NAME	5/4' Row Interval
<i>Asplen. asperum</i>	Blue Wattle	
<i>Arbutus hybrid 'Winter'</i>	Marine Strawberry Tree	
<i>Brickellia diffusa</i>	Leopard	
<i>Lagotis montana</i>	Cape Hyacinth	
<i>Leucosiphon 'Tenderloin'</i>	Sweet Bay	
<i>Magnolia grandiflora 'Little Gem'</i>	Southern Magnolia	

**ACCENT TREES - Medium** (each sq ft)

BOTANICAL NAME	COMMON NAME	3/4' Row Interval
<i>Corymbium coccineum</i>	Coral Wood	
<i>Chionodoxa lutea</i>	Chionodoxa Tree	
<i>Magnolia grandiflora 'Tenderloin'</i>	Southern Magnolia	
<i>Panicum diffusum</i>	Chinese Pittosporum	
<i>Podocarpus grandifolius</i>	Fora Pine	
<i>Pyrae odorata 'Woodland'</i>	Woodland Pear	

**ACCENT TREES - Small** (each sq ft)

BOTANICAL NAME	COMMON NAME	3/4' Row Interval
<i>Andromeda cuneata</i>	King Palm	
<i>Banksia laevis</i>	Flora Palm	
<i>Calliandra speciosa</i>	Gold Mistletoe Tree	
<i>Chionodoxa lutea</i>	Brown Laurel	
<i>Magnolia grandiflora 'Little Gem'</i>	Southern Magnolia	
<i>Yucca filamentosa</i>	Palm Trunk Tree	

**SCREEN TREE** (each sq ft)

BOTANICAL NAME	COMMON NAME	1/2 Gal. Interval
<i>Asplen. asperum</i>	No Common Name	
<i>Chionodoxa lutea 'Little Gem'</i>	Antennaria Strawberry Tree	
<i>Leucosiphon 'Tenderloin'</i>	Sweet Bay	
<i>Lagotis montana</i>	Leopard Bay	
<i>Magnolia grandiflora</i>	No Common Name	

**PALMS + CYCADS** (each sq ft)

BOTANICAL NAME	COMMON NAME	1/2 Gal. Interval
<i>Andromeda cuneata</i>	King Palm	
<i>Banksia laevis</i>	Flora Palm	
<i>Calliandra speciosa</i>	Gold Mistletoe Tree	
<i>Chionodoxa lutea</i>	Leopard Bay	
<i>Cycas revoluta</i>	Queen Palm	
<i>Leucosiphon 'Tenderloin'</i>	Sweet Bay	
<i>Lagotis montana</i>	Leopard Bay	

**COLUMNS** (each sq ft)

BOTANICAL NAME	COMMON NAME	3 Gal. Interval
<i>Cyperus compressus</i>	Buffon Cypress	
<i>Mitrasacme bicolor 'Starburst'</i>	No Common Name	

**COLUMNAR SHRUBS** (each sq ft)

BOTANICAL NAME	COMMON NAME	3 Gal. Interval
<i>Banksia laevis</i>	Antennaria Strawberry Tree	
<i>Chionodoxa lutea 'Little Gem'</i>	Sweet Bay	
<i>Cyperus compressus 'Tiger Tail'</i>	Buffon Cypress	
<i>Leucosiphon 'Tenderloin'</i>	Sweet Bay	
<i>Lagotis montana</i>	Leopard Bay	
<i>Mitrasacme bicolor 'Starburst'</i>	No Common Name	

**VINES + ESPALIERS** (each sq ft)

BOTANICAL NAME	COMMON NAME	3 Gal. Interval
<i>Delonix regia</i>	Indian Almond Tree	
<i>Leucosiphon 'Tenderloin'</i>	Sweet Bay	
<i>Mitrasacme bicolor 'Starburst'</i>	No Common Name	
<i>Passiflora ligularis</i>	Passiflora	
<i>Passiflora vitifera</i>	Passiflora	

SHRUBS, PERENNIALS, + ANNUALS (each sq ft)

BOTANICAL NAME	COMMON NAME	1 Gal. Interval
<i>Banksia laevis</i>	Antennaria Strawberry Tree	
<i>Calliandra speciosa</i>	Gold Mistletoe Tree	
<i>Chionodoxa lutea</i>	Leopard Bay	
<i>Cyperus compressus</i>	Buffon Cypress	
<i>Leucosiphon 'Tenderloin'</i>	Sweet Bay	
<i>Lagotis montana</i>	Leopard Bay	
<i>Magnolia grandiflora</i>	Southern Magnolia	
<i>Mitrasacme bicolor 'Starburst'</i>	No Common Name	
<i>Passiflora ligularis</i>	Passiflora	
<i>Passiflora vitifera</i>	Passiflora	
<i>Podocarpus grandifolius</i>	Fora Pine	
<i>Pyrae odorata 'Woodland'</i>	Woodland Pear	

CACTUS + SUCCULENTS (each sq ft)

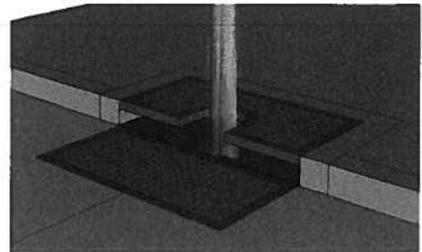
BOTANICAL NAME	COMMON NAME	1 Gal. Interval
<i>Agave spicata</i>	Agave	
<i>Asplen. asperum</i>	No Common Name	
<i>Calliandra speciosa</i>	Gold Mistletoe Tree	
<i>Chionodoxa lutea</i>	Leopard Bay	
<i>Cyperus compressus</i>	Buffon Cypress	
<i>Leucosiphon 'Tenderloin'</i>	Sweet Bay	
<i>Lagotis montana</i>	Leopard Bay	
<i>Magnolia grandiflora</i>	Southern Magnolia	
<i>Mitrasacme bicolor 'Starburst'</i>	No Common Name	

ORNAMENTAL GRASSES (each sq ft)

BOTANICAL NAME	COMMON NAME	1 Gal. Interval
<i>Cyperus compressus</i>	Buffon Cypress	
<i>Leucosiphon 'Tenderloin'</i>	Sweet Bay	
<i>Lagotis montana</i>	Leopard Bay	
<i>Magnolia grandiflora</i>	Southern Magnolia	
<i>Mitrasacme bicolor 'Starburst'</i>	No Common Name	
<i>Passiflora ligularis</i>	Passiflora	
<i>Passiflora vitifera</i>	Passiflora	

PLANTING NOTES

1. ALL SHRUB AREAS WILL RECEIVE MIN. 2" TRUCK OF MULCH
2. A WIDE VARIETY OF PLANT MATERIALS HAVE BEEN INCLUDED AS PART OF THIS PLANT LEGEND. IT IS NOT INTENDED THAT ALL THE PLANT MATERIAL LISTED WILL BE INCORPORATED INTO THE FINAL DESIGN. THE PLANT LEGEND ALSO SHOULD NOT BE LIMITED TO ONLY THE PLANT MATERIAL LISTED. SHOULD PARTICULAR SITE CONDITIONS REQUIRE SPECIFIC ATTENTION.
3. ALL PLANT MATERIAL DESIGNATED WITH "S" SHALL BE PLANTED WITH THE CACTUS AND SUCCULENT BACK FILL MIX (SEE PLANTING SPECIFICATIONS)
4. ALL PLANT MATERIAL DESIGNATED WITH "M" SHALL BE PLANTED WITH THE ACCENT PLANT BACK FILL MIX (SEE PLANTING SPECIFICATIONS)



SPLIT TREE GRATE (TYPICAL)



PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)



## ANALYSIS

### A. LAND USE COMPATIBILITY/SURROUNDING ZONING

NORTH - SP (Downtown Specific Plan) Gateway Transit District – The Escondido Transit Center is located to the north of the site (across W. Valley Parkway). Escondido Creek and the Inland Rail Trail are behind the transit center, with North County Transit District's bus yard beyond.

SOUTH - M-2 (General Industrial) zoning – North County Transit District has right-of-way across W. Grand Avenue, containing a railroad spur and vacant land. Adjacent to the NCTD right-of-way is a swimming pool contractor to the west (in the M-2 zone), and a country store to the east (in the Mercado District of the Downtown Specific Plan).

EAST - SP (Downtown Specific Plan) Gateway Transit District – To the east of the project site is a three-story office building occupied (in part) by California Bank and Trust. A parking lot for the office building lies between the project site and the office building.

WEST - SP (Downtown Specific Plan) Gateway Transit District – NCTD right-of-way runs along the west side of the project site. Beyond that are a tile and stone company, and a fitness facility.

### B. AVAILABILITY OF PUBLIC SERVICES

1. Effect on Police Service – The Police Department has expressed no concern regarding their ability to provide service to the site.
2. Effect on Fire Service – The site is served by Fire Station No. 1 (310 North Quince Street), which is within the seven and one-half minute response time specified for urbanized areas in the General Plan. Development of the site would contribute incremental increases in demand for fire services. The fire department has indicated that they will coordinate with the applicant to establish fire flow and the number of fire hydrants needed on site. The fire department can provide adequate service to the development.
3. Traffic – The proposed project consists of 126 condominium units and is expected to generate 76 AM peak hour trips, 83 PM peak hour trips and 955 Average Daily Trips (ADT). The project site will be served by two driveways along W. Valley Parkway (one near the center of the site and one near the western project boundary next to the railroad tracks) and one driveway on W. Grand Avenue (near the eastern project boundary). Since both streets are one-way (W. Valley Parkway westbound only and W. Grand Avenue eastbound only), all driveways will be limited to left turns in and out only. Both roadways are classified as Collector Streets, which typically have an 84' R.O.W. with two lanes in each direction. However, since both are one-way, right-of-way widths and lane counts do not conform to the typical cross sections.

A project-specific Traffic Impact Analysis (TIA) was performed by Michael Baker International (June 8, 2016) to analyze the project's potential impacts on existing and future transportation and traffic conditions in the project area. The TIA analyzed 14 intersections and ten roadway segments near or adjacent to the project site. All intersections and segments analyzed currently operate at an acceptable level of service (LOS "D" or better), and are projected to continue operating at acceptable levels of service (LOS "D" or better) in the near term and long range conditions (Horizon Year 2035) both with or without the proposed project and also incorporating any cumulative projects currently proposed in the vicinity.

4. Utilities – Water and sewer are available from existing mains in W. Valley Parkway. Water and sewer service is provided by the City of Escondido. These systems have adequate capacity to accommodate the project's needs. The Engineering Department indicated the project would not result in a significant impact to public services or other utilities. Public utility easements would be granted over all water and sewer mains.

As part of the proposed Development Agreement, the applicant would be granted for fee credits for existing water and wastewater service. The applicant would be given credit for an existing two (2) inch potable water meter, with no new capacity or connection fees required up to the credit amount for the existing meter, and would also be given credit for wastewater connections at a rate of \$1.28 per square foot of the existing 32,000 square foot building, totaling \$40,960.

5. **Drainage** – The project would incrementally increase the amount of surface runoff as a result of additional pavement and impervious surfaces created by the development and road improvements. Specifically, the project would increase the amount of impervious surfaces from approximately 85,000 square feet to 94,766 square feet. The project will underground surface drainage flows with pipes and concrete culverts designed to meet City requirements. On-site runoff will be conveyed to two underground hydro-modification storage cisterns, then pumped at the required hydro-modification flow rate onto the surface of adjacent bio-filtration basins. The treated runoff will drain into existing 18 inch RCBs in W. Grand Avenue and W. Valley Parkway. Construction BMPs will be in place during the grading.

A Storm Water Quality Management Plan (SWQMP) was prepared for the project by William Lundstrom, R.C.E. (Lundstrom Engineering and Surveying, Inc., April 18, 2016, revised May 23, 2016). Project construction would be required to comply with the San Diego Municipal Storm Water Permit (Order No. 2001-01, NPDES), the project-specific Storm Water Pollution Prevention Plan (SWPPP), and with the City of Escondido erosion control ordinances and policies. The proposed bio-retention plus cistern facilities design complies with the current storm water quality standards that are required by the San Diego Regional Water Quality Control Board and the City of Escondido. The bio-retention plus cistern sizing calculations are included in the SWQMP. The Engineering Division has determined the project would not materially degrade the levels of service of existing drainage facilities.

### **C. ENVIRONMENTAL STATUS**

1. A Draft Mitigated Negative Declaration (ENV 16-0001) was issued for the project for a twenty (20) day review period beginning on June 22, 2016. Mitigation measures were developed to reduce potential impacts in the areas of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and noise to a less than significant level. One comment letters were received during the public review period. The letter was from the San Luis Rey Band of Mission Indians, and expressed concurrence with the Cultural Resource Mitigation Measures contained in the Draft Mitigated Negative Declaration, and no revisions to document are necessary.

A copy of the Final Mitigated Negative Declaration has been provided with this report. An electronic copy the document along with the appendices can be accessed at the following link:

<https://www.escondido.org/gateway-grand-residential-project.aspx>

2. In staff's opinion, no significant issues remain unresolved through compliance with mitigation measures, code requirements and the recommended conditions of approval.
3. The project will have no impact on fish and wildlife resources as no sensitive or protected habitat occurs on-site or will be impacted by the proposed development.

### **D. CONFORMANCE WITH CITY POLICY/ANALYSIS**

#### **General Plan**

The General Plan land use designation on the site is Specific Plan Area (SPA) which is implemented through the Downtown Specific Plan. The Downtown Specific Plan is divided into seven districts and includes development standards and guidelines for the SPA. The General Plan notes that projects are approved based on their conformance with Specific Plan standards, guidelines, and principles allowing up to 5,275 residential dwelling units within the SPA. The General Plan Guiding Principles for SPA #9 include a dynamic, attractive, economically vital city center providing social, cultural, economic and residential focus while respecting its history. The project will be required to conform to the provisions of the

Citywide Facilities Plan through the payment of fees to ensure that the General Plan Quality of Life Standards will continue to be met.

Appropriateness of the proposed amendment to the Downtown Specific Plan to allow ground-floor residential uses on the entire project site

The Downtown Specific Plan envisions mixed-use development within the Gateway Transit District, with multi-family residential uses above ground-floor commercial uses. While the Specific Plan prohibits residential uses on the ground floor in most of the District, it does allow residential uses on the ground floor of certain properties subject to approval of a permit (the Downtown Specific Plan further defines "permit" as a Planned Development approval). The subject property currently is allowed ground-floor residential uses on the interior of the site (with a permit), but requires commercial uses fronting the streets. The proposed Specific Plan Amendment would allow ground-floor residential uses (with a permit) on the entire site, as identified in Exhibit "C."

Staff believes that allowing ground-floor residential uses throughout the project site is appropriate for several reasons. First, the proximity to the Escondido Transit Center creates an opportunity for high-density residential use that is unique to this location. The site offers one of the largest residential redevelopment opportunities in the western downtown area and is well located to provide direct residential access to Escondido's primary public transportation node. Access to transit would be further enhanced by the provision (by the applicant) of a signalized pedestrian crossing between the project site and the transit center (see Development Agreement discussion below). Additionally, commercial uses developed as part of a mixed-use project would face challenges due to the unique characteristics of the vehicular circulation system in the area. Both streets adjacent to the site are classified as collector streets in the Mobility and Infrastructure Element of the General Plan, and street parking is not permitted. This greatly reduces the appeal of street-fronting commercial uses. Also, since both streets are one-way, there is limited visibility and access for any commercial uses on either frontage without customers either needing to cut through the project site or circle the block to access uses along the other street.

Appropriateness of the proposed project design for the downtown area

The Gateway Transit District includes design guidelines which are intended to provide continuity with other downtown areas and maintain a high-quality, visually appealing urban environment. To achieve this goal, the proposed development includes three complimentary yet unique residential buildings and a recreational building with a common open space area containing a pool and spa surrounded by a large deck. One of the residential buildings contains 1,000 square feet of flex space that could either be used for commercial purposes or for additional residential amenities. The project would provide 63 one-bedroom lofts, 42 two-bedroom townhomes, and 21 three-bedroom townhomes. All units would exceed the minimum unit sizes based on the number of bedrooms, as identified in the Supplemental Details of Request later in this report.

All residential buildings are four-stories with mezzanines and use the same palette of colors and materials, however they each have distinct facades and use the colors and materials differently. Materials include sand- and smooth-finished stucco, white brick accent walls, metal railings and awnings, and bronze aluminum storefront windows. The buildings have been designed with variations in setbacks from property lines and rights-of-way, and have projecting and recessed elements on all floors that give relief to the scale and mass of the buildings, while maintaining the urban appearance that is envisioned for the downtown area. The buildings will be four stories with mezzanines above to provide the appearance of a fifth story, Horizontal reveals, cornices, changes in materials at appropriate locations, and balcony railings, are included to break up the vertical height of wall planes. While they would be the tallest buildings in the vicinity, they are separated from other structures by almost 250 feet, with major roads, a railroad track, or a large parking lot in between. Additionally, all three buildings have front doors oriented toward the street to provide a pedestrian-friendly experience within a landscaped corridor while maintaining the urban character desired for the area.

Whether the proposed reduction in parking based on SANDAG's Transit-oriented Development parking standards is appropriate for the site

Parking requirements for multi-family projects within the Downtown Specific Plan are based on the number of bedrooms in each unit and have been set at the same standard as required for more suburban areas of the city. Commercial

components are required to meet the parking requirements in Article 39 of the Escondido Zoning Code. Based on the per-unit bedroom count, the project would require 242 parking spaces for the residential use, with 126 of them (one per unit) being covered spaces. An additional four spaces would be required for the flex/commercial area, for a total of 246 spaces. The project proposes 226 total spaces (including 126 covered spaces within the garages of the buildings) with a resulting deficiency of 20 spaces (approximately nine percent of the total required), which is allowed in the Downtown Specific Plan, subject to approval of a Precise Development Plan.

The applicant has provided a parking assessment memorandum for the project (Fehr & Peers, May 2, 2016) as justification for the requested reduction, based on SANDAG's recommended parking standards for transit-oriented development. SANDAG's recommendations require 1.25 spaces per one- and two-bedroom units, compared to City requirements of 1.5 and 1.75 spaces, respectively. SANDAG also recommends a rate of one space per 360 square feet of commercial (flex) space, versus the City's requirement of one space per 250 square feet. Using SANDAG's recommended standards, 208 spaces would be required for the project, resulting in a surplus of 18 spaces. Detailed tables identifying the parking requirements for the project contained in the Downtown Specific Plan, and those recommended by SANDAG are provided in the Supplement to the Staff Report/Details of Request later in this report.

Transit-oriented development usually incorporates higher-density residential and mixed-use developments in pedestrian-oriented neighborhoods within ¼ mile of a public transit station. The project site is directly across the W. Valley Parkway from the Escondido Transit Center, and the Development Agreement proposed as part of the project (discussed later in this report) would provide safe pedestrian access to the transit center. The aforementioned parking assessment cites the project's adjacency to the Escondido Transit Center, access to pedestrian and bicycle facilities, and proximity to Escondido's downtown as reasons for the reliance on SANDAG's transit-oriented development parking recommendations. Staff believes the project is transit-oriented in nature, and that the use of parking standards for transit-oriented development is appropriate and can be supported.

Whether the proposed Development Agreement provides adequate pedestrian access to the Escondido Transit Center, and if the requested impact fee credits and incentives can be justified

A Development Agreement has been proposed as part of this project that would provide enhanced pedestrian access to the Escondido Transit Center in exchange for certain financial incentives provided to the applicant. Pedestrian access would be enhanced by provision of two pedestrian crossings adjacent to the project and a public pedestrian access easement across the project site. The crossings would be fully-signalized, and would provide access across W. Valley Parkway between the project site and the transit center, and across W. Grand Avenue between Spruce Street and the project site. Pedestrian access through the project site would be provided by a six foot wide sidewalk connecting W. Grand Avenue and W. Valley Parkway along the western edge of the site, adjacent to the North County Transit District right-of-way, and would provide a pedestrian connection to the transit center from residential neighborhoods to the south. These improvements would assist in achieving one of the strategic goals of the Downtown Specific Plan, which is to provide a pedestrian-friendly environment with connections, convenient access to, and opportunities for alternative modes of transportation.

In exchange for providing these improvements, the applicant has requested certain financial incentives for the project related to development impact fees. Specifically, the Development Agreement would freeze development impact fees for 18 months at the amount in effect at the time of recordation of the agreement as an incentive to quickly move the project into construction. It would also provide the applicant with credits for water and wastewater fees based on the existing connections and capacity used by the existing building that would be demolished as part of the project. Finally, the agreement would allow the applicant to defer payment of development fees for a period of one year from the date of building permit issuance, or one year, whichever occurs first. Additional incentives that have minimal financial bearing on the agreement would grant the project expedited plan check reviews, and require the City to vacate any excess right-of-way no longer needed for street or utility purposes. Staff believes that the pedestrian access improvements identified in the agreement justify the requested financial incentives.

Appropriateness of public street vacation and use of city right-of-way for front steps on W. Grand Avenue

The applicant has requested that the City vacate a nine foot strip of excess public right-of-way along the W. Grand Avenue frontage of the project site. W. Grand Avenue is classified as a Collector Street in the Mobility and Infrastructure Element of the City's General Plan (four lanes, 80' – 84' right-of-way for two-way traffic). W. Grand Avenue is currently a one-way street with four travel lanes within an existing right-of-way of approximately 94 feet. The vacation would increase the developable area available for the project while maintaining consistency with the Mobility and Infrastructure Element of the City's General Plan.

Additionally, the applicant as requested the use of the W. Grand Avenue right-of-way for steps leading to the front doors of twelve units along W. Grand Avenue. They would be no more than two feet in height and low enough to not require railings, and would enhance access to units by allowing a small landing area at the front door instead of placing steps immediately at the door. While the steps would be within the right-of-way, they would not encroach into the required minimum eight-foot sidewalk on W. Grand Avenue. Staff supports the use of the right-of-way for front steps since it would enhance the pedestrian-oriented urban environment by providing safe and direct front door access from the public street.

**SUPPLEMENT TO STAFF REPORT/DETAILS OF REQUEST**

**A. PHYSICAL CHARACTERISTICS**

The approximately 2.59 acre project site is comprised of one parcel (APN 232-100-16) that was previously used as the City's Police Department headquarters. The property is bordered to the north by W. Valley Parkway, to the west by North County Transit District right-of-way, and to the south by W. Grand Avenue. A commercial office building and associated parking lot lie directly east of the property. The elevations of the project site range from 641 feet to 644 feet, with the high point being near the center of the site. The west half of the project drains from the center towards the northwest corner, and the east half of the project drains from the center toward the southeast corner. The site does not contain any sensitive or special status plants or animal species or habitat areas, wetlands or riparian habitat.

**B. SUPPLEMENTAL DETAILS OF REQUEST**

1. Property Size: 2.59 acres
2. Number of Lots: One
3. Number of Units: 126 condominium units
4. Project Density: 48.6 dwelling units per acre
5. Lot Coverage:
 

Building:	45.5%	(1.18 acres)
Streets:	29.0%	(0.75 acres)
Landscape:	<u>25.5%</u>	(0.66 acres)
	100%	
6. Floor Area Ratio: 1.53
7. Number/Size of Buildings: Three residential buildings and one recreational building. All residential buildings are four-stories with mezzanines, including ground-floor parking below two-story townhomes (with ground-floor access), and lofts with mezzanines on the fourth floor.
 

Building A1:	39,650 SF	36 units + 1,000 SF flex space
Building A2:	46,755 SF	44 units
Building A3:	47,780 SF	46 units
Building A4:	3,000 SF	Leasing office and fitness room with rooftop patio
8. Unit Type/Size:
 

<u>Plan</u>	<u># Units</u>	<u>Total SF</u>	<u>Condo Ord. Requirement</u>
1 bedroom loft	63 (50%)	810 – 890	700 SF min.
2 bedroom	42 (17%)	1,200 – 1,575	800 SF min.
3 bedroom	21 (33%)	1,300 – 2,090	1,000 SF min.
9. Building Height: Four stories plus mezzanine with parapet heights up to 59' 3".
10. Building Materials/Colors: Stucco exterior walls (clean-white, light neutral gray and warm neutral tan with accent walls in ebony and grass green) with sand finish. Stucco trim, color accents and architectural elements in smooth (with reveals) and sand finish (brown and taupe shades). Metal balcony and patio railings (dark grey). Metal awnings over select building entries (dark gray). Taupe (or black) vinyl residential windows. Bronze aluminum storefront for leasing center and other resident amenity areas. Metal vehicle gates located at the entrances to the building garages only." Masonry accent walls in painted white brick.

11. Landscaping: New ornamental landscaping to be provided around the project perimeter and throughout the project. Existing landscaping (to be removed) consists of mature palm and pine trees, unmaintained shrubs and dying groundcover. The project proposes landscaping that meets the requirements of Article 62 of the Zoning Code (Water Efficient Landscaping Regulations), using species that are appropriate for an upscale urban residential development.
12. Walls and Fencing: Tube steel fencing is proposed along the east (minimum five feet high) and west (minimum four feet high) property lines (between adjacent commercial development, and the NCTD right-of-way, respectively). No fencing is proposed along the north and south property lines (W. Valley Parkway and W. Grand Avenue) where the proposed buildings will front directly on the street to enhance the urban character of the project. A small retaining wall will be constructed near the western property line to make way for the proposed pedestrian sidewalk between the proposed development and the NCTD right-of-way. Metal security gates will be provided at each garage entrance (facing interior driveways only).
13. Proposed Grading: Grading activities will be comprised mainly of excavation and compaction of existing material with minimal export of approximately 2,400 cubic yards of material. All manufactured slopes are anticipated to be less than three feet high and are limited to those necessary to create the bio-retention basins.

**C. CODE COMPLIANCE ANALYSIS**

1. Parking: Each unit would have one covered parking space, as required by the Downtown Specific Plan. However, the applicant has requested a reduction in total required parking as part of the Master and Precise Development Plan proposed for the project site. The request is based on the transit-oriented nature of the proposed project since it is adjacent to the Escondido Transit Center. Parking would be provided at a lower rate than that required by the Downtown Specific Plan, but would exceed SANDAG's recommendations for transit-oriented developments, as demonstrated by the tables below.

<b>TABLE 1 CITY CODE REQUIRED PARKING SUPPLY</b>			
<b>Unit Type</b>	<b>City Code Parking Ratio</b>	<b>Proposed Units</b>	<b>Code Required Minimum Parking Supply</b>
<b>One-Bedroom</b>	1.5 per unit	63	94.5
<b>Two Bedroom</b>	1.75 per unit	42	73.5
<b>Three Bedroom</b>	2 per unit	21	42.0
<b>Guest</b>	0.25 per unit	N/A	31.5
<b>Residential Subtotal :</b>		<b>126</b>	<b>242</b>
<b>Flex / Retail</b>	1 per 250 sf	1,000 sf	4
<b>Total Number of Parking Spaces Required by City Code :</b>			<b>246</b>
<b>Proposed Project Parking Supply:</b>			<b>226</b>
<b># of Spaces Deficient :</b>			<b>(-20)</b>
Source: City of Escondido Municipal Code Section 33-765 and Fehr & Peers, 2016.			

TABLE 2 PROPOSED PARKING PROVISION BY UNIT TYPE			
Unit Type	Suggested Parking Rate	Proposed Units	Proposed Parking Supply <sup>2</sup>
One-Bedroom	1.25 per unit <sup>1</sup>	63	78.75
Two Bedroom		42	52.5
Three Bedroom	2 per unit	21	42
Guest	0.25 per unit	N/A	31.5
<b>Residential Subtotal :</b>		<b>126</b>	<b>205</b>
<b>Flex / Retail</b>	<b>1 per 360 sf <sup>1</sup></b>	<b>1,000 sf</b>	<b>3</b>
<b>Recommended Total Number of Parking Spaces Required:</b>			<b>208</b>
<b>Proposed Project Parking Supply :</b>			<b>226</b>
<b># of Surplus Parking Spaces:</b>			<b>+18</b>

Source: (1) SANDAG Parking Strategies for Smart Growth, 2010 and (2) Fehr & Peers, 2016.

**SUMMARY:**

Downtown Specific Plan

SANDAG

Total Required: 246 spaces  
Total Provided: 226 spaces  
**Deficiency 20 spaces**

Total Recommended: 208  
Total Provided: 226  
**Surplus: 18**

2. Setbacks:

Due to the nature of the project site, front yard setbacks have been applied to both street frontages.

	<u>Required</u>	<u>Provided</u>
Front:	14' from face of curb	14.2' – 17.3' from face of curb (W. Grand Ave.) 14.5' – 20.5' face of curb (W. Valley Pkwy.)
Sides:	0'	10.17 (west) 13.19 (east)

3. Height:

	<u>Maximum Allowed</u>	<u>Proposed</u>
	75' (up to 5 stories)	59' 3" (four stories plus mezzanine)

4. Open Space:

	<u>Required</u>	<u>Provided</u>
	300 SF/unit 37,800 SF total	303 SF/Unit 38,112 SF total (26,912 SF common, 11,200 SF private)

5. Signage:

All signs are to be approved by a separate sign permit. Proposed signs are limited to monument signage at the two main entryways, along with necessary directional signage. All signs must be consistent with the sign standards in the Downtown Specific Plan.

6. Storage:

	<u>Required</u>	<u>Provided</u>
	80 cu. ft./unit	80 – 120 cu. ft./unit

**EXHIBIT "A"**  
**FACTORS TO BE CONSIDERED/FINDINGS OF FACT**

Tentative Subdivision Map

1. The proposed Tentative Subdivision Map is consistent with the maximum density of 100 dwelling units per acre permissible in the Gateway Transit District of the Downtown Specific Plan since the proposed development includes 48.6 dwelling units per acre.
2. The design and improvement of the proposed subdivision is consistent with the General Plan and the Downtown Specific Plan since the proposed residential land use is permitted in the Gateway Transit District of Specific Planning Area #9 and the development is consistent with the development standards established for the Gateway Transit District of the Downtown Specific Plan, as amended, and except where noted and analyzed in this staff report.
3. The site is suitable for the residential type of development proposed since the Gateway Transit District permits high-density multi-family residential development and the site is part of the city's urban core with public transportation, commercial services, and cultural venues located within walking distance of the proposed development. Adequate access and utilities can be provided to the site.
4. The site is physically suitable for the proposed density of development since the project is a high-density redevelopment of a blighted property in the central area of the city that will assist in the ongoing revitalization of the downtown retail core by establishing a permanent customer base in the downtown area.
5. The design of the map and type of improvements are not likely to cause substantial environmental problems or substantially and avoidably injure fish or wildlife or their habitat since no stream courses or endangered wildlife occurs on the property as determined during Environmental Review, City Log No. ENV 16-0001.
6. The design of the map and the type of improvements are not likely to cause serious public health problems since the project will not degrade the levels of service on the adjoining streets or drainage system and city sewer and water is available to the site.
7. The design of the map and type of improvements will not conflict with easements of record, or easements established through court judgment, or acquired by the population at large, for access through, or use of property within the proposed map once all required quitclaims and easement relocations have been accomplished. This was based on a review of all available maps and a preliminary title report submitted by the applicant. Neither the City of Escondido, nor its employees assume any responsibility for the completeness or accuracy of these documents.
8. All of the requirements of the California Environmental Quality Act have been met since it was found that the project will not have a significant effect on the environment as demonstrated in the Draft Mitigated Negative Declaration issued on June 20, 2016, for the proposed development. Mitigation measures were developed to reduce potential biological resources, cultural resources, geology and soils, hazards and hazardous materials, and noise impacts to a less than significant level.

Specific Plan Amendment

1. The public health, safety and welfare would not be adversely affected by the proposed amendment to the Downtown Specific Plan because the amendment would refine development standards to allow a development that would assist in ongoing efforts to promote an economically vibrant downtown with high-density residential uses in close proximity to the Escondido Transit Center.
2. The proposed amendment to the Downtown Specific Plan would not be detrimental to surrounding properties, since the proposed change would have no effect on the residential density of the area and would not allow any new commercial uses that are not already permitted in the Specific Plan. Additionally, the amendment would allow a

development that would increase the residential population in an area with excellent access to public transit, and would increase the customer base for existing and future businesses in the project vicinity.

3. The proposed amendment to the Downtown Specific Plan would be consistent with the General Plan because it would not increase residential densities allowed by the General Plan, would not detrimentally impact levels of service on area roadways, would not unduly burden public services in the area, and would be consistent with the transit-oriented opportunities envisioned in the area. It would also retain the General Plan vision which states the Downtown Specific Plan shall provide a range of retail, office, financial, cultural and residential opportunities. The specific plan goal to create an efficiently organized, aesthetically pleasing and vibrant downtown is further enabled and enhanced as a result of the proposed amendment.

#### Master and Precise Development Plan

1. The location and design of the proposed planned development is consistent with the goals and policies of the Escondido General Plan since high-density residential development is permitted and encouraged in Specific Plan Area #9. The proposed infill residential project would be in conformance with General Plan Housing Goals and Policies to expand the stock of all housing; increase homeownership; plan for quality managed and sustainable growth; and encourage a compact, efficient urban form that promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities.
2. The proposed location of the development allows the development to be well integrated with its surroundings near commercially and industrially developed properties because adequate parking, circulation, utilities and access would be provided for the development (as detailed in the staff report). The residential project also would not be out of character for the area because the Gateway Transit District of the Downtown Specific Plan envisions an upscale urban area with a mix of high-density residential and commercial development, and the proximity to the Escondido Transit Center makes the density appropriate. The overall mass and scale of the buildings is appropriate for the proposed location due to the street-oriented appeal and urban development characteristics, along with the quality of the architectural design and use of a variety of building materials and colors.
3. All vehicular traffic generated by the proposed development would be accommodated safely and without causing undue congestion upon adjoining streets, according to the Mitigated Negative Declaration, issued June 20, 2016 (City File No. ENV 16-0001), the traffic study completed for the project by Michael Baker International (June 8, 2016), and the Engineering Division.
4. The overall design of the proposed residential development would produce an attractive, efficient and stable environment for living, since adequate residential amenities, parking, and landscaping would be provided, and the design of the development is consistent with a high quality, urban infill project that will provide ownership housing opportunities within walking distance of downtown commercial and retail services consistent with the City's vision for the downtown area. The project includes a variety of amenities including a resort style pool area and fitness room, and provides convenient access to public transportation.
5. The proposed development would be well integrated into its surroundings, since the new structures would incorporate compatible and integrated architecture, materials and colors, the project would not be visually obstructive or disharmonious with surrounding areas, or harm major views from adjacent properties, and the development would provide an attractive pedestrian access through the site allowing convenient access for the community to nearby commercial services and the Escondido Transit Center. The proposed grading design would not result in any manufactured slopes or pad that would create any significant adverse visual or compatibility impacts with adjacent lots, nor block any significant views. Extensive grading is not required to support the project, and the project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is not located on a skyline or intermediate ridge, and the site does not contain any significant topographical features.

6. Utilizing the Planned Development process allows flexibility from the Specific Plan requirements to achieve a high-density residential project in the urban core. The project would provide residential ownership opportunities integrated into a comprehensive and self-contained development, which creates an environment of sustained desirability and stability through the controls offered and regulated through the Planned Development process.
7. The project would provide an environment of sustained desirability and stability since city services and adequate access would be provided, adequate parking would be provided, the proposed architecture would be integrated into its surroundings, and the project could serve as a catalyst for further revitalization efforts in the area.

#### Development Agreement

1. The proposed Development Agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan and the Downtown Specific Plan since there are no changes proposed to the General Plan land use designations or policies that affect development of the site, a Citywide Facilities Plan has been adopted to address infrastructure deficiencies on a citywide basis and the agreement has a provision for a community benefit that could not otherwise be required of the developer.
2. The proposed Development Agreement is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the property is located since the General Plan land use designation for the site is Specific Planning Area (SPA), which allows the number of dwelling units approved for the development in conformance with Subdivision Ordinance Section 32.202.03.
3. The proposed Development Agreement is in conformity with the public convenience and general welfare since the proposed agreement provides for improvements that will increase pedestrian access in and around the Escondido Transit Center.
4. The proposed Development Agreement will not adversely affect the orderly development of property or the preservation of property values since the project will be developed in conformance with the existing General Plan designation on the property.
5. The proposed Development Agreement is consistent with Government Code Section 65864, which states that the lack of certainty in the approval of development projects can result in a waste of resources and escalated housing costs while discouraging comprehensive planning, because the proposed agreement provides certainty to the applicant regarding fees required and construction obligations for associated public improvements for a period of 18 months.

**EXHIBIT "B"**  
**CONDITIONS OF APPROVAL**

**Project Mitigation Measures**

1. **MM-BIO-1** – Impacts from construction-related activities may occur to wildlife if construction occurs during the breeding season (i.e., February 15–August 31 for most bird species; and January 1–August 31 for raptors). Protection of general avian wildlife in compliance with the Migratory Bird Treaty Act and California Code will be accomplished by either scheduling construction between July 15 and December 31 or if construction must commence during the nesting season (January 1-August 31), a one-time biological survey for nesting bird species must be conducted in all suitable habitat for the presence of nesting birds by a qualified biologist 72 hours prior to the commencement of work.
2. **MM-CUL-1** – The following mitigation monitoring and reporting program shall be implemented to address potential impacts to unidentified and unknown tribal cultural resources within the proposed Project Area and/or Location.
  - a. The City of Escondido Planning Division (City) recommends the applicant enter into a Tribal Cultural Resource Treatment and Monitoring Agreement (also known as a pre-excavation agreement) with a tribe that is traditionally and culturally affiliated with the Project Location ("TCA Tribe") prior to issuance of a grading permit. The purposes of the agreement are (1) to provide the applicant with clear expectations regarding tribal cultural resources, and (2) to formalize protocols and procedures between the Applicant/Owner and the TCA Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.
  - b. Prior to issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archaeologist and a Native American monitor associated with a TCA Tribe have been retained to implement the monitoring program. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City in a letter from the project archaeologist that confirms the selected Native American monitor is from a TCA Tribe. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.
  - c. The qualified archaeologist and a Native American monitor shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.
  - d. During the initial grubbing, site grading, excavation or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of tribal cultural resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring.
  - e. In the event that previously unidentified tribal cultural resources are discovered, the qualified archaeologist and the Native American monitor, shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

- f. If a potentially significant tribal cultural resource is discovered, the archaeologist shall notify the City of said discovery. The qualified archaeologist, in consultation with the City, the TCA Tribe and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the tribal cultural resource's treatment and disposition shall be made by the qualified archaeologist in consultation with the TCA Tribe and the Native American monitor and be submitted to the City for review and approval.
  - g. The avoidance and/or preservation of the significant tribal cultural resource and/or unique archaeological resource must first be considered and evaluated CEQA. Where any significant tribal cultural resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City, then a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the TCA Tribe and the Native American monitor, and shall be subject to approval by the City. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City.
  - h. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office. Determination of whether the remains are human shall be conducted on-site and in situ where they were discovered by a forensic anthropologist, unless the forensic anthropologist and the Native American monitor agree to remove the remains to an off-site location for examination. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition. A temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission, shall be contacted in order to determine proper treatment and disposition of the remains in accordance with California Public Resources Code section 5097.98. The Native American remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor.
  - i. If the qualified archaeologist elects to collect any tribal cultural resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified Archaeologist does not collect the cultural resources that are unearthed during the ground disturbing activities, the Native American monitor, may at their discretion, collect said resources and provide them to the TCA Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Any tribal cultural resources collected by the qualified archaeologist shall be repatriated to the TCA Tribe. Should the TCA Tribe or other traditionally and culturally affiliated tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined by the qualified archaeologist, in consultation with the Native American monitor, to not be tribal cultural resources, shall be curated at the San Diego Archaeological Center.
  - j. Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusion of the archaeological monitoring program and any data recovery program on the project site shall be submitted by the qualified archaeologist to the City. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report will include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources.
3. **MM-GEO-1** – Prior to the issuance of the grading permit, the applicant shall verify that the applicable recommendations of the Geotechnical Evaluation have been incorporated into the project design and construction documents to the satisfaction of the City Engineer. Recommendations shall be held to performance standards within

the applicable ordinances (including grading, construction, and landscaping regulations) of the City as well as the standards provided in the most recent California Building Code which are intended to reduce risk related to geologic hazards.

4. **MM-HAZ-1** – Prior to demolition permit issuance, an asbestos and lead-based paint abatement work plan shall be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials to the satisfaction of the City of Escondido Planning Division. A California-licensed lead/asbestos abatement contractor shall be utilized for the removal work and proper removal methodology. All other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material shall be applied.
5. **MM-HAZ-2** – Prior to grading permit issuance, the applicant shall include the following on the project's construction plans to the satisfaction of the City of Escondido Planning Division: During excavation of soils in and around the location of the former underground storage tank, any stained or suspicious soils shall be evaluated for contamination levels. Contamination level testing and proper disposal shall occur per California Department of Toxic Substances Control and County of San Diego Department of Environmental Health requirements.
6. **MM-NOI-1** – Prior to the issuance of the first building permit, the applicant shall ensure that the design of any proposed rooftop deck includes a noise barrier with a minimum height of 5.5 feet along the sides with direct view of West Valley Parkway, to the satisfaction of the City of Escondido Planning Division.
7. **MM-NOI-2** – Upon completion of detailed building plans (i.e., room dimensions, wall and roof assemblies and window/door schedules) and prior to the issuance of the first building permit, the applicant shall ensure that an interior noise mitigation analysis be prepared, to the satisfaction of the City of Escondido Planning Division. The analysis shall identify specific mitigation measures to ensure interior noise levels remain at or below 45 dB per the City of Escondido's interior noise standard. Noise abatement features shall be identified to attenuate noise and shall be incorporated into project design as necessary. Such features may include mechanical ventilation or an air-conditioning system, sound-rated windows and sound-rated doors.

#### **Planning Division Conditions**

1. All construction shall comply with all applicable requirements of the Escondido Zoning Code and requirements of the Planning Department, Building Official, and the Fire Chief, as well as those contained in the Development Agreement approved for the project, and attached to this report as Exhibit "D".
2. The developer shall be required to pay all development fees of the City, including any applicable City-Wide Facilities fees, as specified in the Development Agreement.
3. The legal description attached to the application has been provided by the applicant and neither the City of Escondido nor any of its employees assume responsibility for the accuracy of said legal description.
4. All requirements of the Public Partnership Program, Ordinance No. 86-70 shall be satisfied prior to building permit issuance. The ordinance requires that a public art fee be added at the time of the building permit issuance for the purpose of participating in the City Public Art Program.
5. All habitable buildings shall be noise-insulated to maintain interior noise levels not to exceed 45 dBA or less. An Acoustical Analysis shall be submitted with the building plans for the project. Any measures recommended in the study shall be incorporated into the building plans with appropriate notes/specifications.
6. Tubular steel fences shall be provided along the east (minimum height of five feet) and west (minimum height of four feet) property lines.

7. Appropriate sight distance shall be maintained at driveways and intersections, to the satisfaction of the Engineering Division.
8. Any walls (retaining and screen) shall be constructed with split-face block or shall be stucco-finished to match the buildings on-site.
9. All exterior lighting shall conform to the requirements of Article 35 (Outdoor Lighting) of the Escondido Zoning Code. A copy of the lighting plan shall be included as part of the building plans, to the satisfaction of the Planning Division.
10. Three (3) copies of a revised tentative map, reflecting all modification and any required changes shall be submitted to the Planning Division for certification prior to submittal of grading and landscape plans and the final map.
11. A Final Map shall be recorded prior to the issuance of building permits for the site unless otherwise approved by the Director of Community Development.
12. Copies of the CC&Rs shall be submitted to the Planning Division for review and approval prior to Final Map recordation. The CC&Rs shall detail the responsibility for the maintenance of any parkway landscaping, landscape easements, bio-retention basins, exterior walls/fencing, slopes/landscaping, utility easements, driveways, roads, parking areas, structures, access easements, and any common drainage facilities. Any storage shall not restrict the parking of vehicles within the garage. A homeowners' association shall be established in accordance with Department of Real Estate requirements.
13. Permitted animals/pets shall be allowed in conformance with the R-4 standards, unless CC&Rs are more restrictive.
14. Vehicular access to the project site shall be provided from one driveway on W. Grand Avenue and two driveways on W. Valley Parkway. Project driveways shall not be gated, however parking garages may be gated for security.
15. Prior to the Final Map approval and issuance of building permits, a parking management plan shall be included with the CC&Rs which details gate management, assigned parking spaces, overflow, access for deliveries, on-site vehicular maintenance and guest parking.
16. As proposed, the buildings, architecture, colors and materials, and the conceptual landscaping of the proposed development shall be in accordance with the Master and Precise Development Plan, staff report, exhibits and the project's Details of Request, to the satisfaction of the Planning Division. Any major modifications to the exterior architectural building elements or lessening of the quality of the exterior design shall require approval by the Director of Community Development, and/or the Planning Commission as may be recommended by the Director.
17. All trash enclosures must be designed and installed per the Master and Precise Development Plan, in coordination with Engineering Department storm water control requirements, and shall be architecturally compatible with the buildings.
18. All rooftop equipment must be fully screened from all public view utilizing materials and colors which match the building, to the satisfaction of the Director of Community Development. The final building plans shall clearly indicate that any proposed rooftop equipment is properly screened. A cross section and roof plan shall be included (which details the location and height of all rooftop equipment) to demonstrate that the height of the parapet is sufficient to screen the mechanical equipment. Ground mounted equipment should be located to avoid conflict with pedestrian circulation and access, as well as to screen the equipment from view as much as possible.
19. A minimum of 126 covered parking spaces shall be provided to meet the Downtown Specific Plan requirement of one covered parking space per unit. A total of 226 parking spaces are required as shown on the Master and Precise Development Plan. All parking spaces shall be striped in accordance with the Zoning Code. Driveways and fire lanes do not allow for parking, and curb markings and fire lane signs are required, to the satisfaction of the Fire Marshall. Parking for disabled persons (including "Van Accessible" spaces) shall be provided in full compliance with Section 1129B (Accessible Parking Required) of the California Building Code, including signage.

20. All project-generated noise shall conform to the City's Noise Ordinance (Ordinance 90-08).
21. Any decorative pavement, driveways and sidewalks shall be indicated on the building and landscape plans, including appropriate notes regarding type and color of materials. Decorative paving, colored concrete or other decorative materials shall be incorporated at the project entry driveways, to the satisfaction of the Director of Community Development, along with appropriate landscaping consistent with the Master and Precise Development Plan.
22. Balconies and patios shall be kept in a neat and orderly manner. Items stored on balconies should be kept out of view or properly screened. Items shall not be hung over, across or on balconies or patios (such a towels, clothing, etc.). This condition shall be included in the CC&Rs.
23. All new utilities shall be underground.
24. Appropriate backup areas shall be provided at the terminus of drive isles, including within parking garages. These areas shall be identified on the grading and site plans per the Master and Precise Development Plan.
25. The life of this Tentative Subdivision Map (SUB16-0001), and Master and Precise Development Plan shall run concurrently with the term of Development Agreement and shall expire upon termination of the Development Agreement.
26. An inspection by the Planning Division will be required prior to occupancy of the project. Items subject to inspection include, but are not limited to, parking layout and striping, identification of handicap parking stalls and required signage, perimeter fences, landscaping, trash enclosures, and architecture, as well as any other conditions of approval. Everything shall be installed prior to calling for an inspection, although preliminary inspections may be requested. Contact the project planner at (760) 839-4671 to arrange a final inspection.
27. The City of Escondido hereby notifies the applicant that State Law (SB 1535) effective January 1, 2007, requires certain projects to pay fees for purposes of funding the California Department of Fish and Wildlife. If the project is found to have a significant impact to wildlife resources and/or sensitive habitat, in accordance with State law, the applicant should remit to the City of Escondido Planning Division, within two (2) working days of the effective date of this approval (the "effective date" being the hearing date of the Planning Commission or City Council, if applicable), a check payable to the "County Clerk," in the amount of \$2,260.25 for a project with a Mitigated Negative Declaration, which includes an additional authorized County administrative handling fee of \$50.00 (\$2,210.25 + \$50). Failure to remit the required fees in full within the specified time noted above will result in County notification to the State that a fee was required but not paid, and could result in State imposed penalties and recovery under the provisions of the Revenue and Taxation code. In addition, Section 21089(b) of the Public Resources Code, and Section 711.4(c) of the Fish and Game Code provide that no project shall be operative, vested, or final until all the required filing fees are paid. If the fee increase after the date of this approval, the applicant shall be responsible for the increase.
28. The property owner or HOA assumes all responsibility for maintaining landscaping within the W. Grand Avenue and W. Valley Parkway rights-of-way.
29. All signs are to be approved by a separate sign permit. Proposed signs are limited to monument signage at the two main entryways, along with necessary directional signage. All signs must be consistent with the sign standards in the Downtown Specific Plan.
30. A minimum of 80 cubic feet of private storage shall be provided in each residential unit. Said storage shall be in addition to typical cabinets and closets, and shall have no interior dimension less than two feet.
31. The Final Map for the project shall identify an eight foot wide pedestrian access easement along the western property line, adjacent to the North County Transit District right-of-way. The easement shall be paved with concrete to a width of six feet. Maintenance of this area shall be the responsibility of the property owner.

32. Commercial uses for the 1,000 square foot flex space shall be limited to those allowed in the Gateway Transit District of the Downtown Specific Plan.
33. The City Engineer shall review building plans for the project to ensure that no awnings and/or railings project into the right-of-way.
34. Maintenance of all hardscape and landscape areas between the property line and the public sidewalks along both street frontages shall be the responsibility of the property owner.

**Landscaping Conditions**

1. Prior to occupancy, all perimeter, slope and parking lot landscaping shall be installed. All vegetation shall be maintained in a flourishing manner, and kept free of all foreign matter, weeds and plant materials not approved as part of the landscape plan. All irrigation shall be maintained in fully operational condition.
2. Five copies of a detailed landscape and irrigation plan(s) shall be submitted prior to issuance of grading or building permits, and shall be equivalent or superior to the concept plan approved by the Master and Precise Development Plans to the satisfaction of the Planning Division. A plan check fee based on the current fee schedule will be collected at the time of the submittal. The required landscape and irrigation plans(s) shall comply with the provisions, requirements and standards outlined in Article 62 (Landscape Standards) of the Escondido Zoning Code, except where stricter requirements are imposed by the State of California. The plans shall be prepared by, or under the supervision of, a licensed landscape architect.
3. In accordance with the Tree Preservation Ordinance, the 42 mature trees removed from the site to facilitate the project shall be replaced at a 1:1 ratio with 42 box-size replacement trees. The required replacement trees shall be incorporated into the landscape planting plan to the satisfaction of the Planning Division.
4. The installation of the landscaping and irrigation shall be inspected by the project landscape architect upon completion. He/she shall complete a Certificate of Landscape Compliance certifying that the installation is in substantial compliance with the approved landscape and irrigation plans and City standards. The applicant shall submit the Certificate of Compliance to the Planning Division and request a final inspection.
5. Street trees shall be provided along each of the site's street frontages, in conformance with the Landscape Ordinance and the City of Escondido Street Tree List. Trees within five feet of the pavement shall be provided with root barriers.
6. Details of project fencing and walls, including materials and colors, shall be provided on the landscape plans. Building permits may be required.
7. Landscaping along the pedestrian sidewalk on the west side of the project site shall be maintained at a height no greater than 42 inches above the sidewalk elevation, and shall not include solid hedges. This condition applies to landscaping both within the pedestrian sidewalk easement and for the first five feet to the east of the easement. However, vines or other landscaping may be grown in such a manner as to creep up the fence separating the subject property from the NCTD right-of-way as long as they do not encroach into the sidewalk area. The intent of this condition is to maintain visibility of the walkway from the project site. As such, the sidewalk shall also be lit to the specifications contained in Article 35 (Outdoor Lighting).

**Fire Department Conditions**

1. Access for use of heavy firefighting equipment as required by the Fire Marshal shall be provided to the job site at the start of any construction and maintained until all construction is complete. Also, there shall be no stockpiling of combustible materials, and there shall be no foundation inspections given until on-site fire hydrants with adequate fire flow are in service to the satisfaction of the Fire Marshal.
2. Inside turning radius of 28 feet is required and shall be shown on the grading plans.

3. The number of fire hydrants and fire flow shall be dependent on type of construction and square footage. Fire flow and number of hydrants shall be in accordance with CFC Appendices B and C. A note to this effect shall be provided on the plans.
4. Fire apparatus access roadways shall be rated to 75,000 lbs. Correct the notes on the plans.
5. A note shall be provided on the plans stating that grading plans will not be accepted in lieu of fire line underground plans.
6. A note shall be provided on the plans stating that Fire Department responsibility shall be from the DCDA to the building, and fire line shall be in accordance with NFPA 24.
7. FDC and PIV placement shall be approved by the fire department on the fire line underground plans. FDC and PIV placement on the grading plans shall be for reference only.
8. Rescue windows in bedrooms shall not be obstructed by landscaping.

## **ENGINEERING CONDITIONS OF APPROVAL**

### **Escondido Gateway**

#### **GENERAL**

1. Improvement plans prepared by a Civil Engineer are required for all public streets, public alley, storm drain, water and sewer improvements and a Grading/Private Improvement plan prepared by Civil Engineer is required for all grading, private drainage and private onsite improvements design. Landscaping Plans shall be prepared by a landscape Architect.
2. The developer shall post securities in accordance with the City prepared bond and fee letter based on a final estimate of grading and improvements cost prepared by the project engineer. The project owner is required to provide Grading Bond (90% engineer's cost estimate) and Cash Clean Up deposit (10% of the engineer's cost estimate) for all grading, private Improvements and onsite drainage improvements prior to approval of Grading Plans and issuance of Grading Permit. The project owner is required to provide Performance Bond (100% of total public improvement cost estimate), Labor and Material Bond (50% of total public improvement cost estimate) and Guarantee and Warrantee Bond (10 % of total public improvement cost estimate) bonds for all public improvements prior to approval Improvement Plans and issuance of Building Permit. All improvements shall be completed prior to issuance of Occupancy Permit.
3. As surety for the construction of required off-site and on-site improvements, bonds and agreements in a form acceptable to the City Attorney shall be posted by the developer with the City of Escondido prior to approval of final plans and recordation of final map. Construction permits will be issued after approval of the Final Plans and recordation of Final Map, with exception of Advance Grading Permit.
4. Advance Grading Permit (Prior to recordation of Final Map) may be issued in the event that final Grading Plans and Storm Water Quality Management Plan (SWQMP) have been approved by the Planning and Engineering Divisions and appropriate fees are paid, securities are deposited and agreements executed to the requirements of the City Engineer and City Attorney.
5. If site conditions change adjacent to the proposed development prior to completion of the project, the developer will be responsible to modify his/her improvements to accommodate these changes. The determination and extent of the modification shall be to the satisfaction of the City Engineer.
6. All public improvements shall be constructed in a manner that does not damage existing public improvements. Any damage shall be determined by and corrected to the satisfaction of the City Engineer.
7. The engineer shall submit to the Planning Department a copy of the tentative map as presented to the Planning Commission and the City Council. The tentative map will be certified by the

Planning Department that it is an accurate reproduction of the approved tentative map and must be included in the first submittal for plan check to the Engineering Department.

### **STREET IMPROVEMENTS AND TRAFFIC**

1. All public and private improvements shall be designed in accordance with City of Escondido Design Standards and Standard Drawings and the requirements of the City Engineer, Utilities Engineer, Fire Marshal and planning Director.
2. The project owner will be responsible for design and construction of a signalized pedestrian crossing system on Valley Parkway with signing and striping and signal interconnect to Quince Street traffic signal system. Required improvements shall include ADA compliant pedestrian ramps on both sides of the cross walk, connecting pedestrian traffic between the north county transit center and the project, across Valley Parkway at a location, and in a manner approved by the City Engineer.
3. The project owner shall be responsible for design and construction of a six (6) foot wide foot wide concrete walkway within an eight (8) foot wide public access easement along the west side of the project between Valley Parkway and Grand Avenue in a manner approved by the City Engineer. The owner shall also ensure future maintenance of the pedestrian walkway by the owner or future owners in a manner approved by the City Engineer and specified in the project CC&R. The project's onsite lighting plan shall include lights for the walkway.
4. The project owner is responsible to provide Alley-Type driveway approaches for project access points on Grand Avenue and Valley Parkway.
5. The project owner shall be responsible for removal and reconstruction of all damaged curb and gutter and sidewalk along project frontage on Grand Avenue and Valley parkway to the satisfaction of the City Engineer prior to project completion.
6. The project owner shall be responsible for removal of all existing driveway approaches for the project site and replacement with full height curb and sidewalk in accordance with City standards and to the satisfaction of the City Engineer.
7. The developer's engineer shall prepare a complete signing and striping plan for the project onsite and frontage improvements. All signing and striping shall be designed and constructed to the requirements of the City Engineer.
8. The project owner shall install a new street light on Valley Parkway at the easterly project entrance and upgrade the existing street light at westerly entrance with LED lamp fixture.
9. The project owner shall be responsible to install two new street lights on Grand Avenue at westerly boundary of project frontage and project entrance.
10. Pedestrian access routes shall be provided into the project to the satisfaction of the City Engineer.

## **GRADING**

1. A site grading and erosion control plan shall be approved by the Engineering Department. The first submittal of the grading plan shall be accompanied by 3 copies of the preliminary soils and geotechnical report. The soils engineer will be required to indicate in the soils report and on the grading plan, that he/she has reviewed the grading and retaining wall design and found it to be in conformance with his or her recommendations.
2. All proposed retaining walls shall be shown on and permitted as part of the site grading plan. Profiles and structural details shall be shown on the site grading plan and the Soils Engineer shall state on the plans that the proposed retaining wall design is in conformance with the recommendations and specifications as outlined in the Geotechnical Report. Structural calculations shall be submitted for review by a Consulting Engineer for all walls not covered by Regional or City Standard Drawings.
3. Cut slope setbacks must be of sufficient width to allow for construction of all necessary screen walls and/or brow ditches.
4. The project owner shall be responsible for the recycling of all excavated materials designated as Industrial Recyclables (soil, asphalt, sand, concrete, land clearing brush and rock) at a recycling center or other location(s) approved by the City Engineer.
5. A General Construction Activity Permit is required from the State Water Resources Board for all storm water discharges associated with a construction activity where clearing, grading and excavation results in a land disturbance of one (1) or more acres.

## **DRAINAGE**

1. A final Storm Water Quality Management Plan in accordance with the 2016 Design manual shall be submitted for review and approval by the City Engineer.
2. All storm water treatment and retention facilities, including planters and drains, shall be considered private. The future property owner or Home Owners Association shall be responsible for all post construction storm water treatment and hydro-modification facilities.
3. The owner of the property shall be required to sign, notarize, and record a Storm Water Control Facility Maintenance Agreement. A signed copy of the agreement shall be provided to the City prior to approval final plans.

## **WATER SUPPLY**

1. The project owner shall be responsible for the design and construction of an 8" public onsite water main. The water main shall be looped to connect to the existing water main in Valley Parkway with two points of connection. The required water system shall be designed and constructed in accordance with the City Design Standards and Standard Drawings and to the requirements of the Utilities Engineer.

2. Fire hydrants together with an adequate water supply shall be installed at locations approved by the Fire Marshal.

### **SEWER**

1. The project owner shall be responsible for design and construction of an 8 inch public onsite sewer system in accordance with the City Design Standards and Standard Drawings and to the requirements of the Utilities Engineer.
2. All units shall be provided with gravity sewer laterals maintained by the future property owners.

### **FINAL MAP - EASEMENTS AND DEDICATIONS**

1. The project owner shall prepare a Final Condominium Map for review and approval by the City Engineer and Planning Director
2. Necessary public utilities easements (for sewer, water and storm drain) shall be granted to the City. The minimum easement width is 20 feet. Easements with additional utilities shall be increased accordingly.
3. All easements, both private and public, affecting subject property shall be shown and delineated on the Final Map. All necessary public utilities and access easements shall be granted on the Final Map.
4. The project owner is responsible for making the arrangements to quitclaim all easements of record which conflict with the proposed development prior to approval of the final map. If an easement of record contains an existing utility that must remain in service, proof of arrangements to quitclaim the easement once new utilities are constructed must be submitted to the City Engineer prior to approval of the Final Map.
5. The project owner shall provide the City Engineer with a Subdivision Guarantee and Title Report covering subject property.
6. The project owner is responsible to process a street vacation for the excess right-of-way along project frontage on Grand Avenue to the requirements of the City Real Property Manager and/or per the development agreement.

### **CASH SECURITIES**

1. A cash security shall be posted to pay any costs incurred by the City to clean-up eroded soils and debris, repair damage to public or private property and improvements, install new BMPs, and stabilize and/or close-up a non-responsive or abandoned project. Any moneys used by the City for cleanup or damage will be drawn from this security and the grading permit will be revoked by written notice to the project owner until the required cash security is replaced. The cleanup cash security shall be released upon final acceptance of the grading and improvements for this project.

The amount of the cash security deposit for the project shall be at 10% of the cost of private improvements, including grading and landscaping with maximum amount of \$50,000.

### **UTILITY UNDERGROUNDING AND RELOCATION**

1. All new dry utilities to serve the project shall be constructed underground.
2. The project owner shall sign a written agreement stating that he has made all such arrangements as may be necessary to coordinate and provide utility construction, relocation and undergrounding. All new utilities shall be constructed underground.

### **CC&R's**

1. Copies of the CC&R's shall be submitted to the Engineering Department and Planning Department and approved prior to approval of the Final Map.
2. The project owner shall make provisions in the CC&R's for maintenance by the home owners' association of all lightings, signing and striping, parkway landscaping and irrigation, storm water treatment basins and facilities, sewer laterals, common open spaces, public utilities easement areas, public walkway and internal streets. These provisions must be approved by the Engineering Department prior to approval of the Final Map.
3. CC&R shall make provisions for maintenance of frontage landscaping, irrigation, fencing, retaining walls along project frontages.
4. The CC&Rs shall reference the recorded Storm Water Control Facility Maintenance Agreement and the approved Storm Water Quality Management Plan for the project.
5. The CC&R's must state that the home owners association assumes liability for damage and repair to City utilities in the event that damage is caused by the Home Owners' Association when repair or replacement of private utilities is done.
6. The CC&R's must state that (if stamped concrete or pavers are used in the private street) the home owners' association is responsible for replacing the pavers and/or stamped concrete in kind if the City has to trench the street or within public utilities easements for repair or replacement of an existing utilities.

**EXHIBIT "C"**  
**PROPOSED SPECIFIC PLAN AMENDMENT**

**Revision to Text**

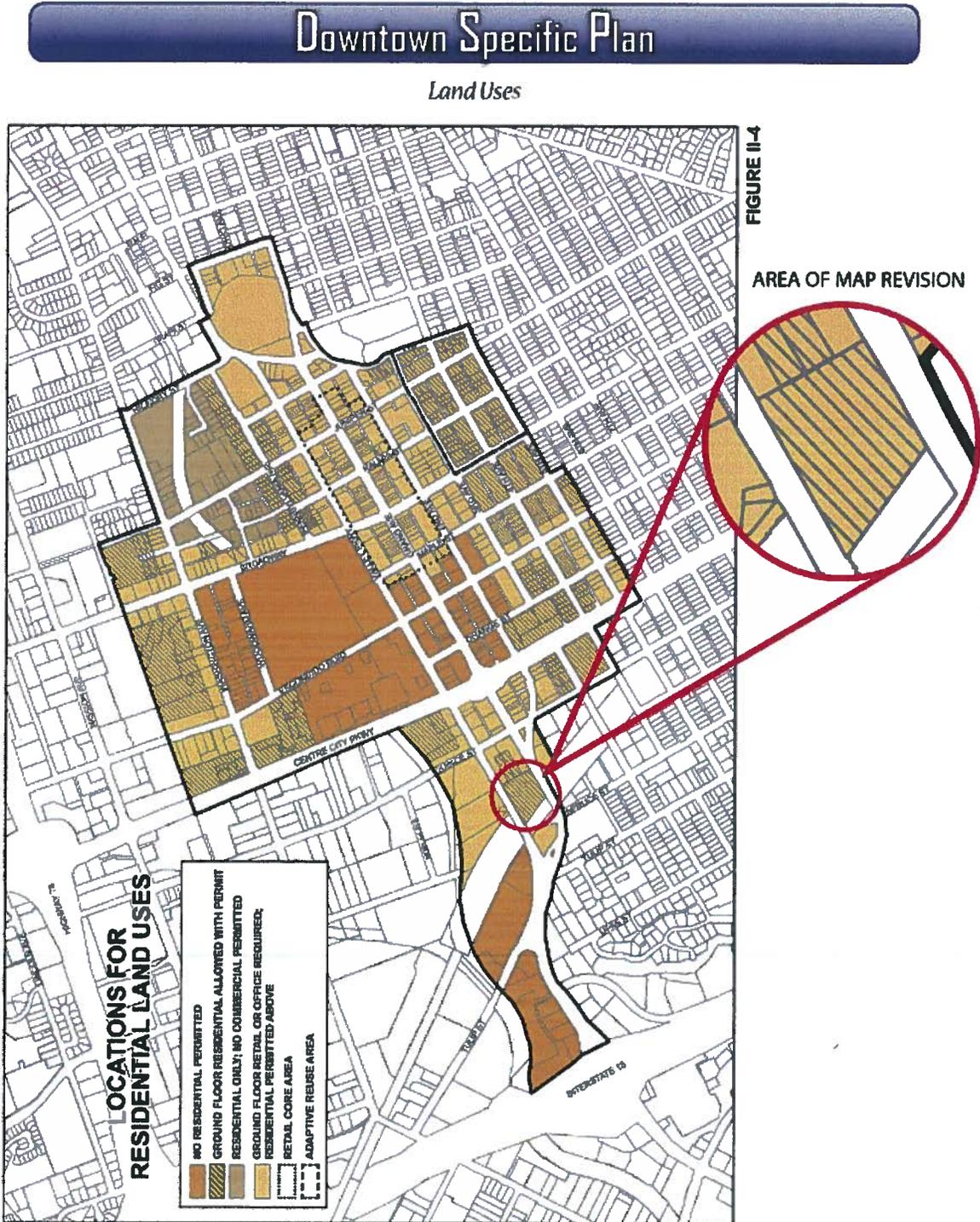
The second paragraph on Page V-17 of the Downtown Specific Plan shall be amended as shown below:

Opportunities east of the SPRINTER Rail Line exist for urban-style, transit-oriented development. Buildings are envisioned at the street edge along Quince Street and West Valley Parkway with residential development on upper floors. Ground-floor residential opportunities may be considered for specified areas ~~behind office and retail establishments that front on the street~~ through the Planned Development application process.

**Revision to Figure II-4**

Figure II-4 on Page II-12 of the Downtown Specific Plan shall be removed and replaced to incorporate the revision shown below:

**Proposed Figure II-4:**



**EXHIBIT "D"**  
**DEVELOPMENT AGREEMENT**

**SUB 16-0001; PHG 16-0005**

RECORDING REQUESTED BY:

CITY CLERK, CITY OF ESCONDIDO

WHEN RECORDED MAIL TO:

CITY CLERK  
CITY OF ESCONDIDO  
201 N. BROADWAY  
ESCONDIDO, CA 92025

*THIS SPACE FOR RECORDER'S USE ONLY*

APN: XXX-XXX-XX-XX

**Recording Fees Exempt Per Government Code Section 27383**

**DEVELOPMENT AGREEMENT**  
**for 700 West Grand Avenue**

**between**

**CITY OF ESCONDIDO**

**and**

**THE GATEWAY GRAND INVESTOR, LLC**

\_\_\_\_\_, 2016

## DEVELOPMENT AGREEMENT

This Development Agreement ("Agreement") is entered into by and between the CITY OF ESCONDIDO, a municipal corporation ("City"), and THE GATEWAY GRAND INVESTOR, LLC, a Delaware limited liability company, ("Owner").

NOW THEREFORE, in consideration of the mutual covenants and conditions set forth herein, the Parties agree as follows:

### ARTICLE I

#### Definitions

1. **"Amendment"** refers to any written amendment to this Agreement in accordance with the terms of this Agreement, Article 58 of the Escondido Zoning Code, state and federal law.
2. **"Annual Review"** refers to the Owner's demonstration of compliance with the terms of this Agreement every 12 months.
3. **"Assignee"** refers to an assignee of this Agreement in accordance with Article II, Section 2 and approved by the City in writing.
4. **"Cure Period"** refers to the period of time in which a default may be cured, which will be at least 30 days.
5. **"Development Fees"** refers to the development related fees as provided in the City's Fee Guide and referred to as development fees.
6. **Effective Date.** The effective date of the Agreement shall refer to and be the day that is 30 days after the City Council's adoption of an ordinance approving this Agreement. The Effective Date is \_\_\_\_\_, 2016.
7. **"Entitlements"** refers to all approvals and permits necessary or incidental to the development of the Project or any portion thereof, whether discretionary or ministerial, including but not limited to, tentative or final tract map approvals, whether standard or vesting, conditional use permits, variances, project plans, grading permits, building permits, and this Agreement.

8. **"Fee Guide"** refers to the Escondido Fee Guide for Developments attached as Exhibit D.
9. **"Exaction"** refers to any fee, tax, requirement, condition, dedication, restriction, or limitation imposed by the City upon the development of the Property at any time in accordance with the Existing Laws.
10. **"Existing Laws"** refers to the ordinances, resolutions, codes, rules, regulations, general plan, stormwater regulations and official policies of the City governing the development of the Property, including, but not limited to, the permitted uses of the Property, the density or intensity of use, the design, improvement and construction standards and specifications for the Project, including the maximum height and size of proposed buildings, and the provisions for reservation and dedication of land for public purposes, in effect on the Effective Date of this Agreement.
11. **"Future Exaction"** refers to Exactions imposed after the Effective Date, whether by ordinance, initiative, resolution, rule, regulation, policy, order or otherwise.
12. **"Future Laws"** refers to all ordinances, resolutions, codes, rules, regulations, and official policies implemented by the City after the Effective Date, whether by ordinance, initiative, resolution, rule, regulation, policy, order or otherwise. Future Laws includes changes to the Existing Laws.
13. **"General Fees"** refers to all general development fees which the City may levy pursuant to Government Code Sections 66000 et seq. ("the Mitigation Fee Act"), including, but not limited to, application fees, processing fees, utility connection fees, inspection fees, capital facilities fees, development impact fees, traffic impact fees, park fees and such other similar fees as may be enacted from time to time and generally applied throughout the City, excluding Development Fees.
14. **"General Plan"** refers to the City's General Plan in effect on the Effective Date.

15. **"Operating Memorandum"** refers to an addenda to this Agreement to document changes or adjustments in the performance of this Agreement as specified in Article III, Section 10.
16. **"Party"** City or Owner may be referred to individually as Party or collectively as Parties.
17. **"Project"** shall mean and refer to all improvements described in the Entitlements and this Agreement.
18. **"Property"** shall mean the certain real property located in the County of San Diego, State of California as described in the Exhibit A.
19. **"Public Benefits"** shall refer to the consideration given by Owner to the City, as described in Exhibit B attached hereto, in return for the City's good faith performance of all applicable terms and conditions in this Agreement.
20. **"Review Letter"** refers to a letter from the City regarding a statement of Owner's compliance with this Agreement, following a positive Annual Review by the City.
21. **"Term"** shall refer to the term of this Agreement as provided in Article II, Section 1.

## **ARTICLE II**

### **General Provisions**

1. **Term of Agreement.** The term of this Agreement shall commence on the Effective Date and shall continue for 5 years unless terminated, modified, or extended as permitted by this Agreement. After the expiration of the Term, this Agreement shall be deemed terminated and of no further force or effect. This Agreement shall terminate with respect to any lot and such lot shall be released and no longer subject to the Agreement, without the execution or recordation of any further document, when a certificate of occupancy has been issued for the building(s) on the lot.
2. **Assignment.** The rights and obligations of Owner under the Agreement may be assigned by Owner as part of an assignment of the Property, after receiving written approval from the City.

Owner shall provide 30 days advance written notice to the City of any requested assignment, which may not be unreasonably conditioned, delayed or withheld, that the City has determined that the assignment will not affect the timely completion or fulfillment of any requirements in the Entitlements or this Agreement relating to the Public Benefits. The City shall have the right to ensure that the proposed assignee has the financial capability to complete and fulfill any uncompleted requirements relating to the Public Benefits. Notwithstanding the foregoing, Owner may assign this Agreement in conjunction with a transfer of the Property without any additional consent to (i) any entity in which Craig Manchester, directly or indirectly, has an ownership interest or manages the day to day operations of the assignee entity, or (ii) an affiliate of Lyon Living, upon delivery to City of written notice of assignment and an executed assignment agreement.

Any assignment agreement must be in writing and expressly provide that (1) the assignment shall be subject to this Agreement; and (2) the Assignee assumes all of Owner's rights and obligations with respect to the Property, or portion thereof, assigned.

During the Term, any Assignee shall have all rights, benefits, and obligations of Owner under this Agreement with respect to the portion of the Property assigned. Following an assignment, Owner shall be released from its obligations with respect to the Property which has been assigned unless otherwise agreed to in writing.

3. **Amendment of Agreement.** The Agreement may be amended by the mutual consent of the Parties. The Agreement shall include any amendment properly approved and executed. Minor modifications in the manner of performance, including, but not limited to changes which relate to the form or timing of payment of Public Benefits or the design of the Project shall not constitute an Amendment to the Agreement and may be accomplished through an Operating Memorandum.

4. **Enforcement.** Unless amended or terminated as provided herein, this Agreement is enforceable by either Party or its successors and assigns, notwithstanding any Future Laws, which alter or amend the Existing Laws.

5. **Hold Harmless.**

a. Owner agrees to indemnify, hold harmless, and provide and pay all costs for a defense for the City in any legal action filed in a court of competent jurisdiction by a third party challenging the validity of the Agreement.

b. Owner shall further indemnify, defend and hold harmless the City and its officers, employees and agents from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, administrative proceedings, damages, fines, penalties, judgments, orders, liens, levies, costs and expenses of whatever nature, including reasonable attorneys' fees and disbursements, arising out of any violation, or claim of violation of the San Diego Municipal Storm Water Permit (Order No. R9-2015-0001) of the California Regional Water Quality Control Board Region 9, San Diego, as amended or extended, which the City might suffer, incur, or become subject by reason of or occurring as a result of or allegedly caused by the construction of the Project.

6. **Third Party Challenges.** In the event the validity, applicability, or implementation of the Agreement is challenged by means of legal proceedings by any party other than the City and Owner, it shall be the City's option, at its sole and absolute discretion, whether to undertake the defense of such challenge. If the City determines not to defend such challenge, it shall be the option of Owner, at its sole and absolute discretion, to defend the validity, applicability, or implementation of this Agreement in the proceeding at Owner's expense. The City and Owner agree to cooperate in the defense of any such challenges.

7. **Notices.** All notices or communication between the City and Owner pursuant to the Agreement shall be in writing and shall be given by personal delivery, overnight delivery service, certified or registered mail, facsimile or telecopy to the addresses set forth below. The addresses may be changed by giving 10 days written notice.

**A. City**

City of Escondido  
Attention: Director of Community Development  
201 N. Broadway  
Escondido, CA 92025

with a copy to:

City Attorney  
201 N. Broadway  
Escondido, CA 92025

**B. Owner**

The Gateway Grand Investor, LLC  
Attention: Lance Waite  
2235 Encinitas Blvd, suite 216  
Encinitas, CA 92024

with a copy to:

The Gateway Grand Investor, LLC  
Attention: Caren Read, Esq.  
888 San Clemente, Suite 100  
Newport Beach, CA 92660

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And a copy to:

Rutan & Tucker, LLP  
Attention: Hans Van Ligten, Esq.  
611 Anton Blvd, 14<sup>th</sup> Floor  
Costa Mesa, CA 92626

8. **Conflict of State or Federal Laws.** If state or federal laws or regulations enacted after the Effective Date prevent compliance with any provision of this Agreement or require changes in

any Entitlements, those laws or regulations shall be controlling and the Parties shall make a good faith, reasonable attempt to modify this Agreement to comply both with the intent of the Agreement and with the new laws or regulations but only to the extent necessary to comply with new state or federal laws or regulations.

The City shall timely assist Owner in securing any permits, including permits from other public agencies, which may be required as a result of the modifications, suspensions, or alternate courses of action.

### ARTICLE III

#### Development of the Property

1. **Applicable Rules, Regulations, and Policies.** Owner shall have the vested right, to the fullest extent allowed by law, to develop the Property in accordance with the Entitlements, Existing Laws and this Agreement. During the Term, the Entitlements, Existing Laws and this Agreement shall control the overall design, development and construction of the Project. Notwithstanding the foregoing, nothing in this Agreement shall preclude the City from applying changes occurring from time to time in the uniform codes published in Title 24 of the California Code of Regulations and adopted by the City, including local amendments, in effect when the building permits are issued.
2. **Future Laws.** Future Laws shall not apply to the Project except as expressly provided in this Agreement. Owner may give the City written notice of its election to have any Future Law applied to the Property, in which case such Future Law will be considered an Existing Law for purposes of this Agreement.
3. **Future Discretionary Reviews.** Except as set forth in this Agreement, the City shall retain its discretionary rights in reviewing applications for Entitlements. Owner's applications for

Entitlements and the City's review thereof, must comply with the Existing Laws and with the terms and conditions of this Agreement. The City shall not impose any conditions upon Entitlements that are more restrictive than or inconsistent with the terms of this Agreement or the Existing Laws, except as required by state or federal law. The City may conduct, in accordance with CEQA and the Existing Laws, an environmental review for Entitlements. The City may impose, if required by CEQA, additional mitigation measures to mitigate significant adverse environmental effects that were not previously considered, or were found to be infeasible to mitigate at the time of approval of this Agreement. Nothing herein is intended to require or authorize additional CEQA environmental review or mitigation measures beyond that otherwise required by CEQA.

4. **Permitted Uses and Density.** The Agreement shall vest the right to develop the Property to the fullest extent allowed by law with respect to the permitted uses of land, density and intensity of uses, and the rate or timing and phasing of development as described in the Entitlements. The permitted uses, density, and intensity of use of the Project, the maximum height and size of proposed buildings and provisions for reservation or dedication of land for public purposes, shall substantially conform to those specified in the Entitlement conditions of approval, Existing Laws and this Agreement. All other aspects of the Project that are not specified in the Entitlement conditions of approval shall be determined by the Existing Laws, except as expressly provided herein.

5. **Application of Future Laws.** Subject to Article III of the Agreement, Future Laws may be applied to the Project if they are not in conflict with the Existing Laws.

6. **Development Fee Limitation.** Except as otherwise provided in this Agreement, and specifically excluding fees set by entities not controlled by the City that are collected by the City, the City shall only charge and impose Development Fees in the amounts and of the type which are

in effect at the time of the Effective Date, as described in the Fee Guide. Said limitation on Development Fees shall be for a period of 18 months following the Effective Date.

8. **Time for Construction and Completion of the Project.** Owner cannot predict when or the rate or the order in which the Property or the parcels will be developed, if at all. Such decisions depend upon numerous factors that are not within the control of the Owner, such as market orientation and demand, interest rates, absorption, completion, and other similar factors. Therefore, Owner shall have the right to develop the Property in phases, in such order, at such rate, and at such times as Owner deems appropriate in Owner's business judgment, subject only to the provisions of this Agreement. Owner shall be entitled to apply for and receive approval of permits, building permits, and other Entitlements for use at any time and for any or all portions or phases of the Project, provided that application is made in a manner consistent with this Agreement.

The City may require, and will process, all customary plans and agreements generally applicable to developers in the City for similar works of onsite or offsite improvements.

9. **Moratorium.** No City-imposed moratorium or other limitation (whether relating to the rate, timing or sequencing of the development or construction of all or any part of the Property, whether imposed by ordinance, initiative, resolution, policy, order or otherwise, and whether enacted by the City Council, an agency of the City, the electorate, or otherwise) affecting parcel or subdivision maps (whether tentative, vesting tentative, or final), building permits, occupancy certificates or other entitlements to use or service (including, without limitation, water and sewer) approved, issued or granted within the City, or portions of the City, shall apply to the Property to the extent such moratorium or other limitation is in conflict with this Agreement; provided, however, the provisions of this Section shall not affect the City's compliance with moratoria or

other limitations mandated by other governmental agencies or court-imposed moratoria or other limitations.

10. **Operating Memoranda.** The Parties acknowledge that the provisions of this Agreement require cooperation between the City and Owner, and that the refinements and further development of the Project hereunder may demonstrate that changes are appropriate with respect to the details of performance of the Parties hereunder. The Parties desire, therefore, to retain a certain degree of flexibility with respect to those items covered in general terms under this Agreement. If and when, from time to time during the Term, the Parties find that such changes or adjustments are necessary or appropriate, they may effectuate such changes or adjustments through Operating Memoranda approved by the Parties, which, after execution, shall be attached hereto as addenda and become a part hereof, and may be further changed and amended from time to time as necessary with further approval by the City and Owner. No such Operating Memorandum shall require prior notice or hearing, or constitute an amendment to this Agreement; and in the case of the City, such Operating Memorandum may be acted upon by the City Manager or his designee. Failure of the Parties to enter into any such Operating Memorandum shall not affect or abrogate any of the rights, duties or obligations of the Parties hereunder or the provisions of this Agreement. An Operating Memorandum may be recorded as an addendum to this Agreement.

11. **Term of Map(s) and Other Project Approvals.** Pursuant to California Government Code Section 66452.6(a), the term of the subdivision map that is processed on all or any portion of the Property and the term of each of the Entitlements shall be extended for a period of time through the Term of the Agreement.

12. **Infrastructure Capacity.** Subject to Owner's proportionate contribution to infrastructure and the Public Benefits provided by Owner, in accordance with the requirements of the

Entitlements, the City hereby acknowledges that it will have sufficient capacity in its infrastructure services and utility systems, including, without limitation, traffic circulation, flood control, sewer collection, sewer treatment, sanitation service and, except for reasons beyond the City's control, water supply, treatment, distribution and service, to accommodate the Project. To the extent that the City renders such services or provides such utilities, the City hereby agrees that it will serve the Project and that there shall be no restriction on connections or service for the Project except for reasons beyond the City's control. Notwithstanding the foregoing, the City acknowledges that sufficient capacity for sewer collection, sewer treatment and sanitation service for the Project exists as of the Effective Date.

13. **Termination or Modification.** Any termination or modification of this Agreement shall be done in accordance with Article 58, Chapter 33 of the Escondido Zoning Code as well as any applicable state or federal law. Owner shall execute and deposit this Agreement in escrow no later than 5 days prior to closing which shall be recorded concurrently with the closing..

14. **Easements.** Easements dedicated for pedestrian use shall be permitted to include public and private easements for underground improvements, including but not limited to, drainage, water, sewer, gas, electricity, telephone, cable and other utilities and facilities, so long as they do not unreasonably interfere with pedestrian use.

15. **Public Improvements.** Owner agrees to design and construct the improvements as required and described in Exhibit B as conditions of approval to this Agreement.

## ARTICLE IV

### Provision of Public Benefits

1. **Description of Public Benefits.** Owner shall provide the City with the Public Benefits, as further described in Exhibit B, as consideration for the City's good faith performance of all applicable terms and conditions in this Agreement.
2. **Occupancy Contingent on Construction of Public Improvements.** Owner acknowledges that the City shall not grant a certificate of occupancy for the final building constructed on the Property if all Public Improvements are not constructed at the times described in Exhibit B. This contingency for occupancy shall survive the termination of this Agreement.
3. **Recordation of Final Map Contingent on Security for Public Benefits.** Prior to recordation of the Final Map, Owner must enter into an improvement agreement or agreements which will detail Owner's construction obligations for Public Improvements and the Public Benefits, and will require Owner to provide financial security for completion of construction and shall be in substantially the form attached at Exhibit C.
4. **Other Governmental Bodies.** To the extent that the City, the City Council, the Planning Commission or any other City board, agency or commission that constitutes and sits as any other board, agency or commission, it shall not take any action that conflicts with the City's obligations under this Agreement.
5. **Processing During Third Party Litigation.** The filing of any third party lawsuit(s) against the City or Owner relating to this Agreement, any Entitlements, or to other development issues affecting the Property shall not delay or stop the development, processing or construction of the Project or approval of Entitlements, unless the third party obtains a court order preventing the activity.

## ARTICLE V

### Annual Review

1. **Owner Responsibilities.** At least every 12 months during the Term, Owner shall demonstrate good faith substantial compliance with the major provisions of the Agreement and provide, to the best extent possible, the status and timing of development of the Project and related public improvements to the City for an Annual Review. If requested by the City, Owner shall provide any additional detail or information necessary to demonstrate good faith compliance with any particular provision of this Agreement identified by the City.
2. **Opportunity to be Heard.** Owner shall be permitted an opportunity to be heard orally and in writing at any noticed public hearing regarding its performance under this Agreement. Owner shall be heard before each appropriate board agency or commission and the City Council at any required public hearing concerning a review of performance under this Agreement.
3. **Information to be Provided to Owner.** The City shall mail to Owner a copy of staff reports and related exhibits concerning Agreement performance, a minimum of 10 calendar days prior to consideration and review by the City Council.
4. **Annual Review Letter.** If Owner is found to be in substantial compliance with this Agreement after the Annual Review, the City shall issue, upon written request by Owner, a Review Letter to Owner stating that, based upon information known or made known to the City Council, the City Planning Commission, and/or the City Manager, this Agreement remains in effect and Owner is in compliance. Owner may record the Review Letter in the Official Records of the County of San Diego.

5. **Failure of Annual Review.** The City's failure to perform an Annual Review of Owner's substantial compliance with the terms and conditions of the Agreement shall not constitute or be asserted as a default by Owner.

## ARTICLE VI

### Delay, Default, Remedies, and Termination

1. **Notice and Cure of Default.** In the event of a material default, the Party alleging a default shall give the defaulting Party a notice of default in writing. The notice of default shall specify the nature of the alleged material default and the Cure Period. During the Cure Period, the Party charged shall not be considered in breach. If the default is cured within the Cure Period, then no breach shall be deemed to exist. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which such alleged failure satisfactorily may be cured. If the nature of the alleged failure is such that it cannot reasonably be cured within such Cure Period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, shall be deemed to be a cure within such Cure Period.

2. **Waiver.** Failure or delay in giving notice of default shall not constitute a waiver of any other material default. Except as otherwise expressly provided in this Agreement, a failure or delay in asserting any rights or remedies as to any default shall not operate as a waiver of any default or of any rights or remedies otherwise available to a Party or deprive a Party of the right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert, or enforce any rights or remedies it may have.

3. **Default by Owner.** The City may modify or terminate this Agreement if the City Council finds that the Owner has not complied with the material terms and conditions of this Agreement.

The foregoing does not limit any of the City's other remedies upon a material breach of this Agreement by the Owner.

4. **Default by the City.** Upon a material default by the City, Owner, without limiting any of its other remedies, shall not be obligated to complete any of its obligations under this Agreement. Upon a City default, any resulting delays in Owner's performance shall neither be construed as a material default by Owner nor constitute grounds for termination or cancellation of this Agreement by the City.

## ARTICLE VII

### Encumbrances and Releases on Property

1. **Discretion to Encumber.** This Agreement shall not prevent or limit Owner, in any manner, from encumbering the Property or any portion of the Property or any improvement on the Property by any mortgage. The City acknowledges that lenders providing financing may require modifications to this Agreement and the City agrees, upon request, from time to time, to meet with Owner and/or representatives of lenders to negotiate in good faith any lender request for modification provided any modification does not will not affect the timely completion or fulfillment of any requirements in the Entitlements or this Agreement relating to the Public Benefits.

## ARTICLE VIII

### Miscellaneous Provisions

1. **Rules of Construction.** The singular includes the plural; the masculine gender includes the feminine; "shall" is mandatory; "may" is permissive.
2. **Severability.** If any non-material provision of this Agreement shall be adjudged by a court of competent jurisdiction to be invalid, void, or illegal, it shall in no way affect, impair, or

invalidate any other provision of this Agreement. If any material part of the Agreement is adjudged by a court of competent jurisdiction to be invalid, void, or illegal, the Parties shall take all steps necessary to modify the Agreement to implement the original intent of the Parties in a valid and binding manner. These steps may include the waiver by either of the Parties of their right under the unenforceable provision. If, however, this Agreement objectively cannot be modified to implement the original intent of the Parties and the Party substantially benefited by the material provision does not waive its rights under the unenforceable provision, the executory portions of the Agreement shall become void.

3. **Entire Agreement.** Except as expressly referred to herein, this Agreement constitutes the entire understanding and agreement of the Parties with respect to the subject matter of this Agreement. This Agreement supersedes all other negotiations and previous agreements between the Parties with respect to that subject matter.

4. **Waivers.** All waivers of the provisions of this Agreement must be in writing and signed by the appropriate agents of the City or of Owner.

5. **Amendments.** All amendments to this Agreement must be in writing signed by the appropriate agents of the City and Owner, in a form suitable for recording in the Official Records of San Diego County, California.

6. **Recording.** The City Clerk shall cause a copy of this Agreement to be recorded with the Office of the County Recorder of San Diego County, California within 10 days following the Effective Date. Upon the completion of performance of this Agreement or its revocation or termination, a statement evidencing completion, revocation, or termination signed by the appropriate agents of Owner and the City shall be recorded in the Official Records of San Diego County, California.

7. **Project as a Private Undertaking.** It is specifically understood by the Parties that the Project is a private development and that Owner shall have the full power and exclusive control of the Property subject to the provisions of this Agreement.
8. **Captions.** The captions of the Agreement are for convenience and reference only and shall not define, explain, modify, construe, limit, amplify or aid in the interpretation, construction or meaning of any of the provisions of the Agreement.
9. **Consent.** Where the consent or approval of a Party is required or necessary under this Agreement, the consent or approval shall not be withheld unreasonably.
10. **The City's Ongoing Statutory Authority.** Except as expressly stated, nothing in this Agreement shall limit the City's authority and responsibility under the California Constitution and applicable California statutes to act in the best interests of the public health, safety, and welfare, and nothing in this Agreement is intended to limit in any way the legislative discretion otherwise afforded the Escondido City Council under state or federal law, as amended.
11. **Covenant of Cooperation.** The Parties shall cooperate with and assist each other in the performance of the provisions of the Agreement including assistance in obtaining permits for the development of the Property which may be required from public agencies other than the City. The covenant of cooperation shall include, to the maximum extent permitted by law, that the City shall use its best efforts to prevent any ordinance, measure, moratorium or other limitation from invalidating, prevailing over or making impossible any provision of the Agreement, and the City shall cooperate with Owner to keep this Agreement in full force and effect. Owner reserves the right to challenge any such ordinance, measure, moratorium, or other limitation in a court of law if it becomes necessary to protect the development rights vested in the Property pursuant to this Agreement.

12. **Further Actions and Instruments.** Each of the Parties shall cooperate with and provide reasonable assistance to the other in the performance of all obligations under this Agreement and the satisfaction of the conditions. Upon the request of either Party, the other Party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of the Agreement or to evidence or consummate the transactions contemplated herein.

13. **Successors and Assigns.** Subject to Article II Section 2 above, the burdens of this Agreement shall be binding upon, and the benefits of this Agreement inure to, all successors-in-interest and assigns of the Parties.

14. **Time of the Essence.** Time is of the essence of this Agreement and of each and every term and condition hereof.

15. **Applicable Laws.** This Agreement shall be construed and enforced in accordance with the laws of the State of California. All statutory references are to California statutes.

16. **No Waiver of Existing Rights or Applicable Laws.** This Agreement shall not constitute a waiver of any of Owner's existing rights or applicable laws, nor shall it limit or expand Owner's right to challenge any General Fee as being contrary to applicable law or to challenge any existing or Future Exaction as being in excess of Exactions permitted by applicable law.

17. **Authorization.** Each person executing this Agreement hereby warrants and represents that he/she has the authority to enter into this Agreement and to bind his/her respective entity to the provisions hereof. This Agreement may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original.

18. **No Third Party Beneficiaries.** This Agreement and each and every provision hereof is for the exclusive benefit of the Parties hereto and not for the benefit of any third party.

**SIGNATURE PAGE FOLLOWS**

IN WITNESS WHEREOF, the Parties have executed this Agreement:

CITY OF ESCONDIDO

CITY OF ESCONDIDO

By: \_\_\_\_\_  
Sam Abed  
Its: Mayor

By: \_\_\_\_\_  
Diane Halverson  
Its: Clerk

THE GATEWAY GRAND INVESTOR, LLC, A DELAWARE LIMITED LIABILITY COMPANY

By: The Gateway Grand Project Owner, LLC, a Delaware limited liability company, its Managing Member

By: KPMW Integral, LLC, a California limited liability company, its Managing Member

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

APPROVED AS TO FORM:

CITY OF ESCONDIDO

By: \_\_\_\_\_  
Jeffrey R. Epp  
City Attorney

THE GATEWAY GRAND INVESTOR, LLC

By: \_\_\_\_\_  
Hans Van Ligten, Esq.  
Attorney for Owner

**Exhibit A**

**LEGAL DESCRIPTION**

Real property in the City of Escondido, County of San Diego, State of California, described as follows:

**EXHIBIT B**

**I. PUBLIC BENEFITS AND IMPROVEMENTS**

**A. VALLEY PARKWAY PEDESTRIAN CROSSING.** Owner will be responsible for design and construction of a fully signalized pedestrian crossing with signing and striping and ADA compliant pedestrian ramps on both sides of the cross walk, connecting pedestrian traffic between the north county transit center and the project, across Valley Parkway approximately 160' feet east of the railroad stop bars, outside of the CPUC influence area and in a manner approved by the City Engineer. The pedestrian crossing signal system shall be interconnected to the existing traffic signal system at the intersection of Valley Parkway and Quince Street.

**B. GRAND AVENUE PEDESTRIAN CROSSING.** Owner will be responsible for design and construction of a pedestrian crossing signal system with signing and striping on Grand Avenue at the western side of the intersection of Spruce Street outside of the CPUC influence area designed with advance warning flashers and interconnect to existing traffic signal system at the intersection of Tulip Street. Improvements shall also include upgrading the existing curb ramp at Spruce Street to ADA standards and construction of a new ADA compliant curb ramp on the north side of Grand Avenue, together with construction of curb and gutter and a 5 foot wide concrete sidewalk (minimum 3' at constrained locations) along north side of Grand Avenue (between signalized crossing and NCTD right-of-way, outside of CPUC influence area) connecting pedestrian traffic between Spruce Street and the project in a manner approved by the City Engineer.

**C. PUBLIC PEDESTRIAN WALKWAY.** Owner shall be responsible for design and construction of a minimum 6 foot wide asphalt concrete walkway within an approximately 8 foot wide public easement along the west side of the project between Valley Parkway and Grand Avenue in a manner approved by the City Engineer and consistent with any approved entitlements. The owner shall also ensure future maintenance of the pedestrian walkway by the owner or future owners in a manner approved by the City Engineer.

**II. FEE CREDITS AND DEFERRAL**

**A. WASTEWATER FEES.** The city will credit owner for the existing wastewater connections at a rate of \$1.28 per square foot, consisting of 32,000 sq ft, for a total of \$40,960.

**B. WATER FEES.** The city will credit owner for existing 2" potable water meter with no new capacity and connection fees up to the credit amount for an existing 2" potable water meter but at a minimum of \$51,148 based on 8/24/2016 or actual fee table.

**C. FEE DEFERRAL.** The city will defer development fees for the owner for a period of one year from the issuance of building permit or prior to an issuance of certificate of occupancy for the project, whichever occurs first. The deferred fee amounts shall be the amounts at the time of issuance of a building permit.

**III. OTHER CITY OBLIGATIONS**

**A. EXPEDITED PLAN CHECK REVIEW.** The city will review plan checks for this project on an expedited basis.

**B. EXCESS RIGHT OF WAY.** Any excess right of way that is no longer needed for street or utility purposes will be vacated at the time of the recording of the final map in conformance with any approved entitlements.

**EXHIBIT C**

**AGREEMENT FOR COMPLETION OF IMPROVEMENTS**

This Agreement is made and entered into this \_\_\_ day of \_\_\_\_\_, 20\_\_, by and between the CITY OF ESCONDIDO, a municipal corporation, hereinafter referred to as "CITY," and \_\_\_\_\_ a \_\_\_\_\_ hereinafter referred to as "APPLICANT";

WHEREAS, APPLICANT proposes to construct a building, structure or development at \_\_\_\_\_ in the City of Escondido, County of San Diego, State of California, the "Project"; and

WHEREAS, certain public improvements are required to be constructed and/or installed in the streets and/or easements adjacent to the lot or parcel upon which such the Project is to be constructed or erected; and

WHEREAS, pursuant to the provisions of Ordinance No. 93-2 of the Escondido Municipal Code, it is necessary that certain public improvements as detailed in the plans and specifications on file with the City Engineer of the City of Escondido, the "Improvements", be constructed and/or installed as a condition of and prerequisite to final inspection and acceptance of the Project.

NOW, THEREFORE, IT IS HEREBY AGREED BY AND BETWEEN THE PARTIES AS FOLLOWS:

1. APPLICANT hereby agrees, at its sole cost and expense, to furnish all labor, equipment and materials to construct the Improvements in a good workmanlike manner and in conformance with the approved plans and specifications on file with the City Engineer. APPLICANT agrees that the Improvements shall be completed within two years from the date of this Agreement. The Improvements shall be completed to the satisfaction of the City Engineer, and shall not be deemed complete until approved and accepted by the CITY. The estimated cost of the Improvements is the sum of \$\_\_\_\_\_.

2. APPLICANT covenants that all Improvements shall be constructed in a manner that does not damage existing public property. Should any damage occur to public property, including, but not limited to, the Improvements in the public right-of-way as a result of APPLICANT or APPLICANT'S contractor performing construction, APPLICANT shall be responsible for repair or reconstruction of the public property. Such repair or reconstruction shall be at the APPLICANT'S sole expense and shall be completed to the satisfaction of the City Engineer.

3. The CITY and its respective elected and appointed boards, officials, officers, agents, employees and volunteers (individually and collectively, "Indemnitees") shall have no liability to APPLICANT or any other person for, and APPLICANT shall indemnify, defend, protect and hold harmless Indemnitees from and against, any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorneys' fees and disbursements (collectively "Claims"), which Indemnitees may suffer or incur or to which Indemnitees may become subject by reason of or arising out of

any injury to or death of any person(s), damage to property, loss of use of property, economic loss or otherwise occurring as a result of or allegedly caused by construction of the Improvements. The CITY shall not by its approval of the Project, or any part of it, or by entering into this Agreement, or by granting any permits concerning this Project or Improvements, be deemed an insurer or surety for the design or construction of the Improvements.

If any action or proceeding is brought against Indemnitees by reason of any of the matters against which APPLICANT has agreed to indemnify Indemnitees as provided above, APPLICANT, upon notice from the CITY, shall defend Indemnitees at APPLICANT'S expense by counsel acceptable to the CITY, such acceptance not to be unreasonably withheld. Indemnitees need not have first paid for any of the matters to which Indemnitees are entitled to indemnification in order to be so indemnified. The provisions of this section shall survive the expiration or earlier termination of this Agreement.

If a court of competent jurisdiction determines that the CITY has acted with negligence with respect to anything covered in this Agreement, APPLICANT'S obligation to indemnify the CITY shall be limited by the provisions of California Civil Code Section 2782(b).

4. APPLICANT shall further indemnify, defend and hold harmless the CITY and its officers, employees and agents from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, administrative proceedings, damages, fines, penalties, judgments, orders, liens, levies, costs and expenses of whatever nature, including reasonable attorneys' fees and disbursements, arising out of any violation, or claim of violation of the San Diego Municipal Storm Water Permit (Order No. 2001-01) of the California Regional Water Quality Control Board Region 9, San Diego, which the CITY might suffer, incur, or become subject by reason of or occurring as a result of or allegedly caused by the construction of the Project or the Improvements.

5. It is further agreed that APPLICANT will at all times, prior to CITY acceptance of the Improvements, give good and adequate warning to the traveling public of each and every defective and/or dangerous condition existing in the affected public rights-of-way and/or easements or any of them, and will protect the traveling public from such defective or dangerous conditions. It is understood and agreed that until acceptance of the Improvements, each of the affected public rights-of-way and/or easements not accepted as improved shall be under the charge of APPLICANT for the purposes of this Agreement. APPLICANT may, upon approval of the City Engineer, close all or a portion of any public right-of-way whenever it is reasonably necessary to protect the traveling public during construction of the Improvements. APPLICANT agrees that the provisions of Sections 3 and 4, respecting indemnification, are applicable to the obligations as set forth in this Section 5.

6. APPLICANT hereby agrees to pay for any inspection of streets and/or easements as may be required by CITY ordinances.

7. It is further agreed that APPLICANT shall file with the City Clerk at the time of signing this Agreement a good and sufficient bond or Instrument of Credit in an amount not less than the estimated cost of the Improvements, as specified above, for the faithful performance of the terms and conditions of this Agreement, including payment for all labor and materials furnished in connection therewith and the guarantee and warranty of the Improvements for a period of two years against any defective work or labor or defective materials furnished, and that should the sureties on the bond or either of them become insufficient, APPLICANT agrees to renew the bond with good and sufficient sureties within ten (10) days after receiving notice that the sureties are insufficient.

8. In lieu of filing a bond as provided above, APPLICANT may deposit with the City Clerk or with a responsible escrow agent, bank, savings and loan or trust company, a sum of money or other form of security acceptable to the City Attorney, not less than the estimated cost of the Improvements as above specified, together with instructions to the escrow agent or bank, savings and loan or trust company for the payment of such money, which instructions shall be subject to the approval of the City Attorney.

9. Upon mutual consent of APPLICANT and the City Engineer, the City Engineer may make such changes, alterations or additions to the plans and specifications for the Improvements as may be determined necessary and desirable by the City Engineer for the proper completion of the Improvements and no such changes, alterations or additions shall relieve the surety or sureties on any bond given for the faithful performance of this Agreement.

10. It is further agreed by and between the parties hereto that, in the event it is deemed necessary to extend the time of completion of the Improvements required under this Agreement, the extension may be granted by the CITY and shall in no way affect the validity of this Agreement, nor shall such extension release the surety or sureties on any bond given for the faithful performance of this Agreement. In accordance herewith, the surety waives the provisions of Section 2819 of the Civil Code of the State of California.

11. It is further agreed by and between the parties hereto that the terms of this Agreement shall run with the land and shall be binding on all parties having or acquiring any right, title, or interest in the above-described land or any part thereof.

**SIGNATURE PAGE FOLLOWS**

CITY OF ESCONDIDO

Date: \_\_\_\_\_ By \_\_\_\_\_  
City Manager

APPLICANT

Date: \_\_\_\_\_ By \_\_\_\_\_  
Authorized Signature

Address:  
\_\_\_\_\_

\_\_\_\_\_  
(SIGNATURES MUST BE NOTARIZED)

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY

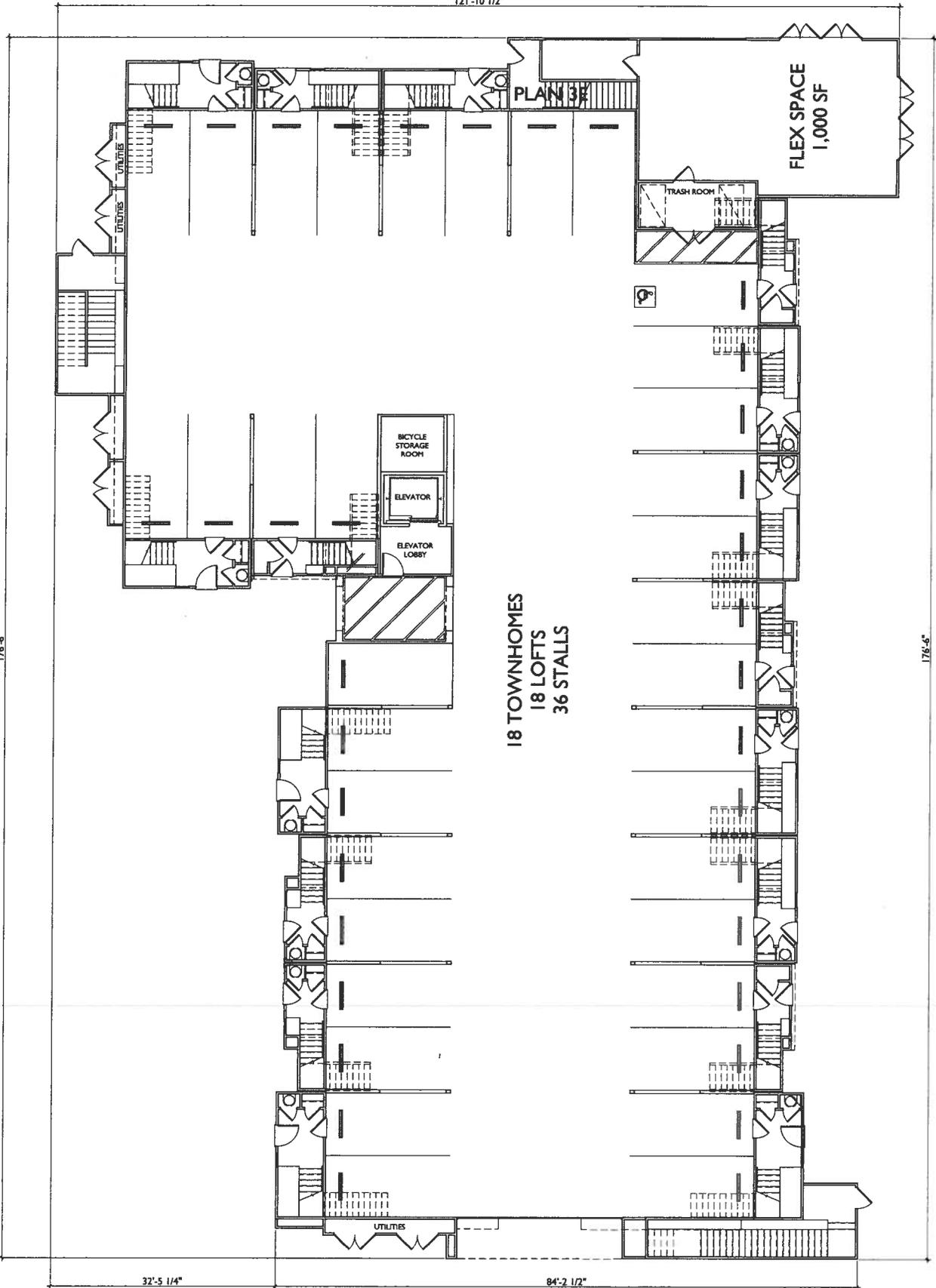
\_\_\_\_\_  
City Attorney

**EXHIBIT D**

*(Insert Fee Guide)*

NORTH ELEVATION

121'-10 1/2"



FIRST FLOOR  
BUILDING  
A1



EAST ELEVATION

176'-6"

18 TOWNHOMES  
18 LOFTS  
36 STALLS

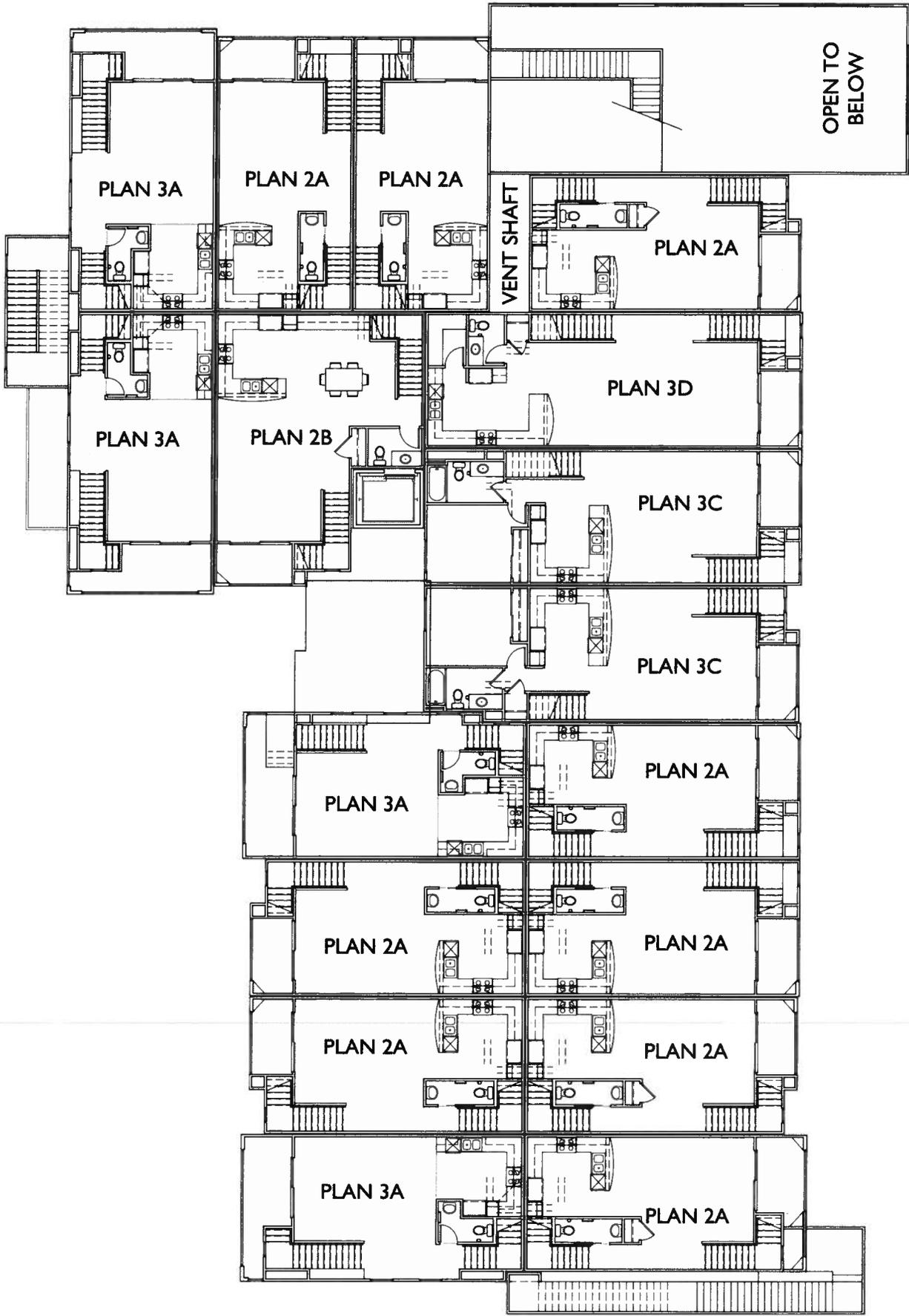
SOUTH ELEVATION

32'-5 1/4"

84'-2 1/2"

**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**F**

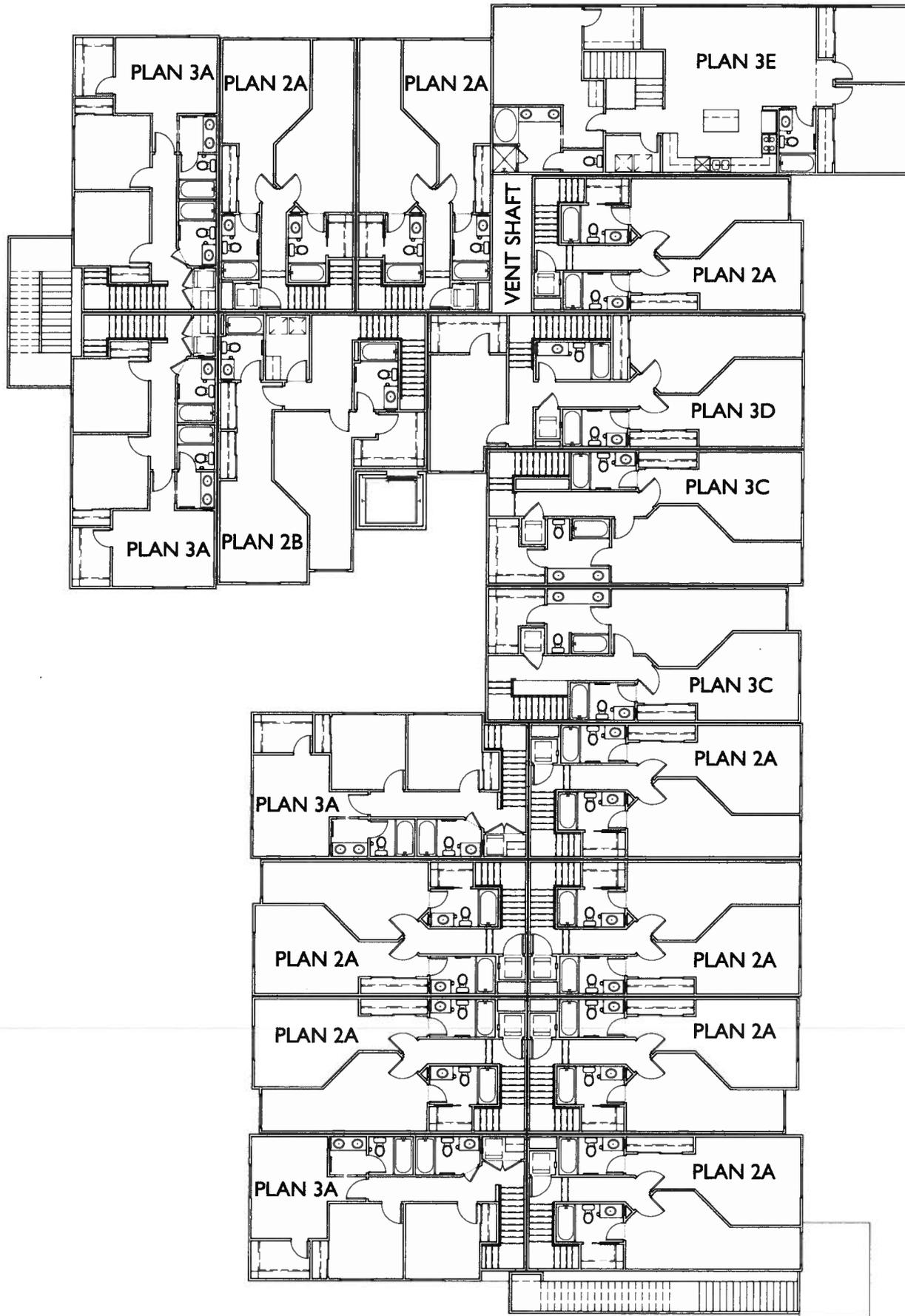


SECOND FLOOR  
BUILDING  
A1

N

**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

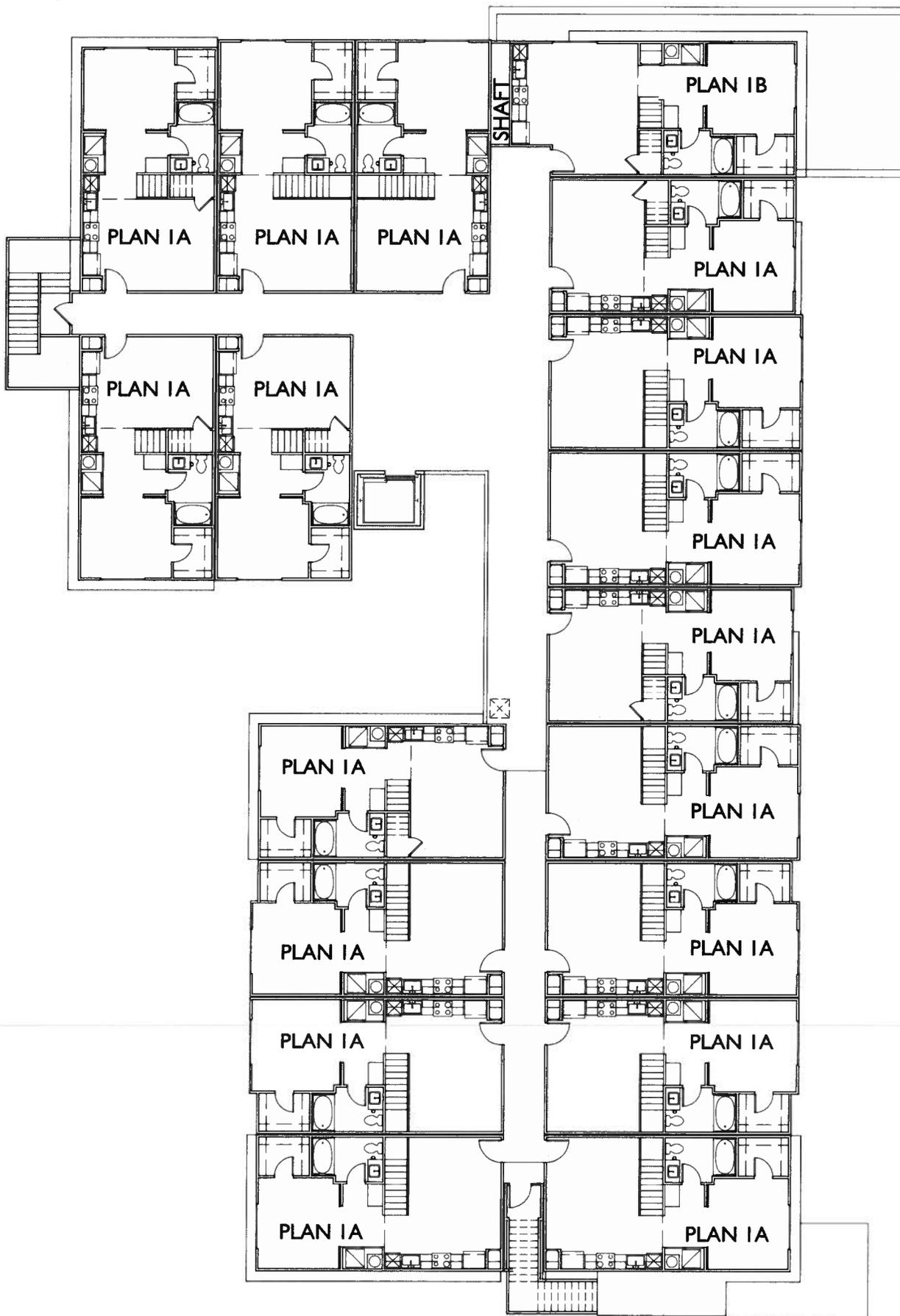
**F**



N  
 THIRD FLOOR  
 BUILDING  
 A1

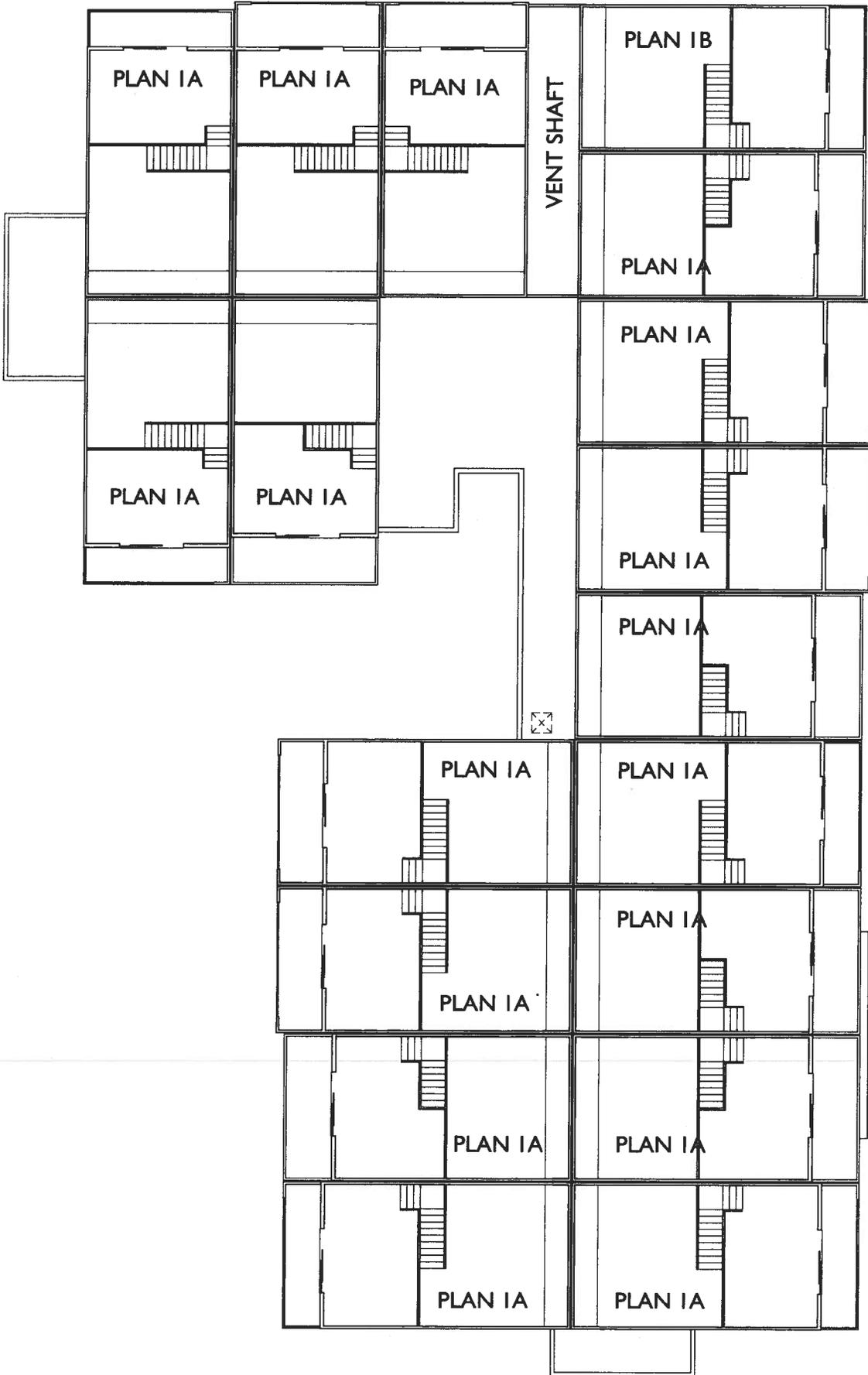
**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**F**



**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**F**



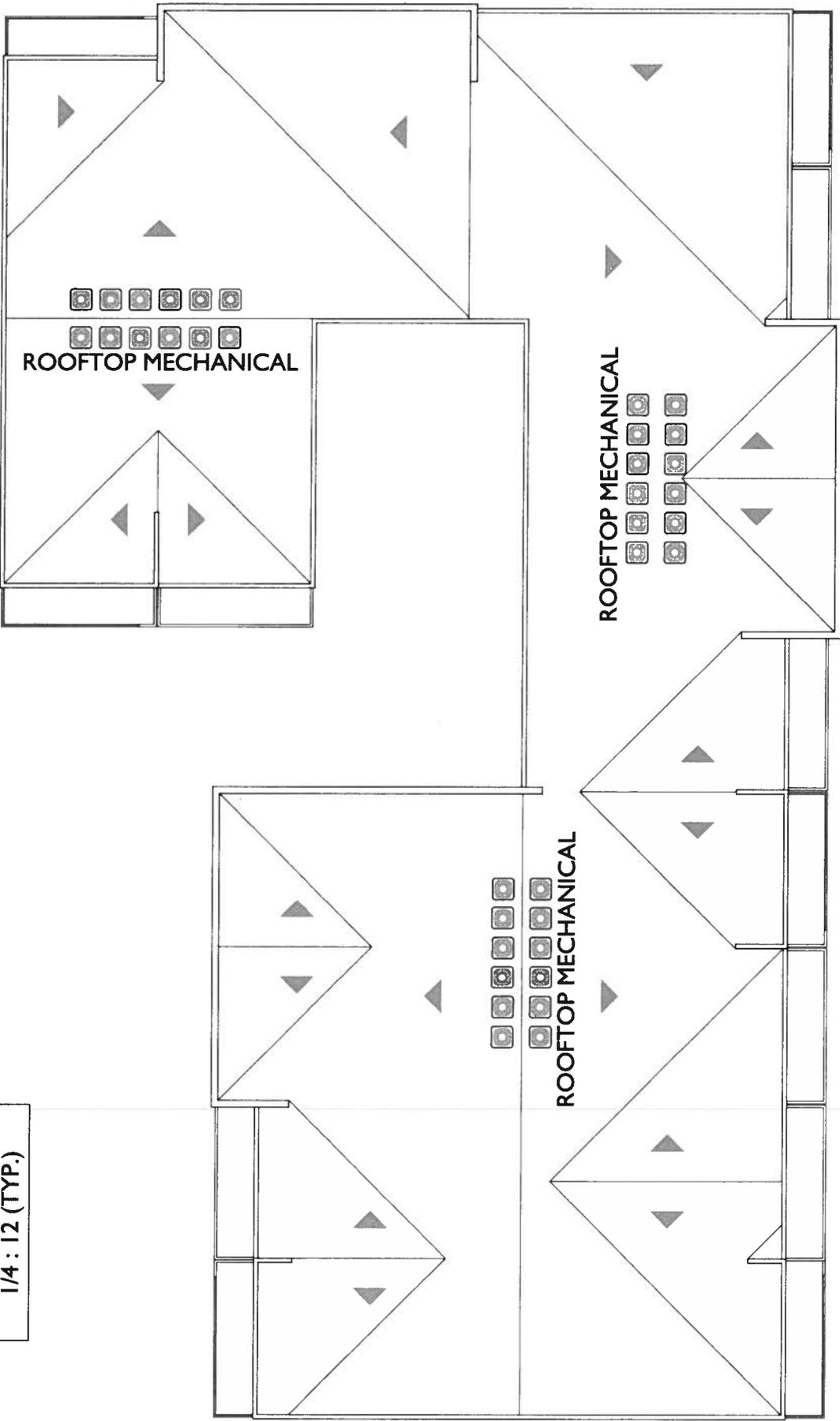
MEZZANINE  
 BUILDING  
 A1



**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**F**

FLAT ROOF SLOPE -  
1/4 : 12 (TYP.)



ROOF PLAN  
BUILDING  
A1

**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**RP**



EAST ELEVATION

64' MAX. HEIGHT  
 10' MIN. - 27' MAX. BALCONY  
 13.7' MIN. - 27' MAX. E.O.C.

**BUILDING A1  
 ELEVATIONS**

**MATERIAL SCHEDULE**

- 1 ROOF - BUILT UP ROOFING
- 2 CORNICE - STUCCO OVER SHAPED FOAM
- 3 WALL - EXTERIOR STUCCO - SAND FINISH
- 4 WALL - BRICK VENEER
- 5 METAL SILLING - FACE MOUNTED
- 6 1/2" STUCCO REGLET
- 7 VINYL WINDOW
- 8 COMMERCIAL STOREFRONT WINDOW
- 9 GLASS CURTAIN WALL



VALLEY PKWY. ENTRY PERSPECTIVE



VALLEY PKWY. (NORTH) ELEVATION

**PROPOSED PROJECT  
 SUB 16-0001 (PHG 16-0005/ENV 16-0001)**





WEST ELEVATION

SIDEWALK/PARKWAY  
 5.0' - 10.0' - 4.0' MIN. - 12.5' MAX.  
 14.0' MIN. - 18.5' MAX. R.O.W.

**MATERIAL SCHEDULE**

- 1 ROOF - BUILT UP ROOFING
- 2 CORNICE - STUCCO OVER SHAPED FOAM
- 3 WALL - EXTERIOR STUCCO - SAND FINISH
- 4 WALL - BRICK VENEER
- 5 METAL Siding - FACE MOUNTED
- 6 1/2" STUCCO REGLET
- 7 VINYL WINDOW
- 8 CORNERICAL STORMKIT WINDOW
- 9 GLASS CURTAIL WALL



SOUTH ELEVATION



PERSPECTIVE

**BUILDING A1 ELEVATIONS**

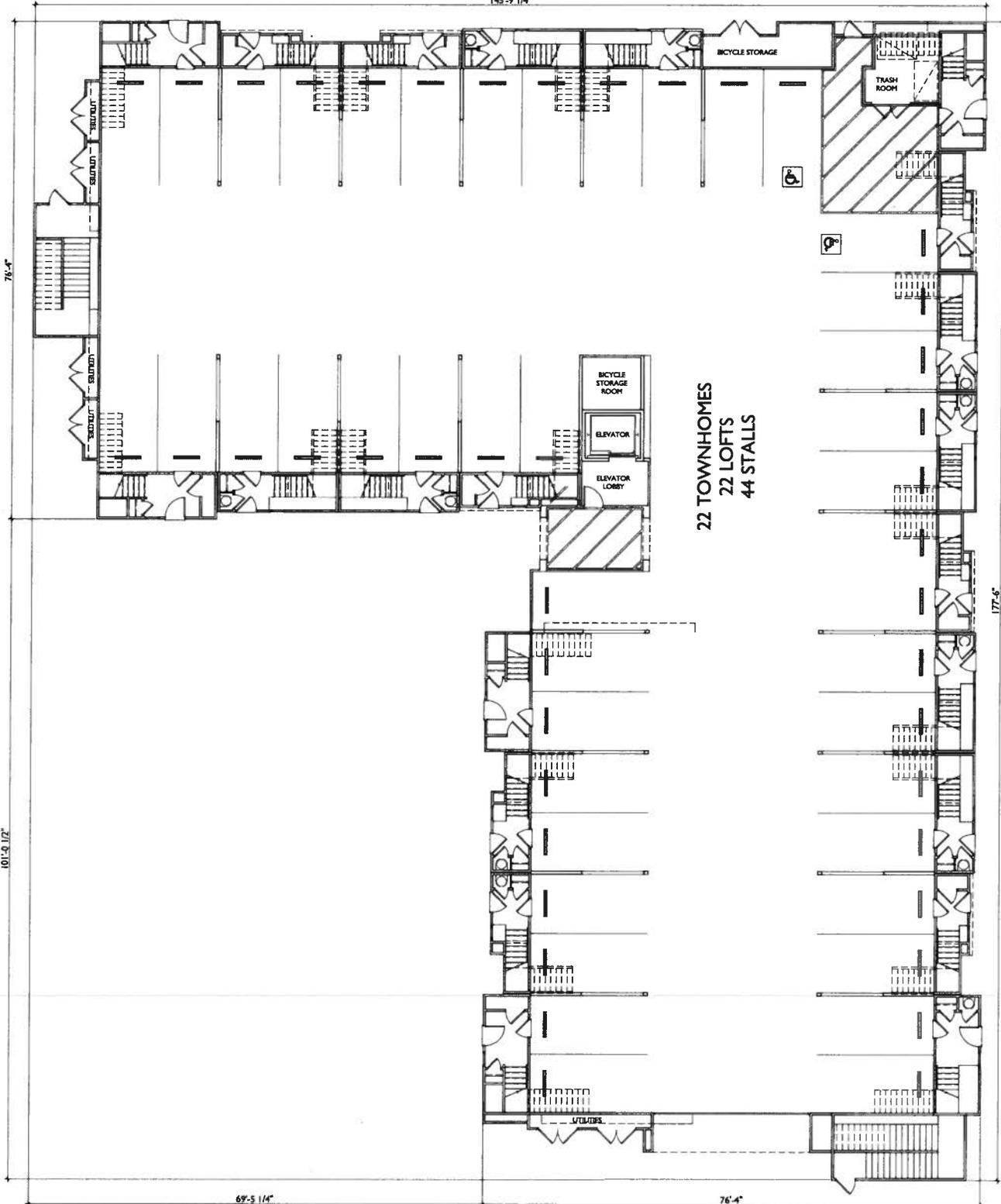
**PROPOSED PROJECT  
 SUB 16-0001 (PHG 16-0005/ENV 16-0001)**



NORTH ELEVATION

145'-9 1/4"

FIRST FLOOR  
BUILDING  
A2



22 TOWNHOMES  
22 LOFTS  
44 STALLS

WEST ELEVATION

101'-9 1/2"

EAST ELEVATION

177'-5"

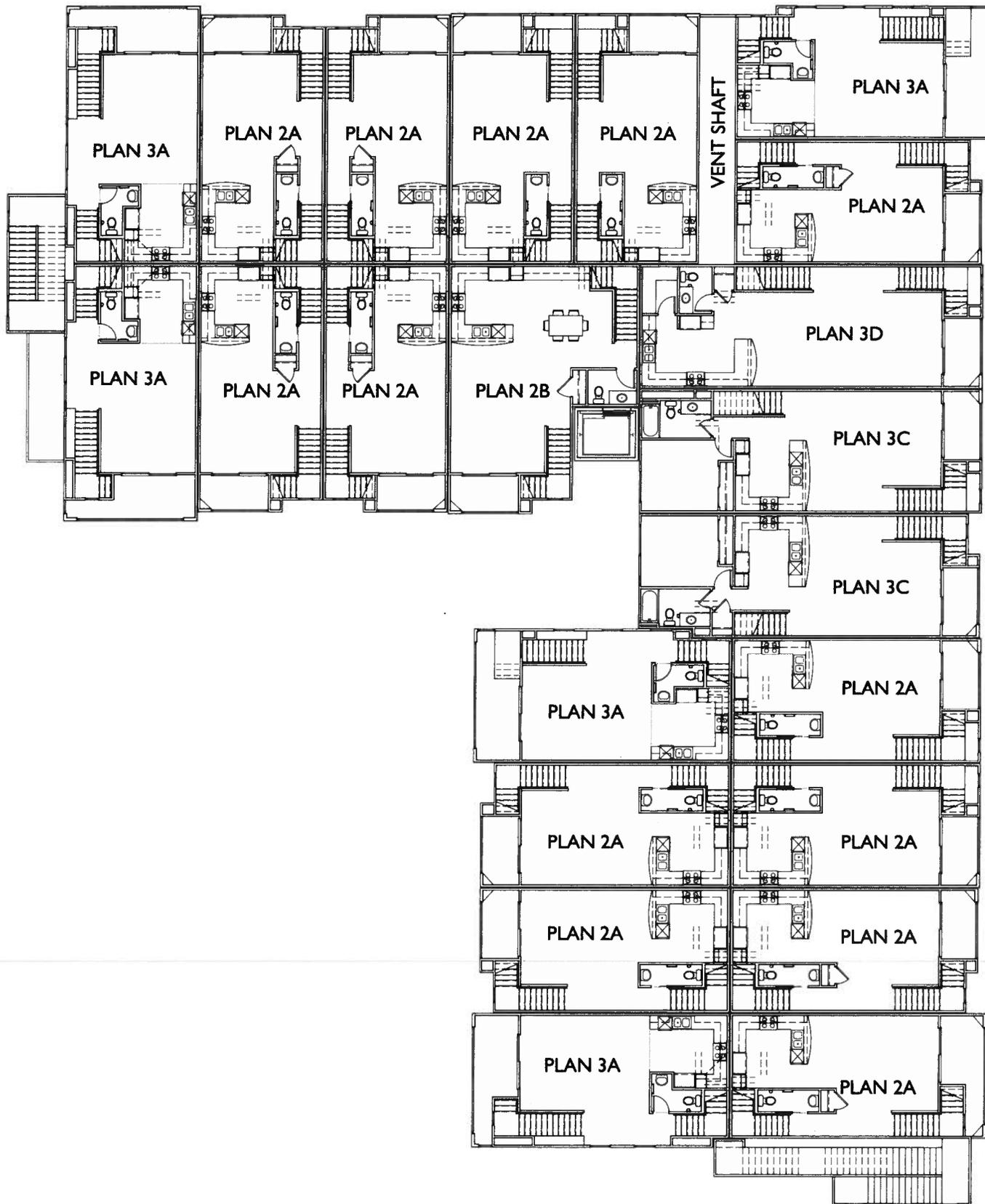
SOUTH ELEVATION

69'-5 1/4"

76'-4"

**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**F**



SECOND FLOOR

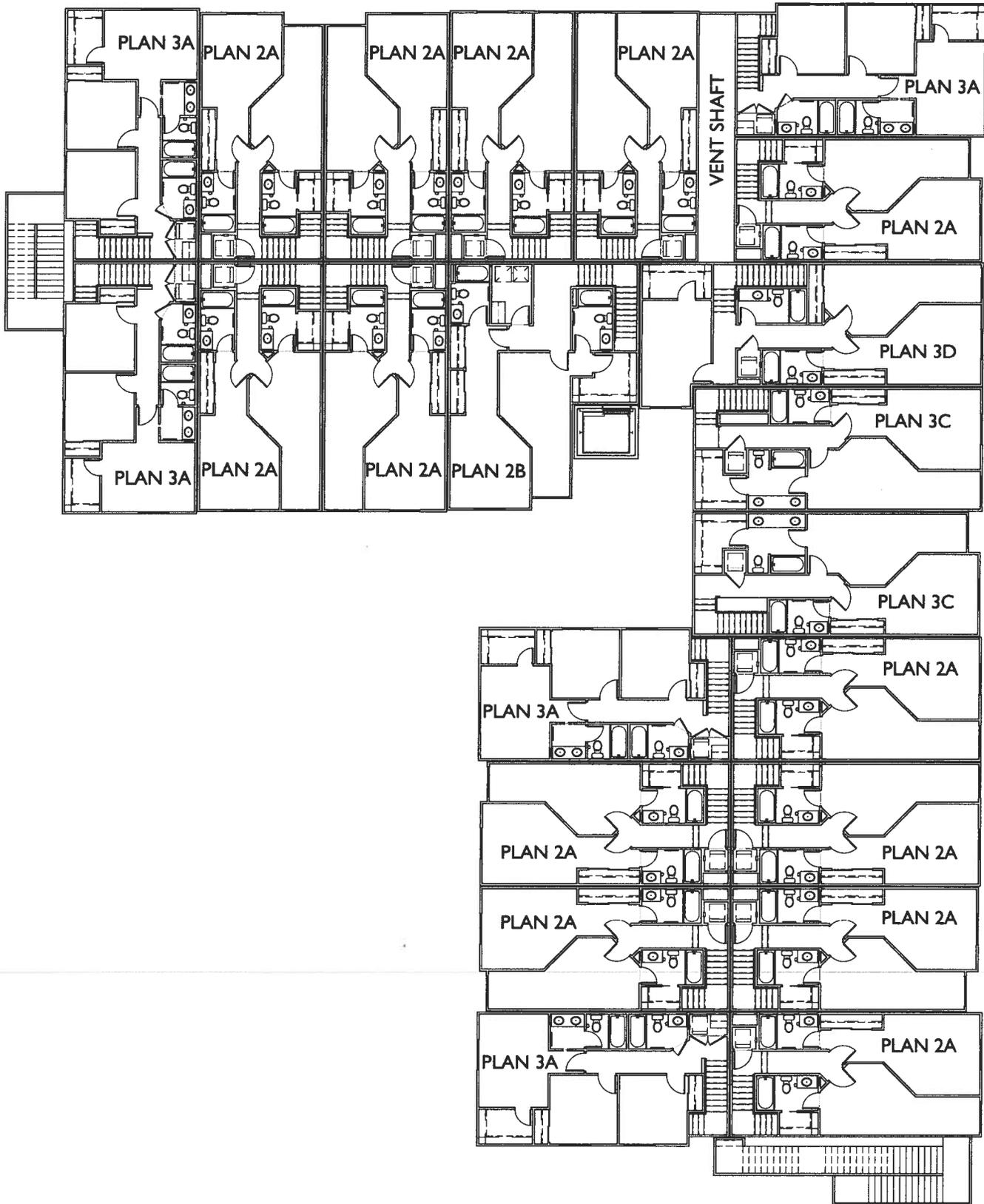


BUILDING A2

**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**F**

FLOOR PLAN - BUILDING 2

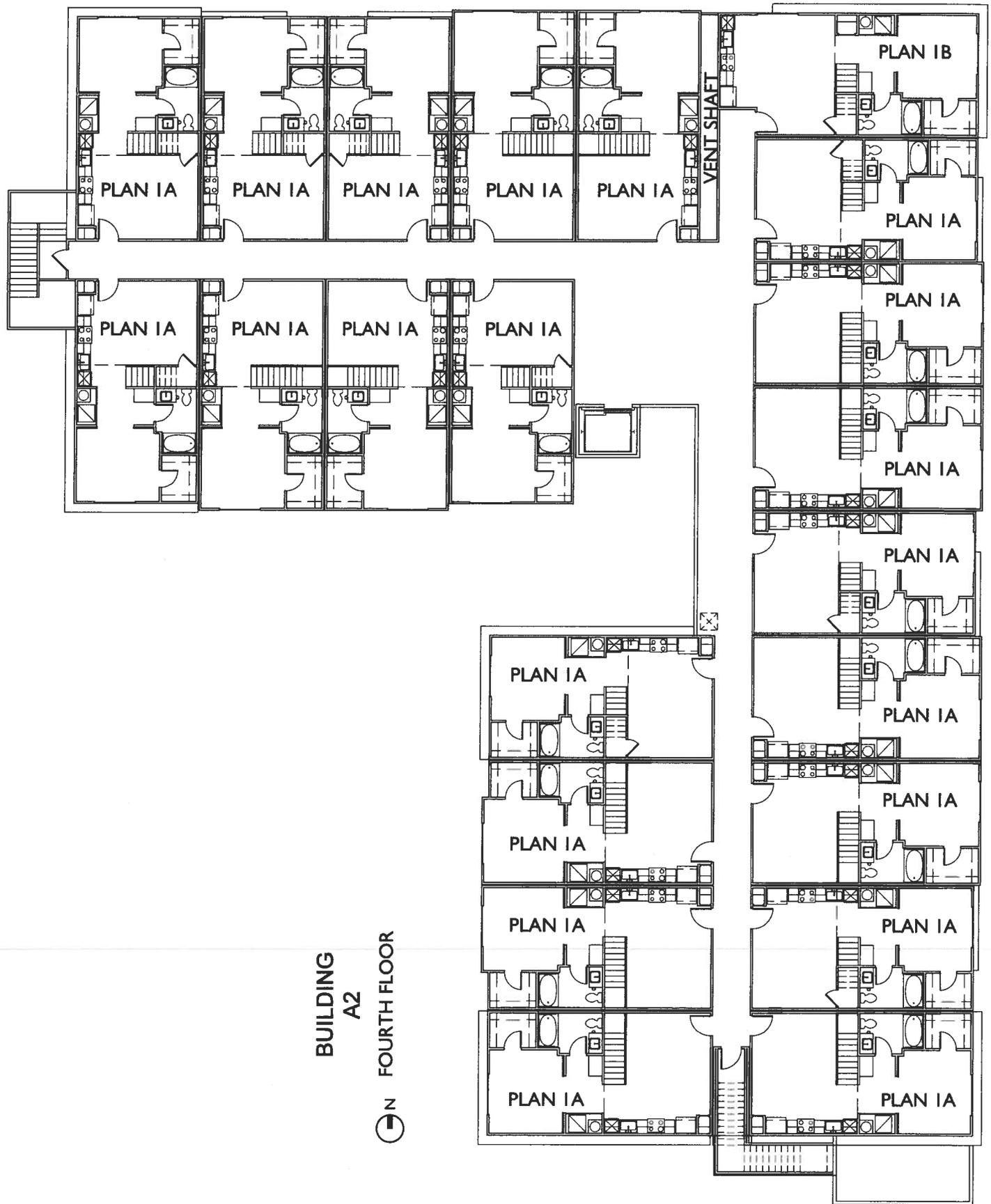


THIRD FLOOR  
 BUILDING A2



**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

F

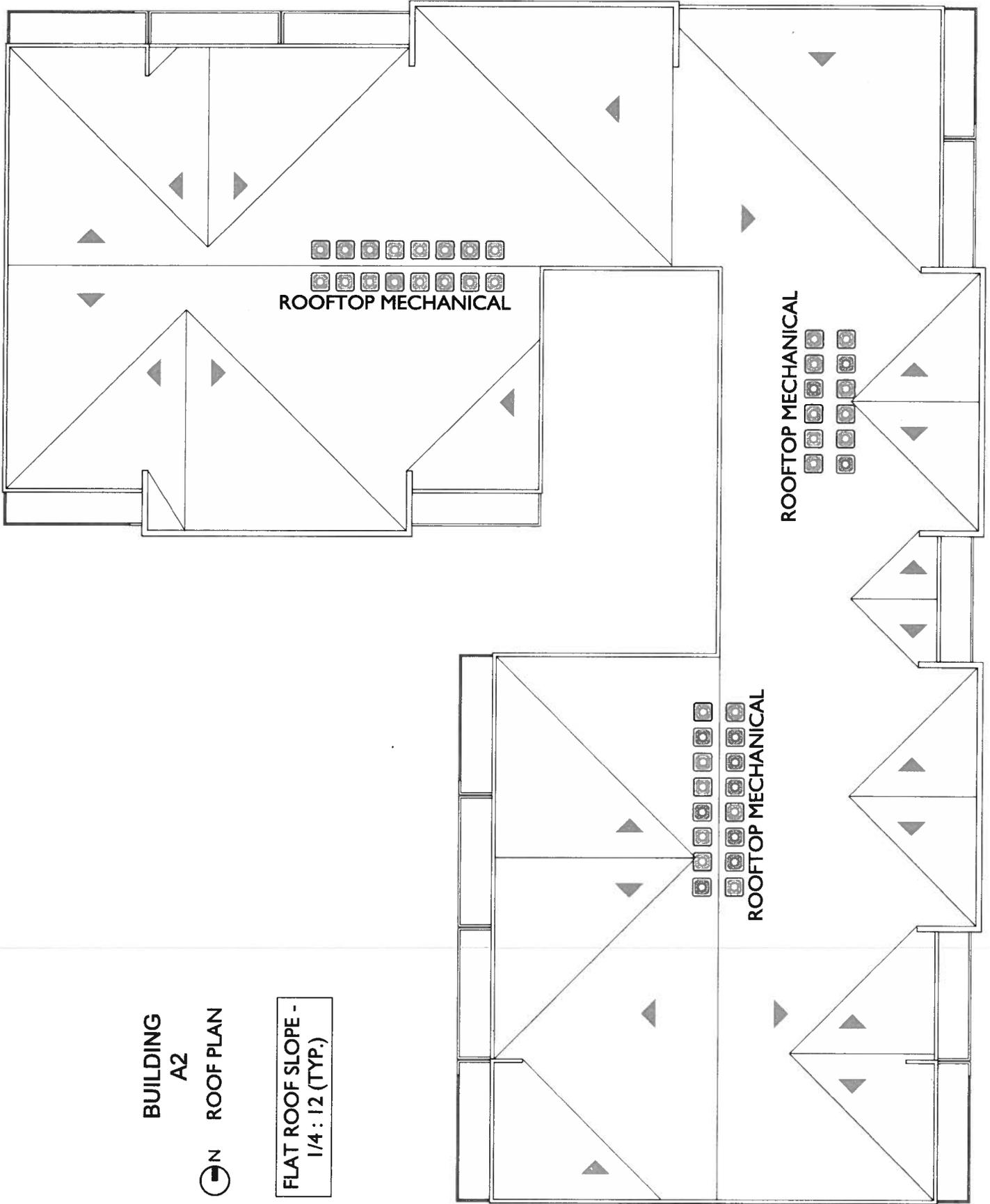


BUILDING  
A2  
FOURTH FLOOR  
N

**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**F**





BUILDING  
A2  
ROOF PLAN

FLAT ROOF SLOPE -  
1/4: 12 (TYP.)

ROOFTOP MECHANICAL

ROOFTOP MECHANICAL

ROOFTOP MECHANICAL

PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)

RP



EAST ELEVATION

VALLEY PKWY.  
 6.4' FIN. - 20' MAX. - 10' TYP.  
 1.5' FIN. - 20' MAX. (CL.)

# BUILDING A2

- MATERIAL SCHEDULE**
- 1 ROOF - BUILT UP ROOFING
  - 2 CORNICE - STUCCO OVER SHAPED FOAM
  - 3 WALL - EXTERIOR STUCCO - SAND FINISH
  - 4 WALL - BRICK VENEER
  - 5 METAL SIDING - FACE MOUNTED
  - 6 1/2" STUCCO REGLET
  - 7 VINYL WINDOW
  - 8 COMMERCIAL STOREFRONT WINDOW
  - 9 GLASS CURTAIN WALL



VALLEY PKWY. (NORTH) ELEVATION

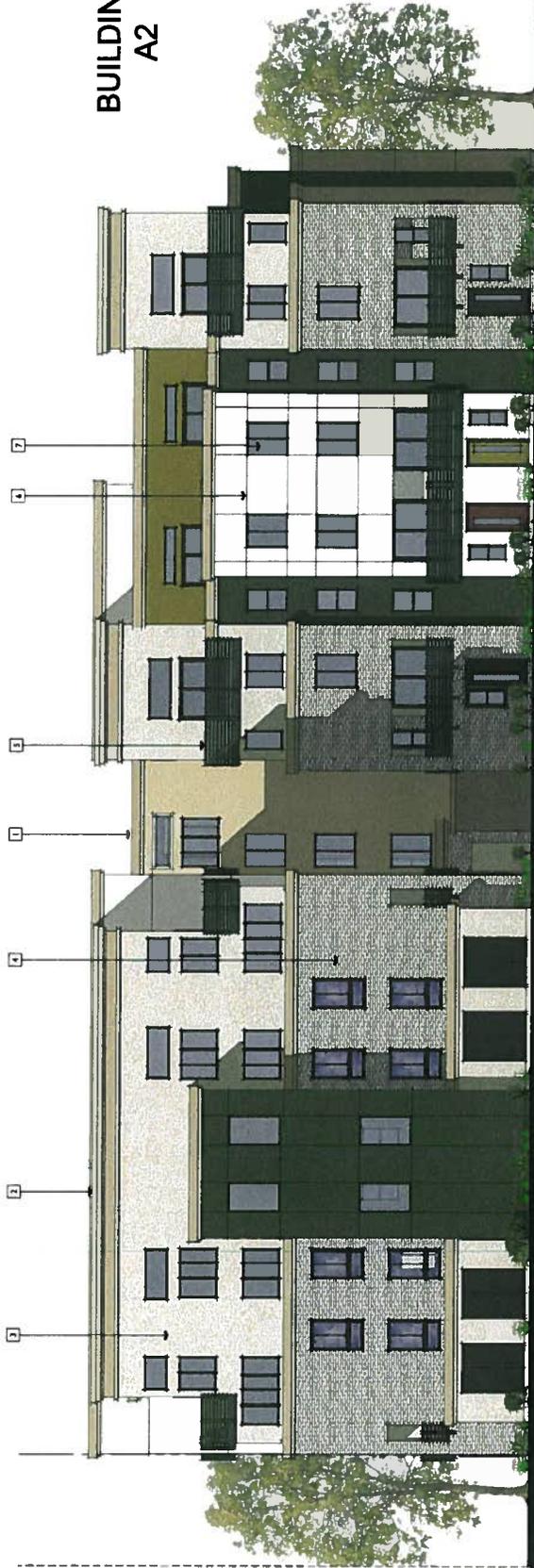


VALLEY PKWY. ENTRY PERSPECTIVE

**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**E**

**BUILDING  
A2**



**WEST ELEVATION**

**MATERIAL SCHEDULE**

- 1 ROOF - BUILT UP ROOFING
- 2 CORNICE - STUCCO OVER SHAPED FOAM
- 3 WALL - EXTERIOR STUCCO - SAND FINISH
- 4 WALL - BRICK VENEER
- 5 METAL RAILING - FACE MOUNTED
- 6 1/2" STUCCO REGLET
- 7 VINYL WINDOW
- 8 COMMERCIAL STOREFRONT WINDOW
- 9 GLASS CURTAIN WALL



**SOUTH ELEVATION**

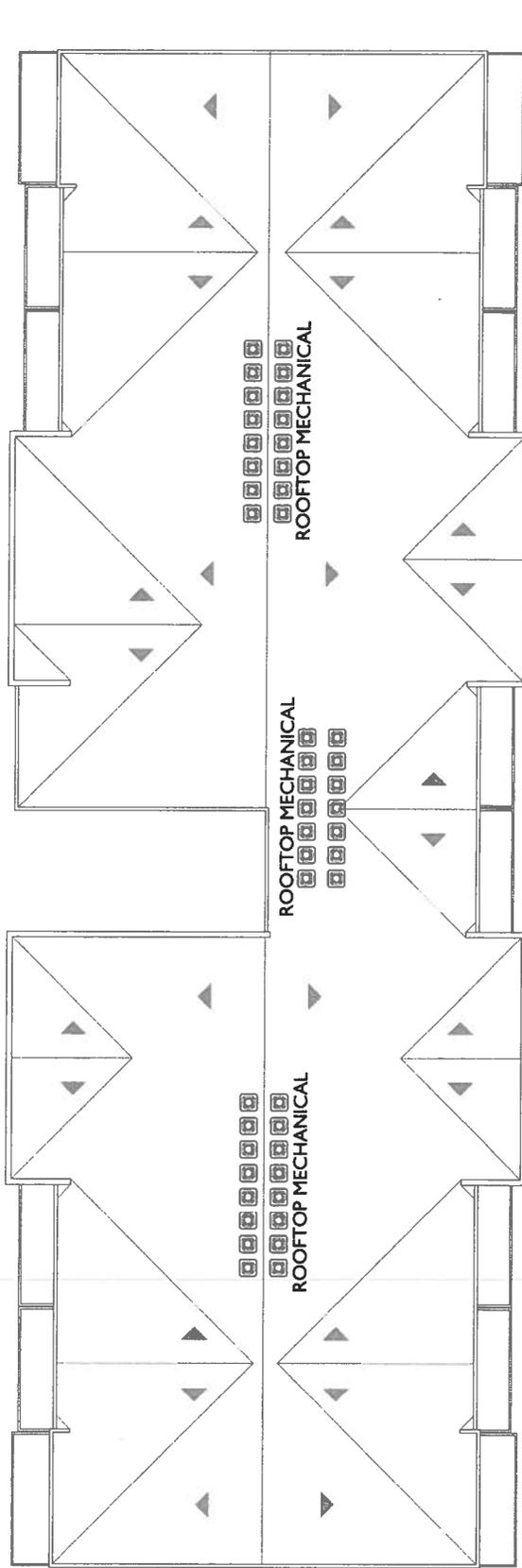
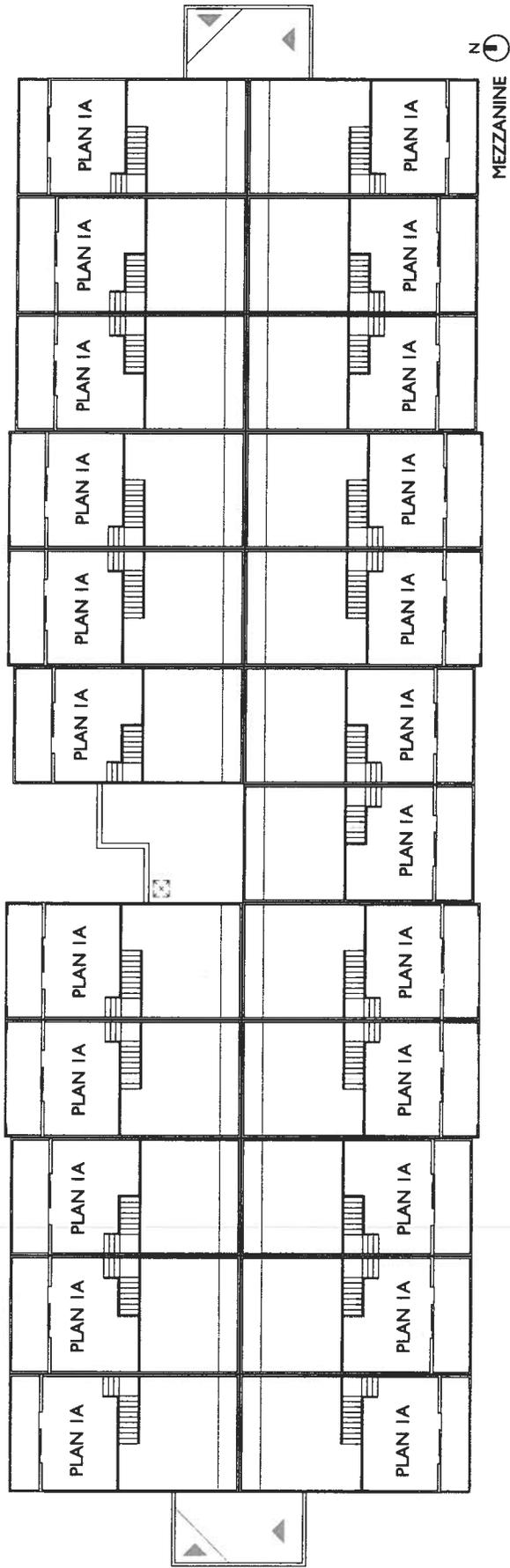
SIDEWALK PARKWAY  
VALLEY PKWY.  
7' - 10' MAX. 6.7' MIN. 14' MAX  
16.7' MIN. 20' MAX R.O.W.

**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**E**







ROOF PLAN  
BUILDING  
A3

FLAT ROOF SLOPE -  
1/4 : 12 (TYP.)

**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**



# BUILDING A3

## MATERIAL SCHEDULE

- 1 ROOF - BUILT UP ROOFING
- 2 CORNICE - STUCCO OVER SHAPED FOAM
- 3 WALL - EXTERIOR STUCCO - SAND FINISH
- 4 WALL - BRICK VENEER
- 5 METAL RAILING - FACE MOUNTED
- 6 1/2" STUCCO REGLET
- 7 VINYL WINDOW
- 8 COMMERCIAL STOREFRONT WINDOW
- 9 GLASS CURTAIL WALL



GRAND AVE. ENTRY PERSPECTIVE



EAST ELEVATION

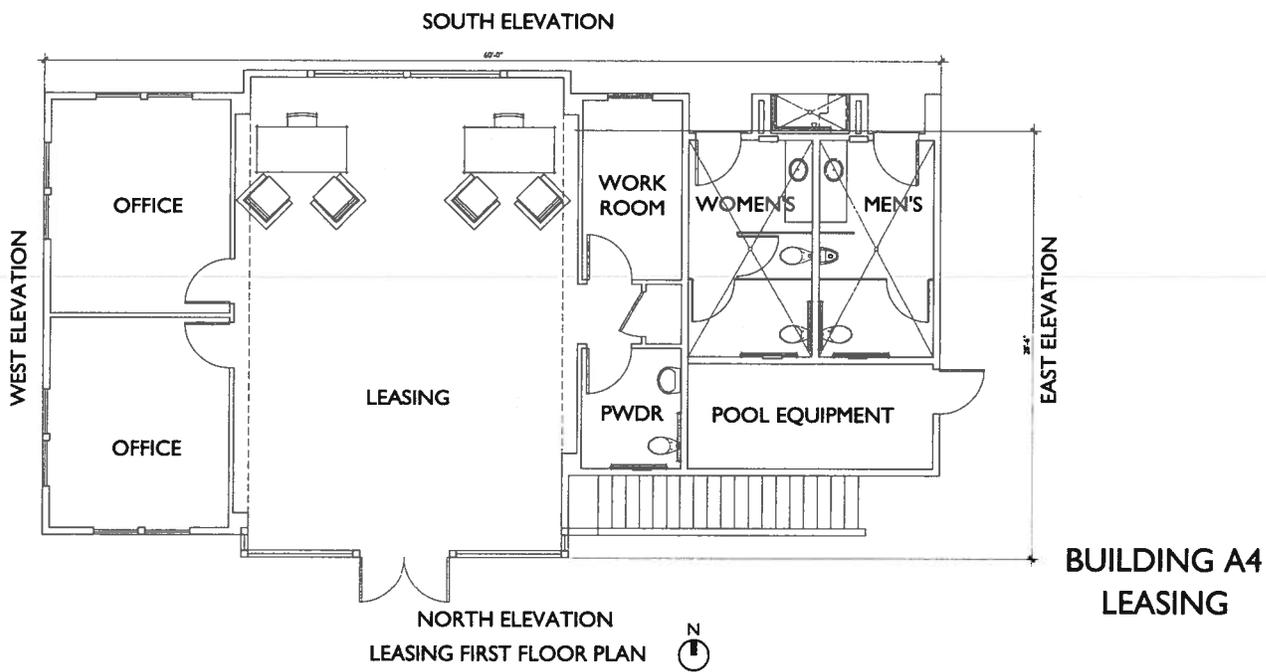
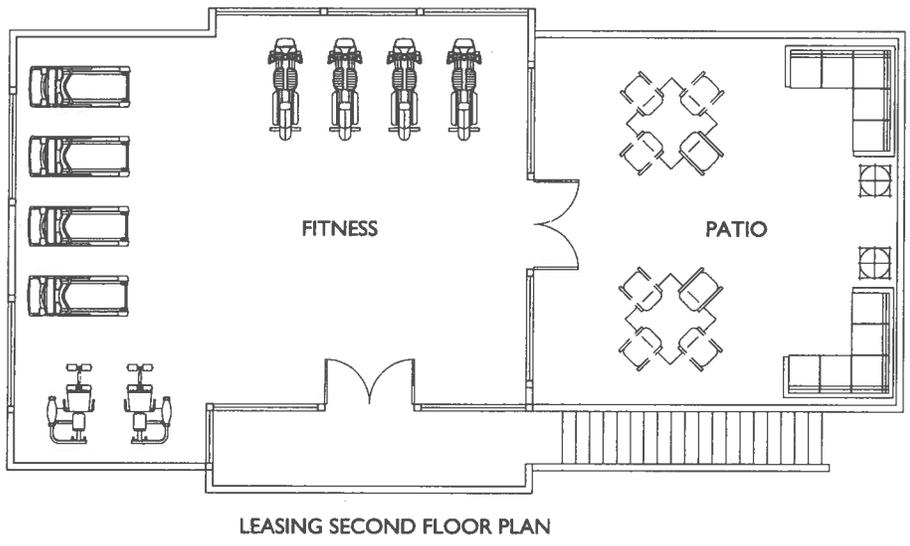
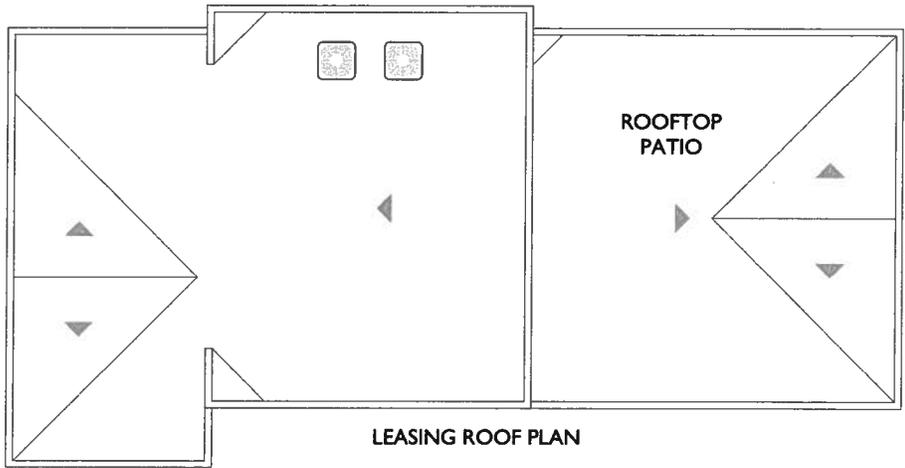


GRAND AVE. ELEVATION (SOUTH)

**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**E**





**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**F**

**BUILDING  
A4**

**MATERIAL SCHEDULE**

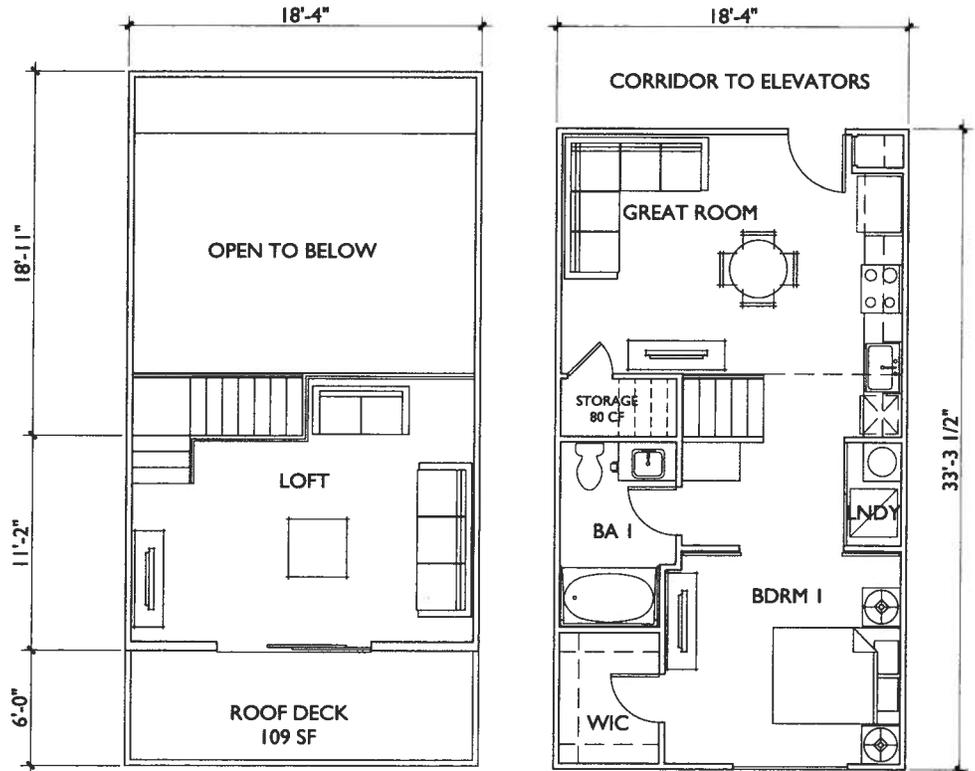
- 1 ROOF - BUILT UP ROOFING
- 2 CORNICE - STUCCO OVER SHAPED FOAM
- 3 WALL - EXTERIOR STUCCO - SAND FINISH
- 4 WALL - BRICK VENEER
- 5 METAL RAILING - FACE MOUNTED
- 6 1/2" STUCCO REGLET
- 7 VINYL WINDOW
- 8 COMMERCIAL STOREFRONT WINDOW
- 9 GLASS CURTAIL WALL



**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**

**E**

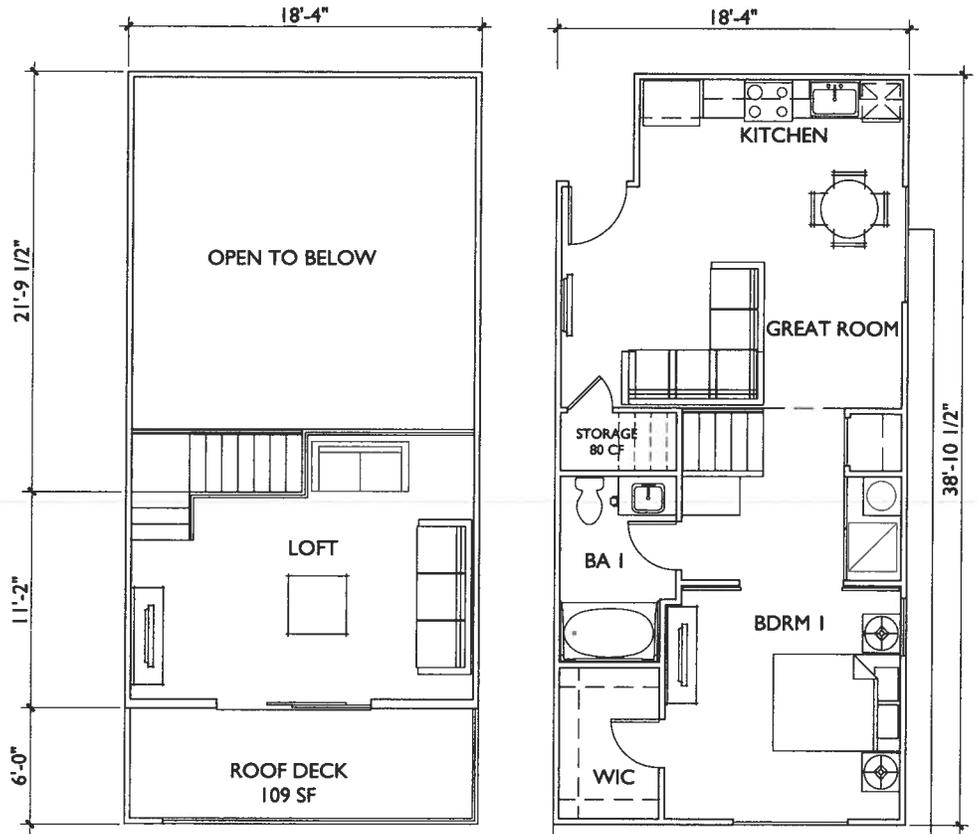
**LOFTS  
PLAN 1A - 810 SF (QTY 61)**



**MEZZANINE**

**STUDIO LOFT**

**LOFTS  
PLAN 1B - 890 SF (QTY 2)**

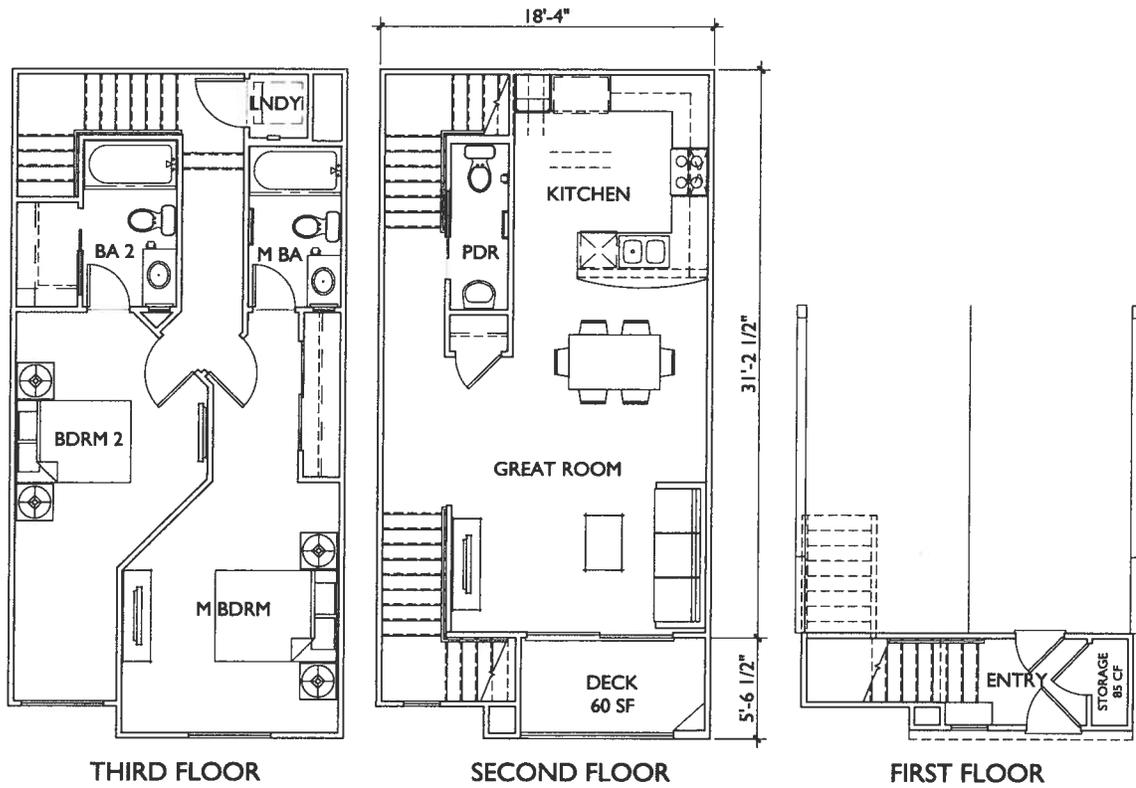


**MEZZANINE**

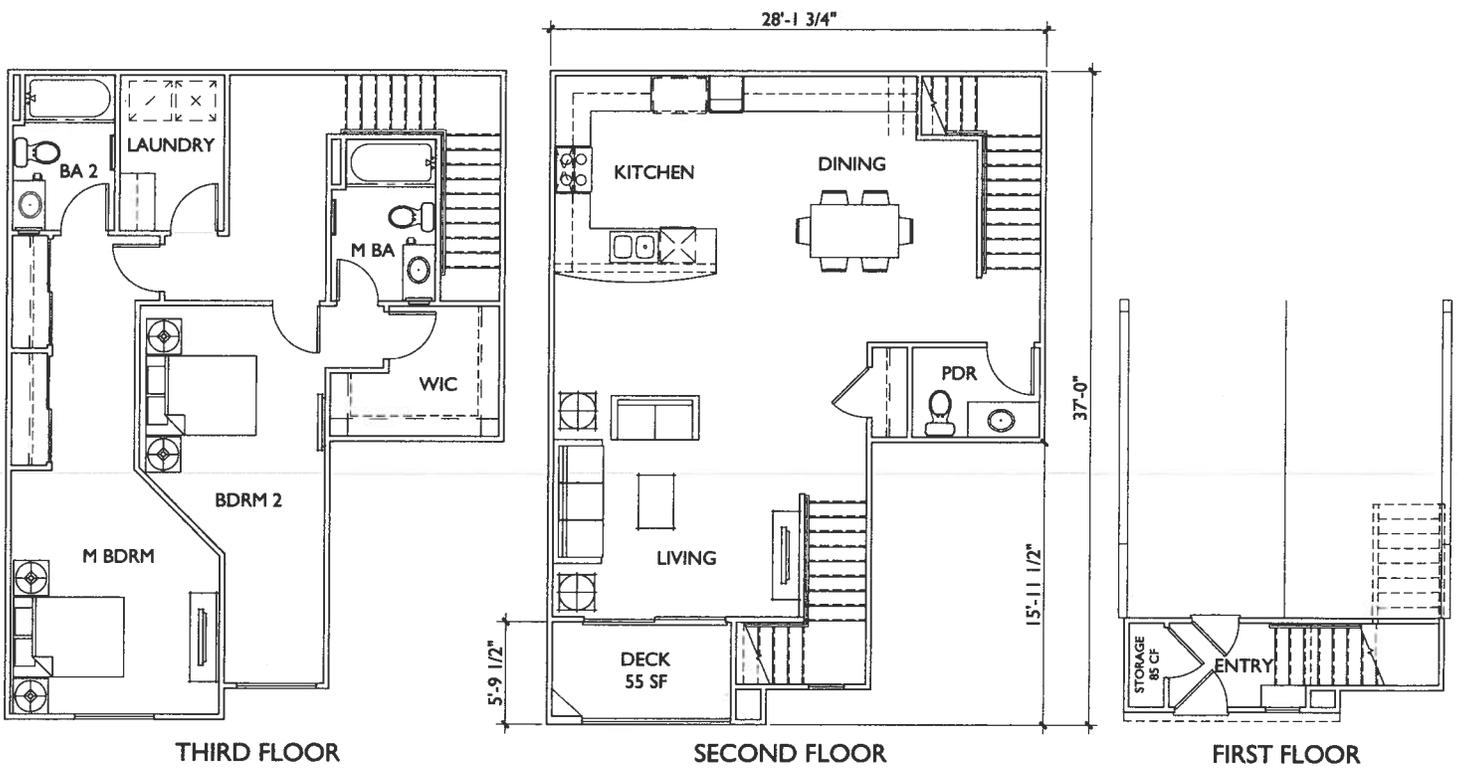
**STUDIO LOFT**

**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**





**TWO BEDROOM TOWNHOME  
PLAN 2A - 1,200 SF (QTY 40)**

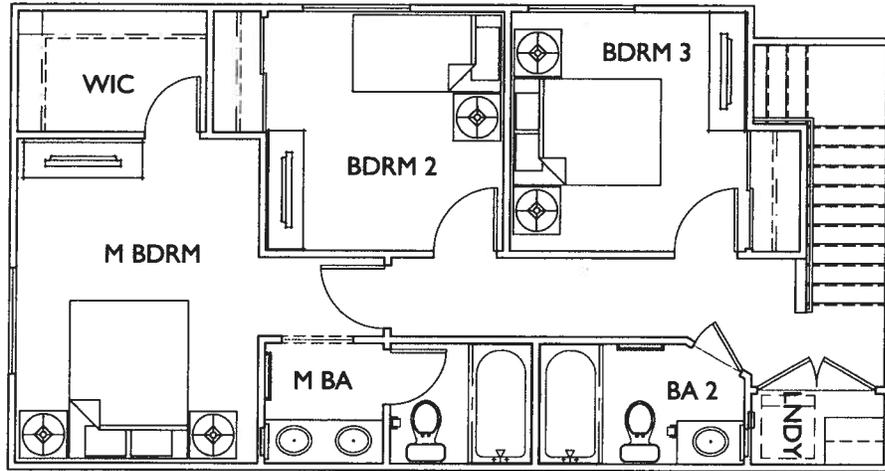


**TWO BEDROOM TOWNHOME  
PLAN 2B - 1,575 SF (QTY 2)**

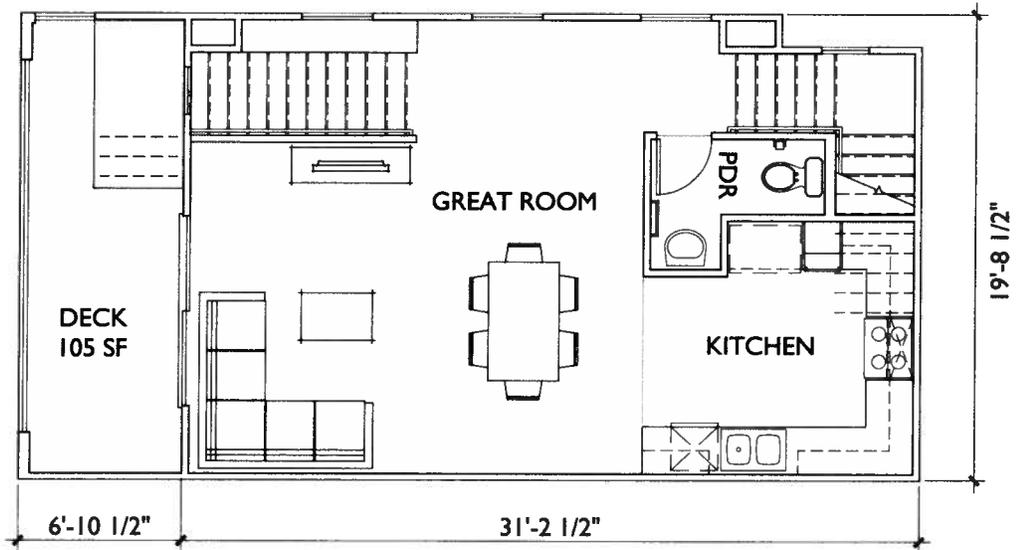
**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**



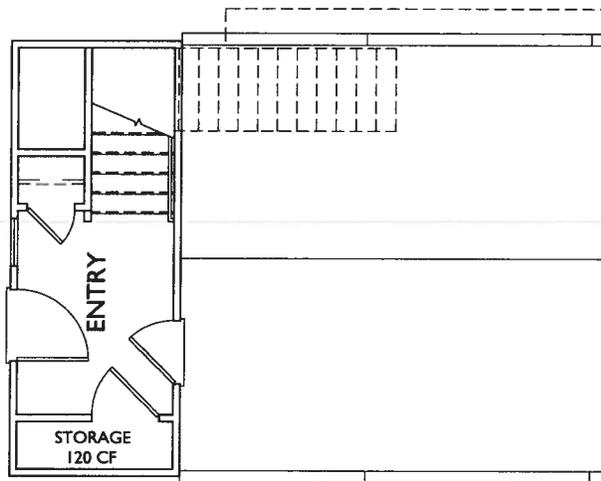
THIRD FLOOR



SECOND FLOOR



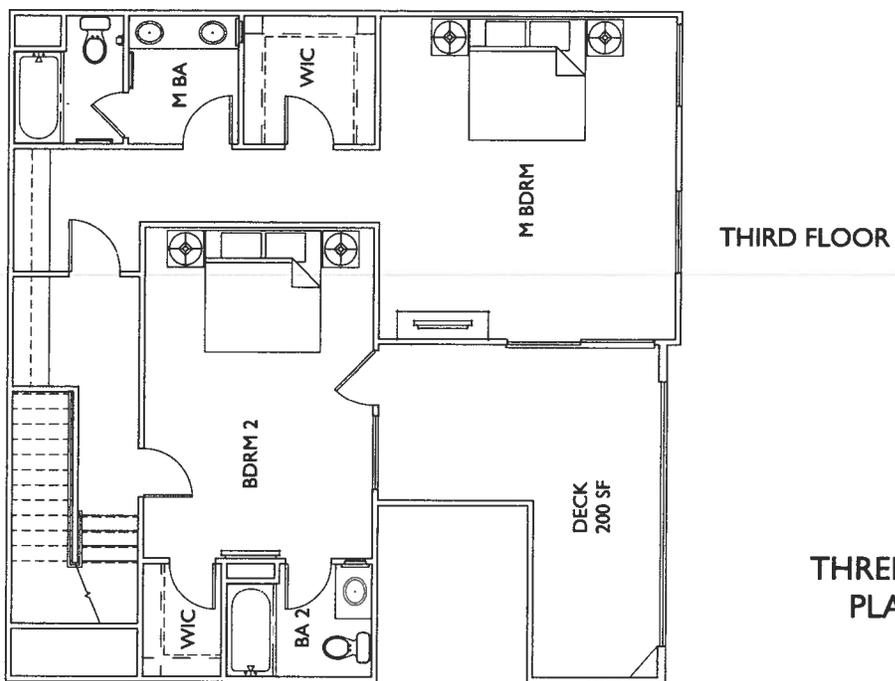
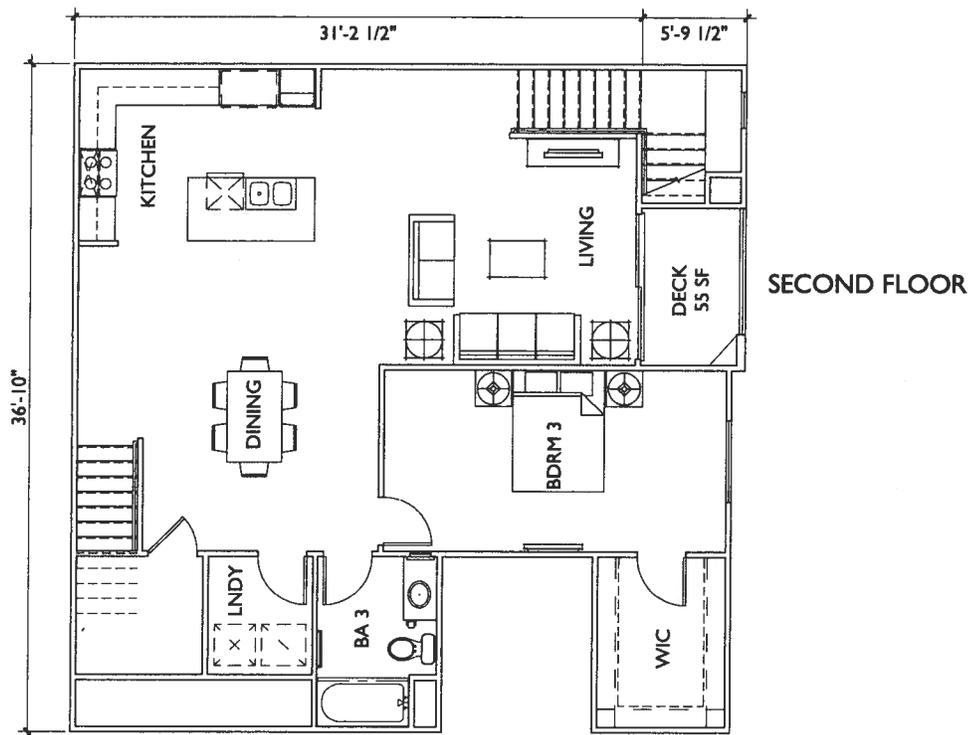
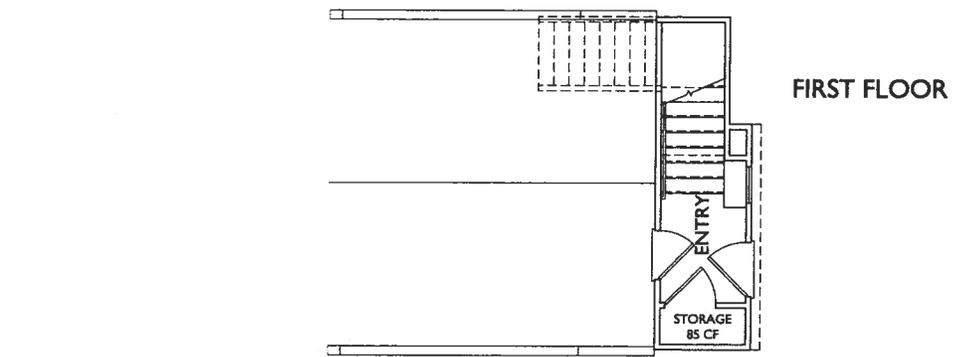
FIRST FLOOR



THREE BEDROOM TOWNHOME  
PLAN 3A - 1,365 SF (QTY 13)

PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)



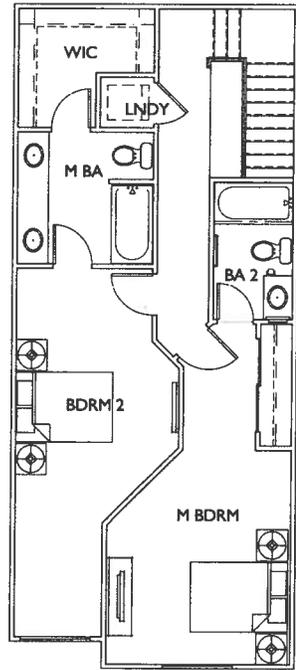


THREE BEDROOM TOWNHOME  
PLAN 3B - 2,090 SF (QTY. 1)

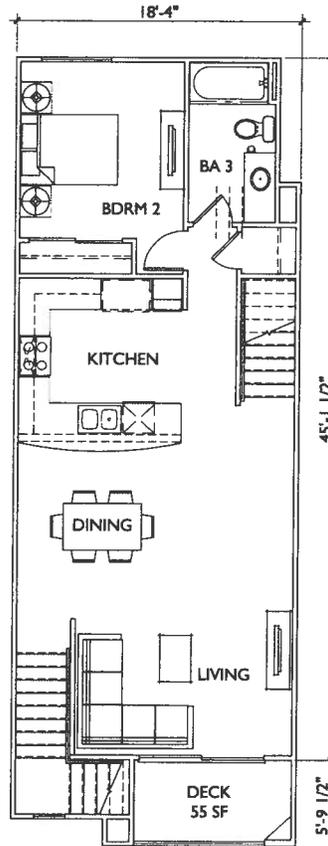
PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)



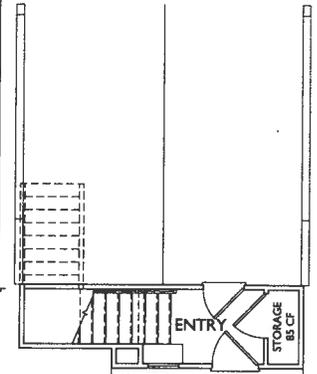
**THREE BEDROOM TOWNHOME  
PLAN 3C - 1,560 SF (QTY 4)**



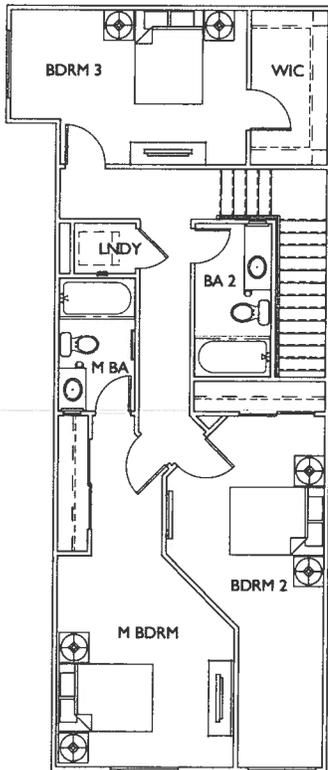
THIRD FLOOR



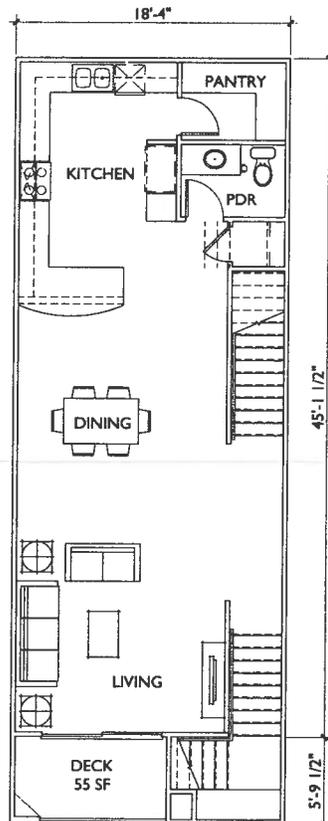
SECOND FLOOR



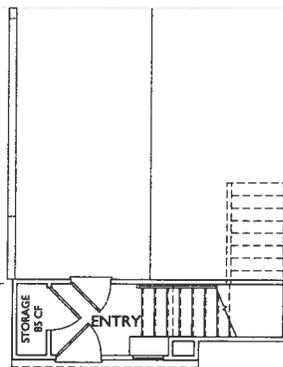
FIRST FLOOR



THIRD FLOOR



SECOND FLOOR



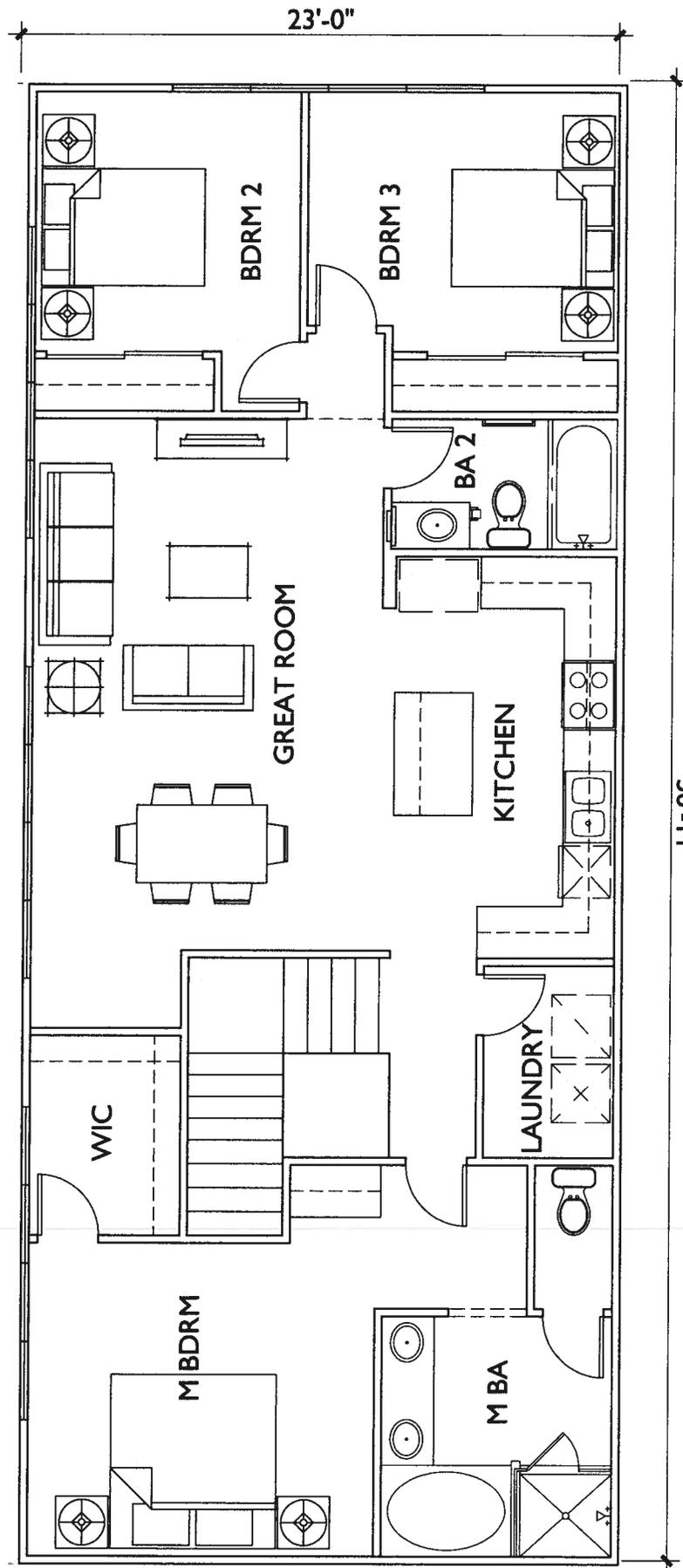
FIRST FLOOR

**THREE BEDROOM TOWNHOME  
PLAN 3D - 1,735 SF (QTY 2)**

**PROPOSED PROJECT  
SUB 16-0001 (PHG 16-0005/ENV 16-0001)**



THIRD FLOOR  
 3 BEDROOM  
 TOWNHOME  
 PLAN 3E  
 1,300 SF (QTY 1)



**PROPOSED PROJECT**  
**SUB 16-0001 (PHG 16-0005/ENV 16-0001)**





**SAN LUIS REY BAND OF MISSION INDIANS**

*1889 Sunset Drive • Vista, California 92081  
760-724-8505 • FAX 760-724-2172  
www.slrmissionindians.org*

July 11, 2016

Bill Martin  
Director of Community Development  
City of Escondido  
201 North Broadway  
Escondido, CA 92026

**VIA ELECTRONIC MAIL**  
**BMartin@escondido.org**

**RE: COMMENTS ON THE NOTICE OF INTENT TO ADOPT A MITIGATED  
NEGATIVE DECLARATION FOR THE GRAND GATEWAY TOD  
PROJECT (PHG 16-00001 AND ENV 16-00001)**

Dear Mr. Martin:

We, the San Luis Rey Band of Mission Indians (“SLR” or “Tribe”) have received and reviewed the City of Escondido’s (“City’s”) Notice of Intent to Adopt a Mitigated Negative Declaration (“MND”) and all of its supporting documentation as it pertains specifically to the protection and preservation of tribal cultural resources that may be located within the parameters of the Grand Gateway Project’s (“Project’s”) property boundaries. SLR is a traditionally and culturally affiliated tribe (“TCA Tribe”) to the Project area. As a TCA Tribe we are committed to the protection and preservation of our sacred tribal cultural resources.

The San Luis Rey Band of Mission Indians appreciates the opportunity to provide the City with our comments on the Grand Gateway Project. The Tribe is satisfied and concurs with the proposed Cultural Resource Mitigation Measures (CR-1 through CR-10) contained within the MND. As always, we look forward to working with the City of Escondido to guarantee that the requirements of CEQA are rigorously applied to this Project and all projects. We thank you for your continuing assistance in protecting our invaluable Luiseño cultural resources.

Sincerely,

Merri Lopez-Keifer  
Chief Legal Counsel

cc: Melvin Vernon, SLR Tribal Captain  
Carmen Mojado, SLR Secretary of Government Relations

**From:** Mark Baker  
**Sent:** Wednesday, August 31, 2016 10:54 AM  
**To:** Bill Martin <[bmartin@escondido.org](mailto:bmartin@escondido.org)>  
**Subject:** CASE NO. SUB 16-0001

Bill,

I appreciate the time you took to update me on the project proposed for 700 W. Grand Avenue. As I indicated I am the managing partner for the 50,000 square foot office build directly east of the proposed project. After reviewing the plans and meeting on site with Integral Communities personal I am pleased to support the project. My main concern was the handling of the common property line between our properties. They answered all my questions and I'm pleased with their design regarding their east property line.

As proposed I believe the development will be a great asset to the City of Escondido.

Mark N Baker

## PLANNING COMMISSION

Agenda Item No.: G.2  
Date: September 13, 2016

**CASE NUMBER:** PHG16-0010 and SUB15-0031 (Original File Nos. TR 900, 2004-70-PD/GE)

**APPLICANT:** Brandywine Homes

**LOCATION:** The 3.2-acre site is located on the southwestern corner of Brotherton Road and Cranston Drive, addressed as 2319 Cranston Drive (APN 238-141-34)

**TYPE OF PROJECT:** Modification to a Master and Precise Development Plan and Extension of Time for a Tentative Subdivision Map

**PROJECT DESCRIPTION:** The proposed project involves a request for a three-year Extension of Time for an approved five-lot Tentative Subdivision Map (original Map Number TR 900) consisting of one 1.82-acre commercial lot and four single-family residential lots on 1.38 acres in conjunction with a modification to the approved Master and Precise Development Plan (original File No. 2004-70-PD/GE) for a 71,285 SF self-storage facility on the commercial lot. The proposed modifications to the self-storage facility include an approximately 6,782 SF increase in overall floor area (78,067 total floor area) along with a change to the architectural design of the buildings from California/Mediterranean to a more contemporary style. The overall number of stories and height of the two commercial buildings would remain the same (Building 1 two stories over a basement, and Building 2 one story). The four single-family residential lots range in size from 12,810 SF to 14,000 SF similar to the previously approved Tentative Subdivision Map. The overall grading design and pad elevations for the commercial and residential lots would remain similar to the previous approved design, but have been designed to conform to the new storm water permit requirements. A Grading Exemption also was approved that includes a combination 1-1/2:1 cut slope/retaining wall up to 18 feet in height along the eastern boundary of the commercial lot. The current grading design utilizes a 2:1 cut slope/retaining wall combination in lieu of the 1-1/2:1 slope/retaining wall. The applicant is requesting to eliminate a previous project condition that requires the residential homes to be constructed prior to or concurrent with the development of the self-storage facility.

**STAFF RECOMMENDATION:** Approval

**GENERAL PLAN DESIGNATION:** Planned Commercial and Urban 1 (up to 5.5 du/ac)  
Centre City Parkway/Brotherton Road Target Area

**ZONING:** PD-C (Planned Development Commercial)  
R-1-10 (Single-Family Residential, 10,000 SF min. lot size)

### BACKGROUND/SUMMARY OF ISSUES:

A Tentative Subdivision Map (TM 900) previously was approved by the City Council on January 11, 2006, for a five-lot subdivision map (1 commercial lot and 4 single-family residential lots) along with a Grading Exemption and a Master and Precise Development Plan for a 71,285 SF self-storage facility. The Tentative Map originally was approved for three-years and was scheduled to expire in 2009. Previous State legislative actions (SB 1185, AB 333, AB 208 and AB116) automatically extended the Tentative Map until January 11, 2016. The map still is eligible for a local time extensions up to five additional years. The applicant submitted an application to extend the map prior to the expiration date, which suspends expiration of the map until a final decision is made regarding the extension request. The criteria for determining the appropriateness for granting an extension of time for a Tentative Subdivision Map is based on the map's compliance with the City's current General Plan, Zoning Ordinance, and the requirements of the California Environmental Quality Act (CEQA). The corresponding Planned Development expiration date is tied to the life of the Tentative Map in accordance with Zoning Code Article 19, Section 33-419. The proposed three-year extension of time request would extend the expiration date until January 11, 2019. Since the application was submitted, the applicant has been working on modifying the Tentative Map to incorporate appropriate storm water features to conform to the new storm water permit requirements, along with revisions to the site plan and architectural design of the self-storage facility.

The self-storage facility originally was proposed for 83,845 SF of floor area consisting of two buildings with the larger building being three stories over a basement level, and the small building one story in height. This proposal did not receive a favorable recommendation from the Planning Commission at the June 28, 2005 hearing and the applicant redesigned the facility to reduce the overall square footage of the buildings to 71,285 SF by eliminating the third floor of the larger building, bringing the height from 41 feet down to 32 feet. The revised project ultimately was approved by the Planning Commission on November 22, 2005 (vote 6-0) and the City Council on January 11, 2006 (vote 4-1, Abed voting no). Several of the neighbors expressed opposition at the Planning Commission and City Council hearings noting the mass and scale of the facility would not be compatible with the surrounding residential neighborhood and would create adverse drainage, traffic, and noise impacts.

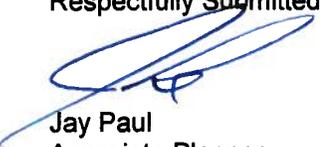
Staff feels the issues are as follows:

1. Whether the design of subdivision is consistent with the PD-C and R-1-10 development standards.
2. Appropriateness of the proposed modifications to the self-storage facility with respect to neighborhood compatibility.
3. Whether the residential homes should be constructed prior to or concurrently with the self-storage facility.

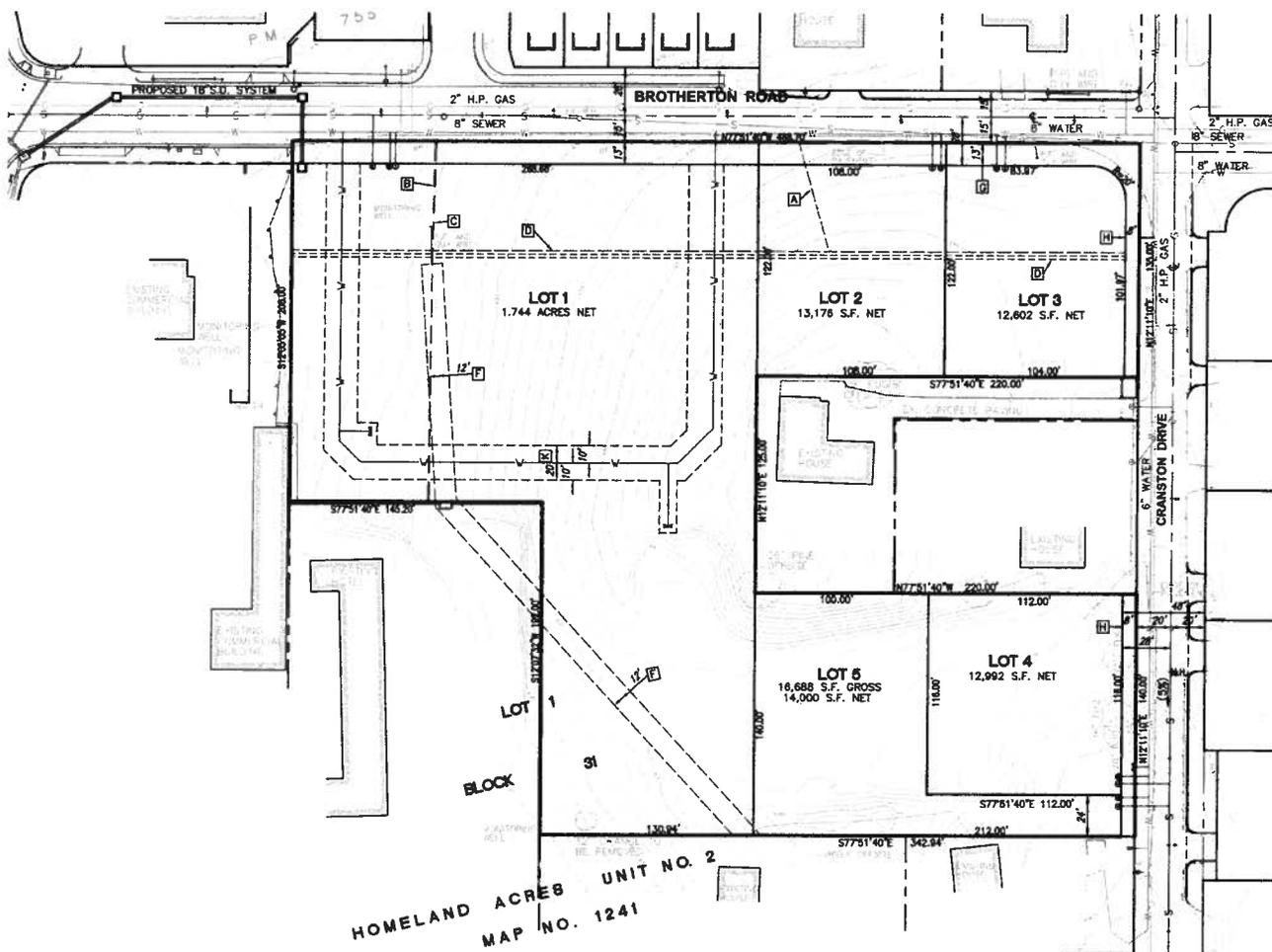
**REASONS FOR STAFF RECOMMENDATION:**

1. While the Planned Development-Commercial zone does not have specific development standards for a commercial lot, the proposed 1.82-acre commercial lot would be consistent with the General Commercial lot design standards. The four residential lots would be consistent with the underlying R-1-10 design standards for lot area, width and street frontage. All of the proposed lots are designed with plenty of area to develop a typical single-family residence, garage, and usable open space areas while meeting all setback and height requirements. Appropriate on-site and street frontage parking also would be available.
2. Staff feels the self-storage facility has been appropriately designed because the grading plan for the commercial development incorporates the same grading design and pad elevations as the previously approved project. Building heights also remain the same, and much of the floor area either is below ground or at grade to preserve views from the existing residence to the east and to reduce the overall mass and scale of the facility. The more contemporary building architecture incorporates residential like design elements and materials used throughout the surrounding area. The project also includes appropriate perimeter landscaping, along with the required 20-foot-wide landscape buffer and solid masonry separation/noise walls adjacent to residential development on the east and southeast.
3. Staff does not have concerns with removing the original condition that requires the homes to be built at the same time as the self-storage facility because the Tentative Map would be required to be recorded as a single project and all street improvements, grading and storm water features associated with the commercial and residential components completed at the same time. In addition, appropriate security would be in place to ensure appropriate maintenance of any required frontage landscaping and on-site storm water features for both components of the project until the homes ultimately are completed.

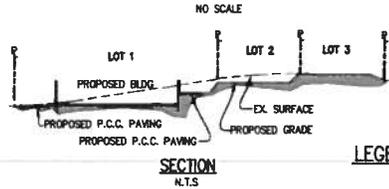
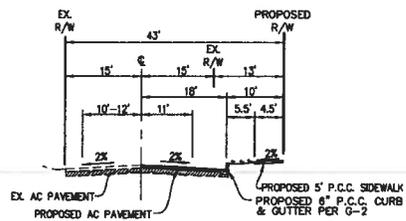
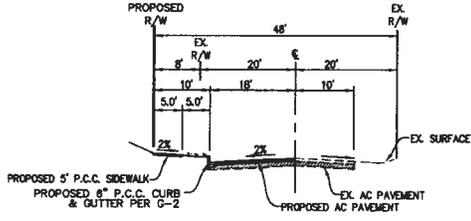
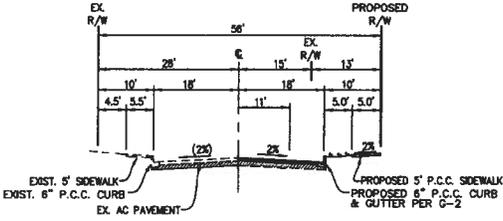
Respectfully Submitted:



Jay Paul  
Associate Planner



HOMELAND ACRES UNIT NO. 2  
MAP NO. 1241



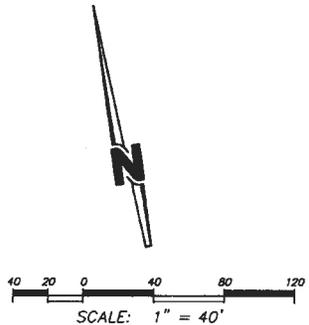
- LEGEND**
- EXISTING CONTOUR LINE
  - 713.00 PROPOSED FINISHED ELEVATION
  - SUBDIVISION BOUNDARY
  - PROPOSED LOT LINE
  - - - EXISTING P.C.C. CURB & GUTTER
  - EX. WATER LINE
  - EX. SEWER LINE
  - EX. GAS LINE
  - EX. FIRE HYDRANT
  - EX. POWER POLE AND GUY WIRE
  - PROPOSED WATER LINE
  - PROPOSED SEWER LINE
  - PROPOSED 3,170(±) S.F. OF 6" P.C.C. CURB, GUTTER AND SIDEWALK
  - PROPOSED 14,000(±) S.F. OF P.C.C. PAVING
  - ⊕ PROPOSED 1" WATER LATERAL
  - ⊙ PROPOSED IRRIGATION WATER LATERAL
  - ⊗ PROPOSED 5" & 4" SEWER LATERAL

**ASSESSOR'S PARCEL NO.:**  
238-141-34-00 AND 238-141-41-00

**SITE ADDRESS**  
2319 CRANSTON DRIVE  
ESCONDIDO CA 92025

**EARTHWORK QUANTITIES**

CUT:	20,800 C.Y.
FILL:	14,500 C.Y.
EXPORT:	6,400 C.Y.

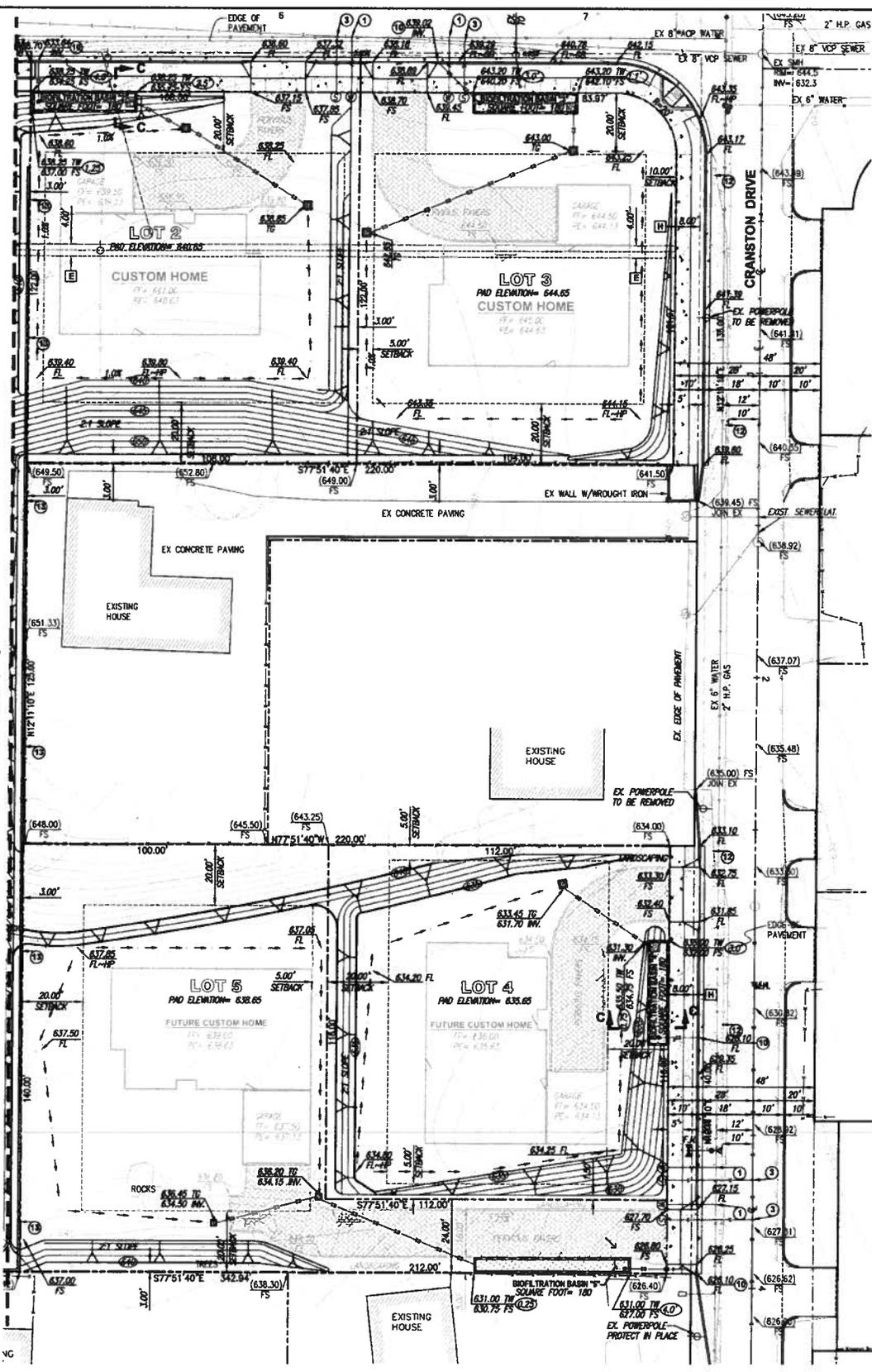


**PROPOSED PROJECT  
PHG 16-0010**



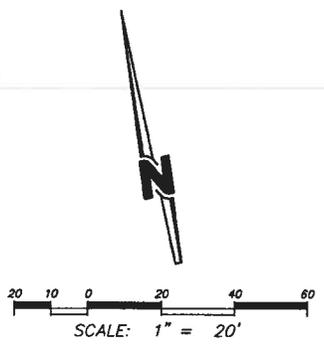


SEE SHEET 1



- CONSTRUCTION NOTES:**
- ① PROPOSED WATER SERVICE.
  - ② PROPOSED IRRIGATION SERVICE.
  - ③ PROPOSED SEWER LATERAL.
  - ④ 25 S.F. RIP R/P PER 0-40, 1-2', (2' BACKING, TYPE 2 OVER GEOTEXTILE FILTER BLANKET).
  - ⑤ INSTALL GROW DITCH PER 0-7S.
  - ⑥ CONSTRUCT 36" WIDE CURB OPENING.
  - ⑦ CONSTRUCT 6" PCC CURB PER 0-1 (SOISS).
  - ⑧ CONSTRUCT 6" PCC CURB & GUTTER TYPE-6 PER 0-2 (SOISS).
  - ⑨ INSTALL 3.0' WIDE PCC RIBBON CUTTER.
  - ⑩ INSTALL SIDEWALK UNDERDRAIN-PIPE OUTLET PER 0-27.
  - ⑪ INSTALL (3) 3" PVC SIDEWALK UNDERDRAIN PIPES PER 0-27 (SOISS). REVERSE SLOPE TO DRAIN BROOKHURST ROAD (INCREASE TO IMPERVIOUS AREA) TO BIOFILTRATION BASIN FOR WATER QUALITY AND HYDROMODIFICATION TREATMENT.
  - ⑫ PUBLIC ROAD WIDENING DESIGNED AND TO BE CONSTRUCTED IN ACCORDANCE WITH THE GREEN STREETS GUIDANCE THE CITY'S STORM WATER SLOWDOWN MANUAL.
  - ⑬ CONSTRUCT 6.0' TALL CMU BLOCK SCREEN WALL.
  - ⑭ CONSTRUCT 3'-0" H. GLASS WALL ON TOP OF 3'-0" BLOCK WALL (6'-0" HIGH TOTAL).

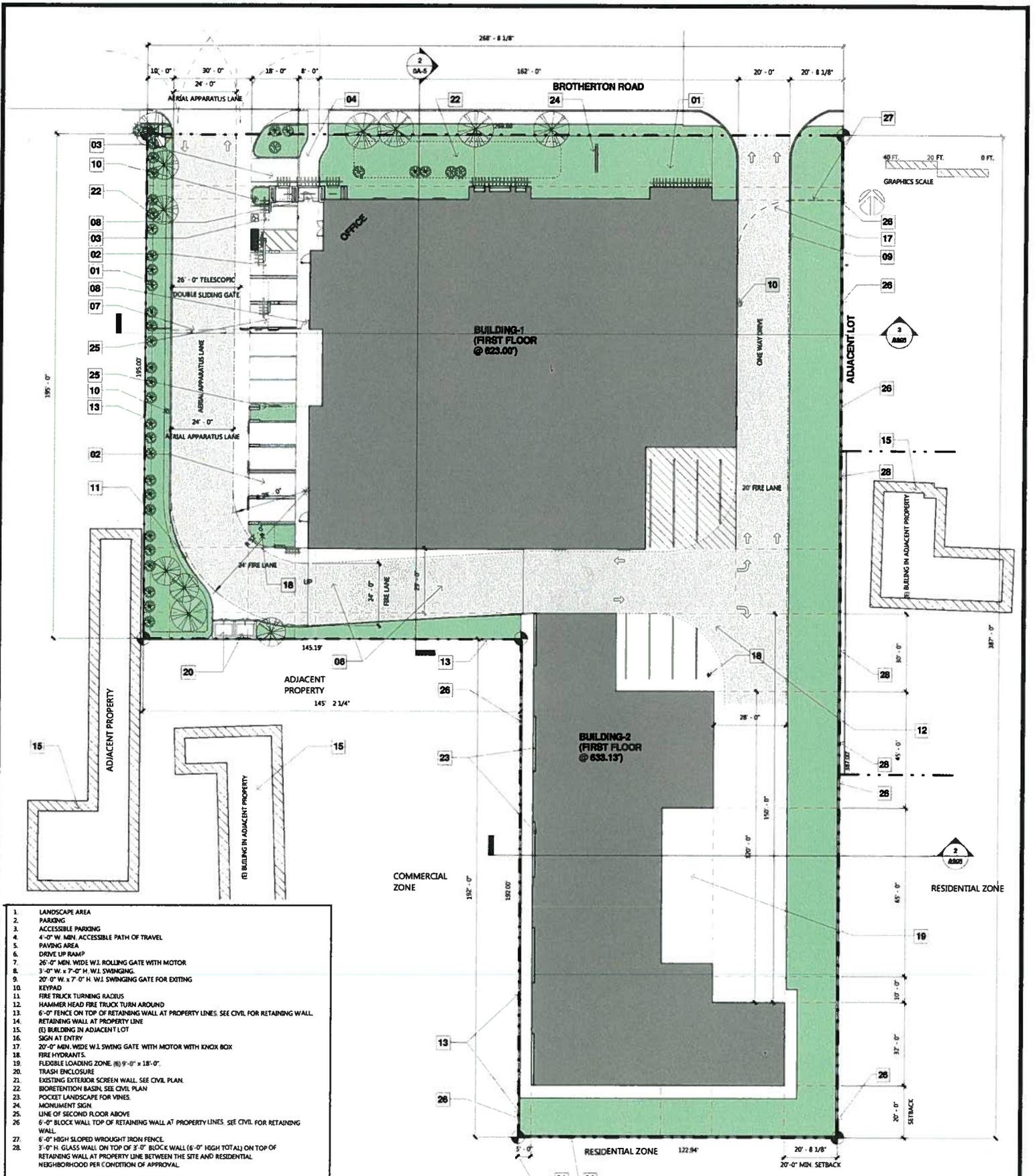
- EASEMENT NOTES**
- A AN EASEMENT FOR PUBLIC UTILITY PURPOSES RECORDED JUNE 25, 1945 IN BOOK 1485, PAGE 451 O.R. (NO WIDTH SPECIFIED) TO BE VACATED.
  - B AN EASEMENT FOR PUBLIC UTILITY PURPOSES RECORDED DECEMBER 19, 1952 IN BOOK 4083, PAGE 9 O.R. (NO WIDTH SPECIFIED) TO BE VACATED.
  - C AN EASEMENT FOR PUBLIC UTILITY PURPOSES RECORDED AUGUST 7, 1953 IN BOOK 4947, PAGE 419 O.R. (NO WIDTH SPECIFIED) TO BE VACATED.
  - D AN EASEMENT FOR PIPELINE PURPOSES RECORDED JANUARY 26, 1954 IN BOOK 5122, PAGE 283 O.R. (NO WIDTH SPECIFIED) TO BE VACATED.
  - E AN EASEMENT FOR PIPELINE PURPOSES RECORDED FEBRUARY 23, 1955 AS DOC. NO. 25283 O.R. TO BE VACATED.
  - F AN EASEMENT FOR PUBLIC UTILITY PURPOSES RECORDED SEPTEMBER 25, 1973 AS FILE NO. 73-270121 O.R. TO BE VACATED.
  - G PORTION OF BROOKHURST ROAD TO BE DEDICATED WITH MAP.
  - H PORTION OF CRANSTON DRIVE TO BE DEDICATED WITH MAP.



**PROPOSED PROJECT  
PHG 16-0010**



**GRADING PLAN**



1. LANDSCAPE AREA
2. PARKING
3. ACCESSIBLE PARKING
4. 4'-0" W. MIN. ACCESSIBLE PATH OF TRAVEL
5. PAVING AREA
6. DRIVE UP RAMP
7. 26'-0" MIN. WIDE W.L. ROLLING GATE WITH MOTOR
8. 3'-0" W. x 7'-0" H. W.L. SWINGING
9. 20'-0" W. x 7'-0" H. W.L. SWINGING GATE FOR EXITING
10. KEYPAD
11. FIRE TRUCK TURNING RADIUS
12. HAMMER HEAD FIRE TRUCK TURN AROUND
13. 6'-0" FENCE ON TOP OF RETAINING WALL AT PROPERTY LINES. SEE CIVIL FOR RETAINING WALL.
14. RETAINING WALL AT PROPERTY LINE
15. (E) BUILDING IN ADJACENT LOT
16. SIGN AT ENTRY
17. 20'-0" MIN. WIDE W.L. SWING GATE WITH MOTOR WITH KNOX BOX
18. FIRE HYDRANTS.
19. FLEDDABLE LOADING ZONE, (R) 9'-0" x 18'-0"
20. TRASH ENCLOSURE
21. EXISTING EXTERIOR SCREEN WALL. SEE CIVIL PLAN.
22. BIODEIRECTION BASIN. SEE CIVIL PLAN
23. POCKET LANDSCAPE FOR VINES.
24. MONUMENT SIGN.
25. LINE OF SECOND FLOOR ABOVE
26. 6'-0" BLOCK WALL TOP OF RETAINING WALL AT PROPERTY LINES. SEE CIVIL FOR RETAINING WALL.
27. 6'-0" HIGH SLOPED WROUGHT IRON FENCE.
28. 3'-0" H. GLASS WALL ON TOP OF 3'-0" BLOCK WALL (6'-0" HIGH TOTAL) ON TOP OF RETAINING WALL AT PROPERTY LINE BETWEEN THE SITE AND RESIDENTIAL NEIGHBORHOOD PER CONDITION OF APPROVAL.

**SITE PLAN NOTES** 4

**SITE PLAN**

**PROPOSED PROJECT  
PHG 16-0010**

**SP**

**SITE PLAN**



**PROPOSED PROJECT  
PHG 16-0010**

**3D**

3D RENDERINGS



NORTH ELEVATION- BUILDING 1

FINISH MATERIAL	FINISH MATERIAL COLOR	FINISH MATERIAL COLOR	FINISH MATERIAL COLOR SAMPLES
1. CONCRETE WALL	15. 1.5\"/>		
2. CONCRETE PRECAST FACE	16. 3\"/>		
3. 1\"/>			
4. 1\"/>			
5. 1\"/>			
6. METAL HANDS, STEEL AND BRACKETS	20. METAL HANDS AT EXTERIOR DOOR TOP	C	
7. METAL HANDS AND BRACKETS	21. METAL HANDS AT EXTERIOR DOOR TOP	C	
8. EXTERIOR METAL HULL UP DOOR			
9. EXTERIOR METAL HULL UP DOOR			
10. EXTERIOR METAL HULL UP DOOR			
11. EXTERIOR METAL HULL UP DOOR			
12. EXTERIOR METAL HULL UP DOOR			
13. EXTERIOR METAL HULL UP DOOR			
14. EXTERIOR METAL HULL UP DOOR			



WEST ELEVATION- BUILDING 1

**PROPOSED PROJECT  
PHG 16-0010**

**E**

**ELEVATIONS**



WEST ELEVATION - BUILDING - 2



SOUTH ELEVATION - BUILDING - 2



EAST ELEVATION - BUILDING 2

FINISH MATERIAL		FINISH MATERIAL COLOR		FINISH MATERIAL COLOR		FINISH MATERIAL COLOR SAMPLES	
1	CONCRETE WALL	15	1 1/2" ALUMINUM FINISH BR/STICO	A	Dark Espresso	Color Match	Color Match
2	CMU WALL INTERIOR FACE	16	1" x 4" BR/STICO OVER EXT. WALL OR 1" x 4" BR/STICO OVER CMU	B	Dark Espresso	Color Match	Color Match
3	CMU WALL EXTERIOR FACE	17	EXT. LIGHT	C	Dark Espresso	Color Match	Color Match
4	1 COAT'S STUCCO FINISH OVER CMU WALL	18	NO TRIM AROUND EXTERIOR AND HIGH-HIGH WINDOW	D	Dark Espresso	Color Match	Color Match
5	1 COAT'S STUCCO FINISH OVER CMU WALL	19	PROJECT SIDE	E	Dark Espresso	Color Match	Color Match
6	METAL FINISH WITH STEEL ROD-SUPPORTED	20	METAL ROOF AT ELEVATION ROOF TOP	F	Dark Espresso	Color Match	Color Match
7	METAL CHIMNEY AND BRACKS	21	MCHA METAL TRAIL	G	Dark Espresso	Color Match	Color Match
8	EXTENSION METAL STAIR DOOR			H	Dark Espresso	Color Match	Color Match
9	EXTENSION METAL STAIR DOOR			I	Dark Espresso	Color Match	Color Match
10	STAIRWELL STAIRS AND DOOR WITH ALUMINUM FINISH			J	Dark Espresso	Color Match	Color Match
11	STAIRWELL STAIRS AND DOOR WITH ALUMINUM FINISH			K	Dark Espresso	Color Match	Color Match
12	STAIRWELL STAIRS AND DOOR WITH ALUMINUM FINISH			L	Dark Espresso	Color Match	Color Match
13	STAIRWELL STAIRS AND DOOR WITH ALUMINUM FINISH			M	Dark Espresso	Color Match	Color Match
14	STAIRWELL STAIRS AND DOOR WITH ALUMINUM FINISH			N	Dark Espresso	Color Match	Color Match

PROPOSED PROJECT  
PHG 16-0010

E

ELEVATION PLAN



EAST ELEVATION - BUILDING 1

FINISH MATERIAL		FINISH MATERIAL COLOR		FINISH MATERIAL COLOR		FINISH MATERIAL COLOR SAMPLES	
1	CONCRETE WALL	15	1 1/2" ALUMINUM BRUSH BR STUCCO	A	DAWNS EMERALD SMOKE BROWN TO SMO		
2	CONCRETE WALL	16	2" x 4" TITLED OVER CRT. WALL OF 4" H. AND CRT. STONE	B	DAWNS EMERALD SMOKE BROWN TO SMO		
3	CONCRETE WALL	17	EXTENSION LIGHT	C	DAWNS EMERALD SMOKE BROWN TO SMO		
4	3 COAT'S STUCCO FINISH OVER STUCCO WALL	18	W/O TRIM ALUMINO DISPLAY AND NON-VISIB WINDOW	D	DAWNS EMERALD SMOKE BROWN TO SMO		
5	3 COAT'S STUCCO FINISH OVER CON. WALL	19	PROJECT SIGN	E	CONQUANT HONEY LODES SMOKE FALL VARIET		
6	METAL ANCHOR WITH STEEL ANCH SUPPORTS	20	METAL ROOF AT ELEVATOR ROOF TOP	F	CONQUANT HONEY LODES SMOKE FALL VARIET		
7	METAL ANCHOR AND BRACES	21	METAL ROOF AT ELEVATOR ROOF TOP	G	SOLAR GREEN GLASS		
8	EXTENSION METAL SINGL. DOOR			H	CLAY ANCHORED ALUMINUM COLOR		
9	EXTENSION METAL SINGL. DOOR			I	CONQUANT CO. OCCUPAN. TRANSPARENT COLOR		
10	STORAGE/TOY SYSTEM AND ROOM WITH ALUMINUM FRAME			J	EMERALD HAZARD COLOR		
11	NON-VISIB WINDOW OR SWANNEIL			K	METAL CLASSIC CHAIR		
12	7" x 11" WINDOW/PT SIGN BRICK & 3" x 6" W. x 7" P.V. UNIT			L	ANGULUS - SHIRT FACT. ALUMIN.		
13	STONE VARIET. P.1. TYPICAL OVER EXTENSION WALL			M	SHIMMER - W/ALUM. ALUMIN. SWANNEIL		
14	STUCCO OVER CON. CONCRET			N	METAL ROOF PLATE. 24" X 24" CHAMFER		

PROPOSED PROJECT  
PHG 16-0010

E

# ANALYSIS

## **A. LAND USE COMPATIBILITY/SURROUNDING ZONING**

**NORTH:** CG, PD-R and R-1-10 zoning (General Commercial, Planned Development-Commercial, and Single-Family Residential, 10,000 SF min. lot size). A small retail commercial center is located northwest of the site at the corner of Escondido Boulevard/Brotherton Road. A two-story attached and detached townhome type development is located to the north across from the proposed self-storage facility component of the project. This was the site of the former Penny Lodge motel. Single-family residential homes are located immediately north of the proposed single-family residential component of the project on approximately 9,500 SF to 12,150 SF lots.

**SOUTH:** CG and R-1-10 zoning (General Commercial and Single-Family Residential, 10,000 SF min. lot size). Single-family residences on lots ranging from 8,700 SF to 1.34 acres in size are located to the south and southeast, with a small commercial center and hotel (Motel Mediteran) located to the south and southwest.

**EAST:** R-1-10 and RE-20 zoning (Single-Family Residential, 10,000 SF min. lot size and Residential Estate, 20,000 SF min. lot size). The project site surrounds two single-family residences on lots approximately 14,000 SF in size. Single-family residential lots are located on the eastern side of Cranston Road ranging in size from 11,250 SF to 1.24 acres.

**WEST:** CG zoning (General Commercial). A gas station is located immediately west of the project site. A variety of commercial uses and a bar (Sunset Lounge) are located to the southwest.

## **B. AVAILABILITY OF PUBLIC SERVICES**

1. **Effect on Police Service** -- The Police Department expressed no concern regarding the proposed development and their ability to serve the site, or regarding the security design for the site. The new facility will not have an on-site resident manager living quarters as previously proposed. The facility will be gated and will incorporate appropriate security and monitoring systems.
2. **Effect on Fire Service** -- The Fire Department indicated that adequate services can be provided to the site and the proposed project would not impact levels of service. Appropriate on-site circulation is provided to accommodate emergency vehicles. The site is served by Fire Station No 1 located at 310 N. Quince Street.
3. **Traffic** -- The project site fronts onto and takes access from Brotherton Road and Cranston Drive, which are both unclassified streets. Access for the self-storage facility would continue to take access from two driveways onto Brotherton Road, and residential lots 2 and 3 from individual driveways onto Brotherton Road. Residential lots 4 and 5 would take access from Cranston Drive via individual driveways in similar locations to the approved Tentative Map. Self-storage facilities generally are one of the lowest traffic generators for a commercial land use and the previously approved self-storage facility would generate 143 average daily vehicle trips (ADT) based on the SANDAG Guide to Vehicular Traffic Generation Rate of 2 trips per 1,000 SF floor area. The four new residential lots would generate up to 40 ADT (10 trips per lot) for a total trip generation of 183 ADT (143 self-storage trips and 40 residential trips). The Engineering Division concluded that both Brotherton Road and Cranston Drive are capable of handling projected project trips from the facility and would not materially degrade the levels of service on the adjacent streets of affected intersections. The proposed revision to the project would add an additional 6,782 SF with a corresponding 13 daily trips. The Engineering Division indicated the projected increase in trips also would not adversely affect the area roadways or intersections. The project is required to improve the respective project frontages along Brotherton Road and Cranston Drive to include curb, gutter and sidewalk in accordance with the street design standards. No additional traffic controls/signals are proposed or required.
4. **Utilities** -- Water and sewer is available from existing mains in the adjoining street or easements. The Engineering Department indicated the project would not result in a significant impact to public services or other utilities. The project would be required to underground existing overhead utilities along Brotherton

Road, and would be required to pay the in-lieu underground waiver fees for the overhead lines along Cranston Drive.

5. **Solid Waste** – Trash service is provided by Escondido Disposal. The project is proposing an appropriate trash enclosure on site.
6. **Drainage** – There are no significant drainage courses within or adjoining the property. A Priority Development Project (PDP) Storm Water Quality Management Plan (SWQMP) was prepared to address the design of drainage and water quality features in accordance with SUSMP requirements. The Engineering Department has determined that runoff from the project would not be significant, existing drainage facilities within the area are adequate to support the project, and the project would not materially degrade water quality nor violate any water quality standards or waste discharge requirements. Individual bioretention facilities would be located on each residential lot and maintained by the homeowners. Larger bioretention and storm water facilities also would be located on the commercial lot. The project would be required to extend the existing storm drain system in Brotherton Road to serve the project site.

### **C. ENVIRONMENTAL STATUS**

On January 11, 2006, the Escondido City Council adopted a Mitigated Negative Declaration (MND) (City File No. ER 2005-22) for the Escondido Self Storage Facility and five-lot Tentative Subdivision Map (City Council Resolution No. 2006-09 R). The environmental analysis identified potential significant impacts related to operational noise from the facility and traffic noise along Escondido Boulevard/Center City Parkway. However, mitigation measures would reduce these impacts to less than a significant levels. An Addendum (City File No. ENV16-0006) to the adopted MND has been prepared to address the proposed modifications to the project and comparison of potential environmental impacts, and is attached with the report. Under the California Environmental Quality Act (CEQA), an Addendum to a Negative Declaration is needed if minor technical changes or modifications to the proposed project occur (CEQA Guidelines § 15164). An addendum is appropriate only if these 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 need not be circulated for public review (CEQA Guidelines § 15164[c]); however, an addendum is to be considered by the decision making body prior to making a decision on the project (CEQA Guidelines § 15164[d]). The Addendum demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the adopted Mitigated Negative Declaration remain substantively unchanged by the situation described herein, and supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previous Mitigated Negative Declaration. Accordingly, recirculation of the MND for public review is not necessary pursuant to Section 15164 of the CEQA Guidelines.

### **D. CONFORMANCE WITH CITY POLICY**

#### **General Plan**

The General Plan land-use designation for the 1.82-acre commercial component of the project is Planned Commercial (PC) and the project also is located with the Centre City Parkway/Brotherton Road Target Area (Planned Commercial #13, page II-70 and 71). The Guiding Principles for this specific site require that land uses shall be limited to mini-storage units or other uses compatible with adjacent residential properties. Development standards shall include a six-foot-high block wall, in combination with a minimum 20-foot-wide heavily landscaped buffer utilizing mature non-deciduous trees and shrubs with dense foliage to be incorporated along the property abutting residentially zoned property to create a visual buffer upon installation. All structures shall provide roof coverings, similar to and compatible with surrounding residential development. The modified site plan and architectural design has incorporated these required features into the design.

The General Plan land-use designation of the 1.38-acre residential component of the project is Urban 1 (up to 5.5 du/ac). The proposed subdivision would be consistent with the General Plan density provisions because the overall density on the Urban 1 portion of the site is 3.15 du/ac.

## **E. PROJECT ANALYSIS**

**Appropriateness of the Proposed Self-Storage Facility Design Modifications** – The General Plan land-use designation for the site is Planned Commercial and the Target Area Guideline Principles for the property specifically states that commercial uses on the site shall be limited to mini-storage or other uses compatible with residential properties. Although the project footprint for the two buildings have been modified and the square footage increased by 6,782 SF, the grading design and pad elevations for the project remain in substantial conformance with the previously approved design. The majority of the increase in square footage is within the smaller single-story building (6,596 SF) with a small increase to the larger building (186 SF). The increase in square footage would result in a small amount of additional traffic trips (approx. 13 additional daily trips) which is a relatively insignificant increase that would not impact the levels of service on the adjacent streets and intersections.

The number of stories and height of the buildings also remain in substantial conformance with the previously approved buildings to be consistent with the height and number of stories of surrounding homes and the adjacent R-1-10 single-family residential development standards. The front setback of Building 1 has been increased from the previously approved 10 feet to 19 feet to accommodate the necessary storm water features, but also will provide more landscape opportunities along the Brotherton Road street frontage. The revised architecture reflects a more contemporary design to be compatible with the mix of existing and approved architectural styles throughout the area. The project incorporates residential architectural elements as viewed from the street, to include residential style windows with wooden surrounds, wooden trellis window awnings, and pitched mansards type roof elements with concrete tile. A stone veneer wainscot also would be utilized along the northern elevation of Building 1 as well as on the building columns. Building colors will utilize a medium to darker earth tone palate. The amount of exterior roll-up doors to access individual storage units has been reduced with all exterior roll-up doors eliminated from the eastern elevation of the larger Building 1. A few roll-up doors remain along the eastern elevation of single-story Building 2. The applicant feels the previously approved California/Mediterranean style of architecture and lighter exterior colors is dated, does not reflect the architectural styles of the area, and feels a more contemporary design would be a better fit for the neighborhood. Staff believes the facility has been appropriately designed to be compatible with the adjacent residential area, and would not result in any adverse visual or noise impacts with the adjacent homes to the east and south.

**Timing of the Construction of the Homes** - Based on concerns expressed by some of the neighbors regarding the timing of development of the homes, the project was conditioned to construct the homes concurrently with or prior to the self-storage facility. The new owner is not proposing to construct the residential component of the project and indicated they would either offer the lots for individual sale and development, or to a developer to be constructed as a single residential project. Development of the homes would be subject to future market demand for the ultimate sale and development of each lots. Although the commercial and residential buildings may be constructed at different times, all of the required improvements associated with the tentative map would need to be constructed at the same time, which includes all street improvements, pad grading for the commercial lot and residential lots, as well as all infrastructure and storm water features. In addition, appropriate security (grading, landscape and improvement bonds) would be in place to ensure appropriate completion and ongoing maintenance of any required frontage landscaping and on-site storm water features for both components of the project until they are completed and occupied. However, should the condition remain in place, the applicant would need to submit building plans for the individual lots in conjunction with the plans for the self-storage facility.

**Appropriateness of the Tentative Map Extension for Three Additional Years** – The design of the updated Tentative Subdivision Map is in substantial conformance with the previously approved map, incorporates the necessary storm water features in accordance with the new storm water permit requirements, and conforms to the General Plan, Zoning Code requirements and CEQA provisions. Proposed lot sizes exceed the Urban 1 minimum requirement of 6,000 SF with lot sizes ranging from 12,602 SF to 14,000 SF. All proposed lot sizes, lot width and street frontage are in conformance with the underlying R-1-10 zone. The Planning Division and Engineering Conditions of Approval of been updated to conform to current zoning, landscape, storm water, and engineering design requirements, and also to reflect the modified design of the project. Therefore, staff recommends the requested three-year extension of time and updated Conditions of Approval be approved, which will extend the life of the map until January 11, 2019.

## SUPPLEMENT TO STAFF REPORT/DETAILS OF REQUEST

### A. PHYSICAL CHARACTERISTICS

The irregular-shaped project site fronts onto Brotherton Road on the north, and Cranston Drive on the east. The project is vacant although the southeastern portion of the site was rough graded to create a level pad many years ago. Vegetation on the site consists primarily of non-native grasses with weedy invasive species. No areas of native vegetation are located on the site.

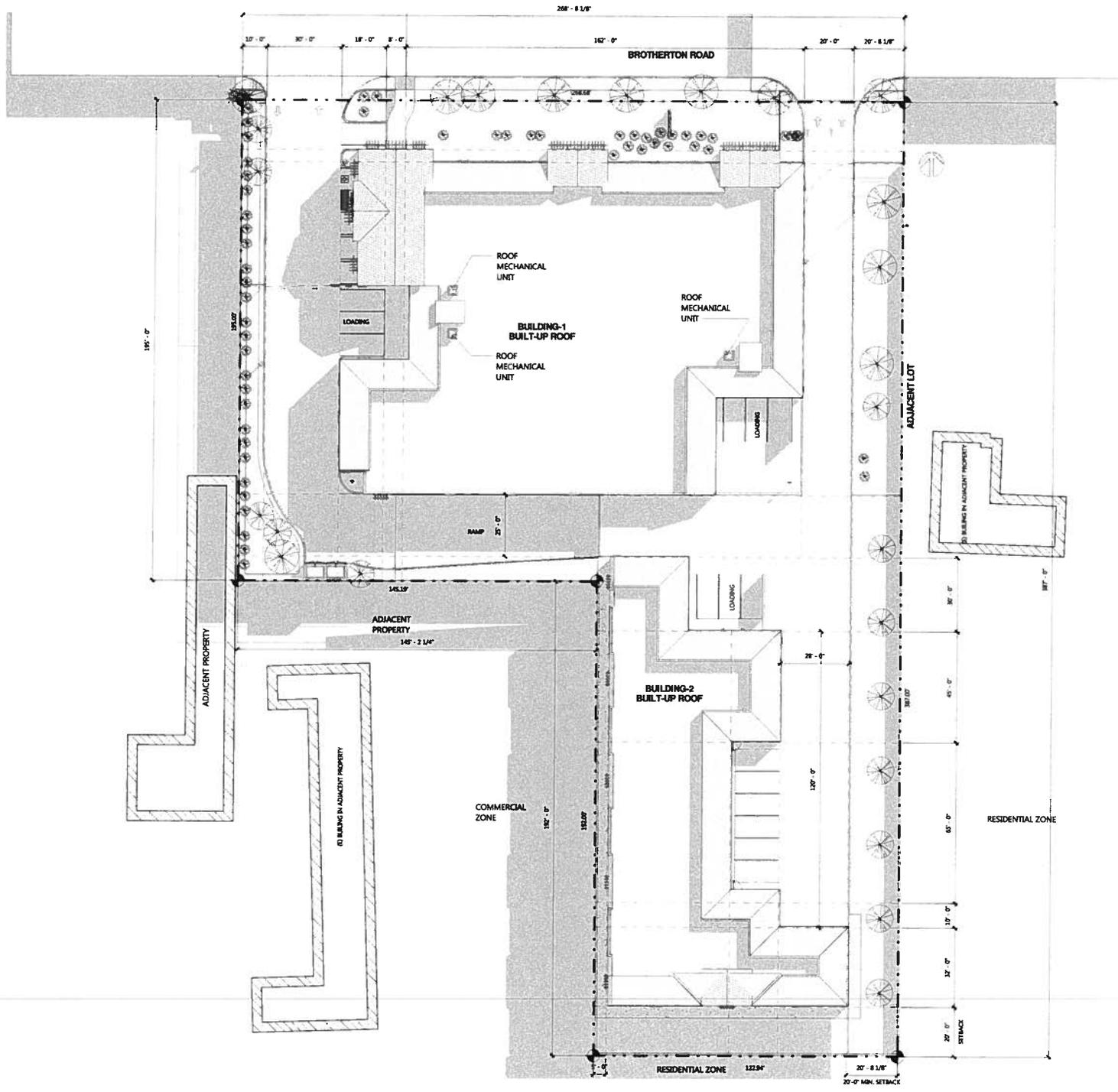
### B. SUPPLEMENTAL DETAILS OF REQUEST

1. **Property Size:**
  - Commercial: 1.74 acres (net area)
  - Residential: 1.27 acres (net area)
  - Street Dedication: 0.19 acres  
3.2 acres
2. **No. Proposed Lots:**
  - Commercial: 1
  - Residential: 4
3. **Residential Density:** 3.15 dwelling unit/acre (4 lots /1.27 net ac)
4. **Lot Size:**
  - Commercial: 1.74 acres (1 Lot)
  - Residential: 10,000 SF min. (range from 12,602 SF to 14,000 SF net)
5. **Lot Width:** Range from 100' to 116' for the residential lots (80' per R-1-10 zone)

### Self Storage Facility (Master and Precise Development Plan)

	<u>2006 Master Plan</u>	<u>Proposed</u>	<u>Change</u>
1. <b>Self-Storage Bldgs:</b>	2	2	None
2. <b>Building Area:</b>			
Building 1:	66,645 SF	66,831 SF	+186 SF
Building 2:	<u>4,640 SF</u>	<u>11,236 SF</u>	<u>+6,596 SF</u>
	71,285 SF	78,067 SF	+6,782 SF
3. <b>Building Height:</b>			
Building 1:	32 feet (highest pt.)	30 feet (highest pt.)	
Building 2:	15 feet	15.5 feet (highest pt.)	
(35' height limit within the R-1-10 zone)			
4. <b>Number of Stories:</b>			
Building 1:	2 stories over basement	same	
Building 2:	1 story	same	
5. <b>Building Coverage:</b>	35.4% (27,206 SF)	41.40% (31,460 SF)	
6. <b>Architecture:</b>	Spanish/Med features Stucco exterior Light earth tones S-tile pitched mansard roof	Contemporary features Stucco Exterior darker earth tones Flat tile on pitched mansard and parapet roof elements	

<b>7. Parking:</b>	<u>2006 Master Plan:</u>	<u>Proposed:</u>
	18 proposed 14 required (1:5000 SF)	24 proposed (with specific loading areas) 15 required
<b>8. Grading Exemptions:</b>	1.5:1 cut slope on Lot 1 (up to 18 feet)	None proposed (1.5:1 slope changed to 2:1)
<b>9. Hours of Operation:</b>	7 days (7:00 am – 7:00 pm) (with manager's residence)	Same (no manager's residence)
<b>10. Setbacks:</b>		
Building 1 (front building)		
Front (north)	10'	19'
Side (east)	48'	40'+ (20' min. landscape setback req.)
Side (west)	58'	40'
Rear (south)	35'	35'
Building 2: (rear building)		
Front (north)	215'	184'
Side (east)	48'	20' to 68' (20' min. landscape setback req.)
Side (west)	33'	5'
Rear (south)	50'	20'
<b>11. Landscaping:</b>	New ornamental landscaping to be provided around the project perimeter to include a 20' minimum landscape area along the property boundaries adjacent to residential zones (east and south).	
<b>12. Walls/Fencing:</b>	Six-foot-high masonry screen/noise walls along the eastern and southern boundary adjacent to existing and proposed residential lots. Six-foot-high masonry block walls and wrought iron fencing along the western property boundary adjacent to commercial development.	
<b>13. Signage:</b>	One monument sign proposed. One monument sign will be permitted subject to CG standards with a maximum height of six feet. Master Plan conditions will limit wall sign sizes to be consistent with CG standards and limit wall sign locations to the northern, western and southern elevations of Building 1.	
<b>14. Trash:</b>	A masonry block trash enclosure would be provided to accommodate the facility.	
<b>15. Grading:</b>	Grading of the project site would include approximately 29,000 cubic yards of cut, 14,500 cubic yards of fill and 6,400 cubic yards of export. The grading design and quantities are similar and are in substantial conformance with the previously approved design for TM 900.	



ROOF PLAN AND SITE

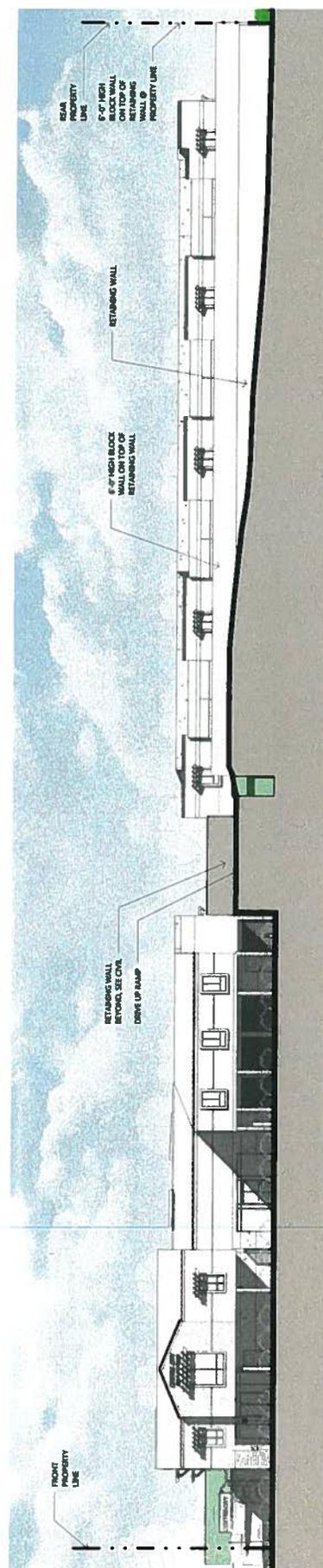
**PROPOSED PROJECT  
PHG 16-0010**

**RP**

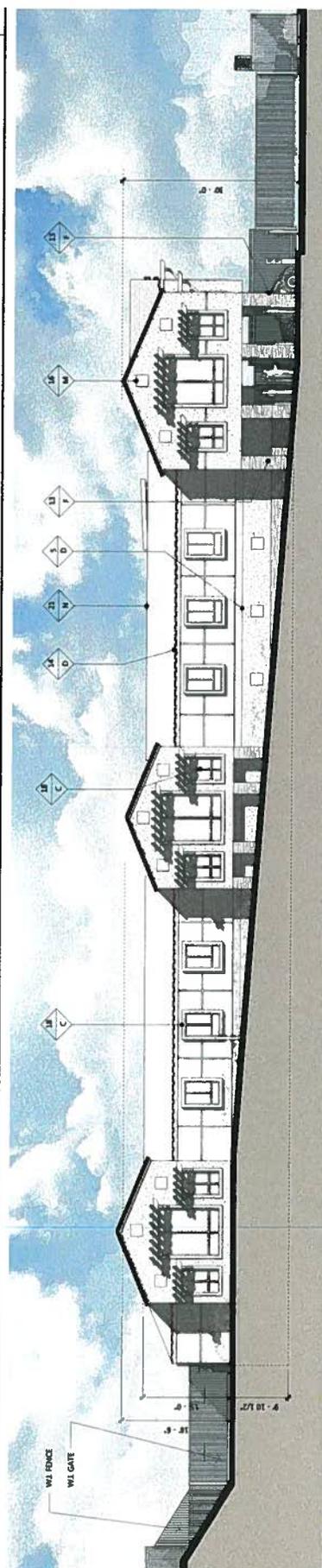
#	FINISH MATERIAL
1	CONCRETE WALL
2	CMU WALL PRECISION FACE
3	CMU WALL SPLIT FACE- BAND
4	3 COATS STUCCO FINISH OVER STUD WALL
5	3 COAT STUCCO FINISH OVER CMU WALL
6	METAL AWING WITH STEEL ROD-SUPPORTED
7	METAL CANOPY AND BRACES
8	EXTERIOR METAL SWING DOOR
9	EXTERIOR METAL ROLL-UP DOOR
10	STOREFRONT SYSTEM AND DOOR WITH ALUMINUM FRAME
11	NON-VISION WINDOW OR SPANDREL
12	7'-0" H. MIN. WROUGHT IRON FENCE AND 3'-0" W. x 7'-0" H. WROUGHT IRON SWINGING GATE
13	STONE VENEER, 3" T. TYPICAL, OVER EXTERIOR WALL
14	STUCCO OVER FOAM CORNICE
15	1 1/2" ALUMINUM REVEAL IN STUCCO
16	24" x 24" TITLES OVER EXTERIOR WALL OR 4" H. BAND CAP STONE
17	EXTERIOR LIGHT
18	WOOD TRIM AROUND DISPLAY WINDOW AND NON-VISION WINDOW
19	PROJECT SIGN
20	METAL ROOF AT ELEVATOR ROOF TOP
21	MCA MF108 FLAT TILE

#	FINISH MATERIAL COLOR
A	DUNN EDWARDS SADDLE BROWN DE 5264
B	DUNN EDWARDS SOFT LEATHER DE 5256
C	DUNN EDWARDS BROWN EYES DE 5265
D	DUNN EDWARDS DARK PEWTER DE 6314
E	DUNN EDWARDS CASHEW NUT LRV 60 DE 5261
F	CORONADO HONEY LEDGE SIOUX FALL VENEER OR PAINT TO MATCH
G	SOLAR GREEN GLASS
H	CLEAR ANODIZED ALUMINUM COLOR
I	CORONADO COLOSSEUM TRAVERTINE OR PAINT TO MATCH
J	DURONIC BRONZE COLOR
K	MBCI CLASSIC GREEN
L	ANGELUS- SPLIT FACE AUBURN WITH WATER PROOF CLEAR COAT
M	SHERWIN WILLIAM ABLAZE, SW6870
N	MCA MF108 FLAT TILE - 2F18 CINNAMON

MATERIAL COLOR KEY NOTES 1



WEST ELEVATION-24x38 6 EAST ELEVATION



NORTH ELEVATION-24x38 5 NORTH ELEVATION

PROPOSED PROJECT  
PHG 16-0010

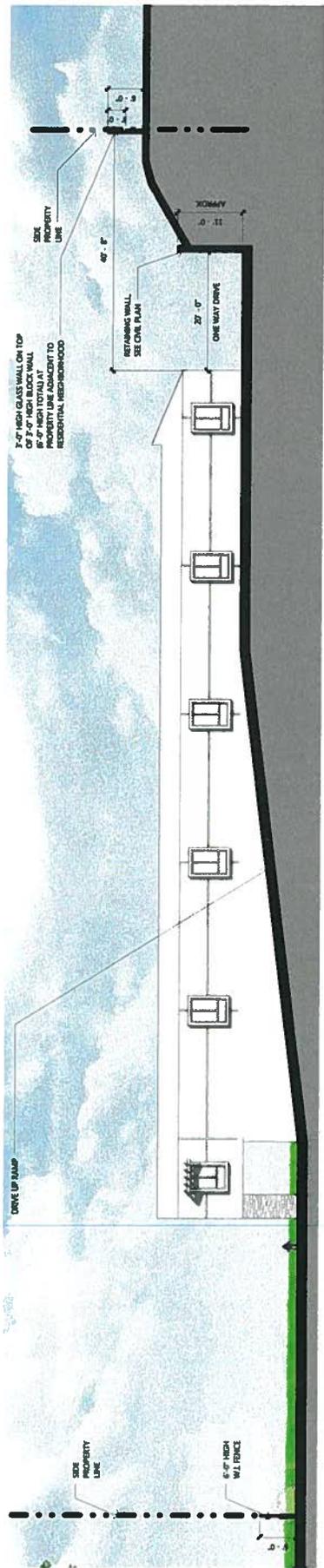
E

ELEVATIONS

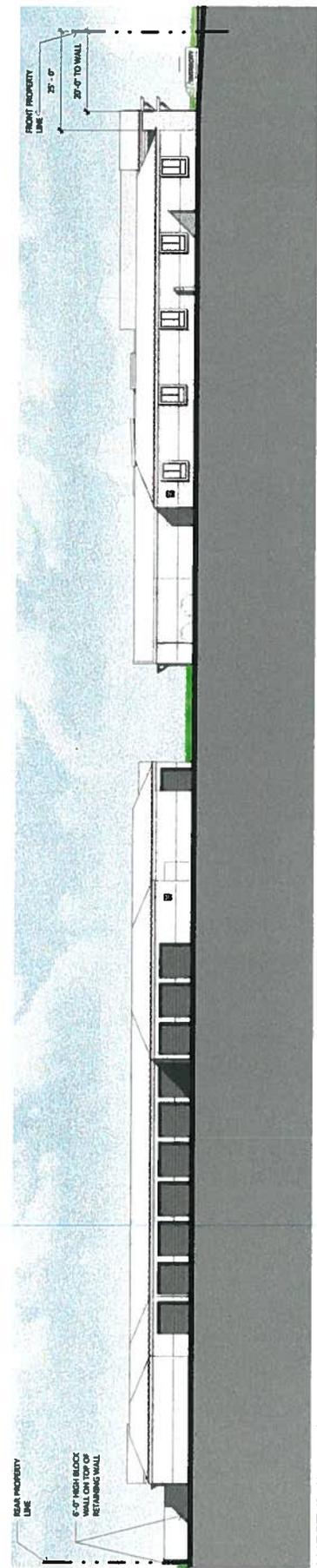
#	FINISH MATERIAL
1	CONCRETE WALL
2	CMU WALL PRECISION FACE
3	CMU WALL SPLIT FACE- BAND
4	3 COATS STUCCO FINISH OVER STUD WALL
5	3 COAT STUCCO FINISH OVER CMU WALL
6	METAL AWING WITH STEEL ROD-SUPPORTED
7	METAL CANOPY AND BRACES
8	EXTERIOR METAL SWING DOOR
9	EXTERIOR METAL ROLL-UP DOOR
10	STOREFRONT SYSTEM AND DOOR WITH ALUMINUM FRAME
11	NON-VISION WINDOW OR SPANDREL
12	7'-0" H. MIN. WROUGHT IRON FENCE AND 3'-0" W. x 7'-0"H. WROUGHT IRON SWINGING GATE
13	STONE VENEER, 3" T. TYPICAL, OVER EXTERIOR WALL
14	STUCCO OVER FOAM CORNICE
15	1 1/2" ALUMINUM REVEAL IN STUCCO
16	24" x 24" TITLES OVER EXTERIOR WALL OR 4" H. BAND CAP STONE
17	EXTERIOR LIGHT
18	WOOD TRIM AROUND DISPLAY WINDOW AND NON-VISION WINDOW
19	PROJECT SIGN
20	METAL ROOF AT ELEVATOR ROOF TOP
21	MCA MF108 FLAT TILE

#	FINISH MATERIAL COLOR
A	DUNN EDWARDS SADDLE BROWN DE 5264
B	DUNN EDWARDS SOFT LEATHER DE 5256
C	DUNN EDWARDS BROWN EYES DE 5265
D	DUNN EDWARDS DARK PEWTER DE 6314
E	DUNN EDWARDS CASHEW NUT LRV 60 DE 5261
F	CORONADO HONEY LEDGE SIOUX FALL VENEER OR PAINT TO MATCH
G	SOLAR GREEN GLASS
H	CLEAR ANODIZED ALUMINUM COLOR
I	CORONADO COLOSSEUM TRAVERTINE OR PAINT TO MATCH
J	DURONIC BRONZE COLOR
K	MBCI CLASSIC GREEN
L	ANGLELUS- SPLIT FACE AUBURN WITH WATER PROOF CLEAR COAT
M	SHERWIN WILLIAM ABLAZE, SW6870
N	MCA MF108 FLAT TILE- 2F18 CINNAMON

MATERIAL COLOR KEY NOTES 1



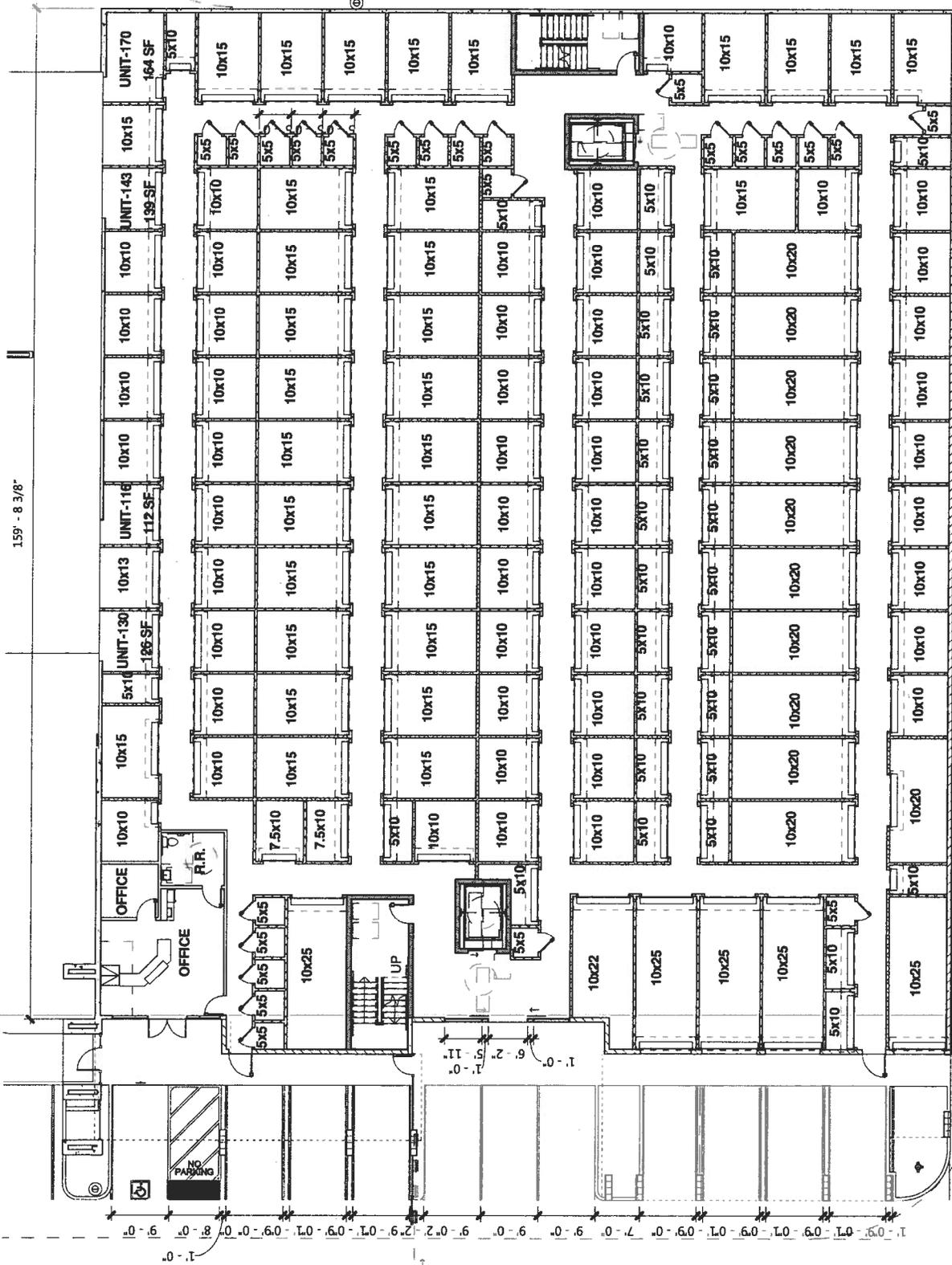
South Elevation New-24468 8 SOUTH ELEVATION



EAST ELEVATION-24468 7 WEST ELEVATION

PROPOSED PROJECT  
PHG 16-0010

E



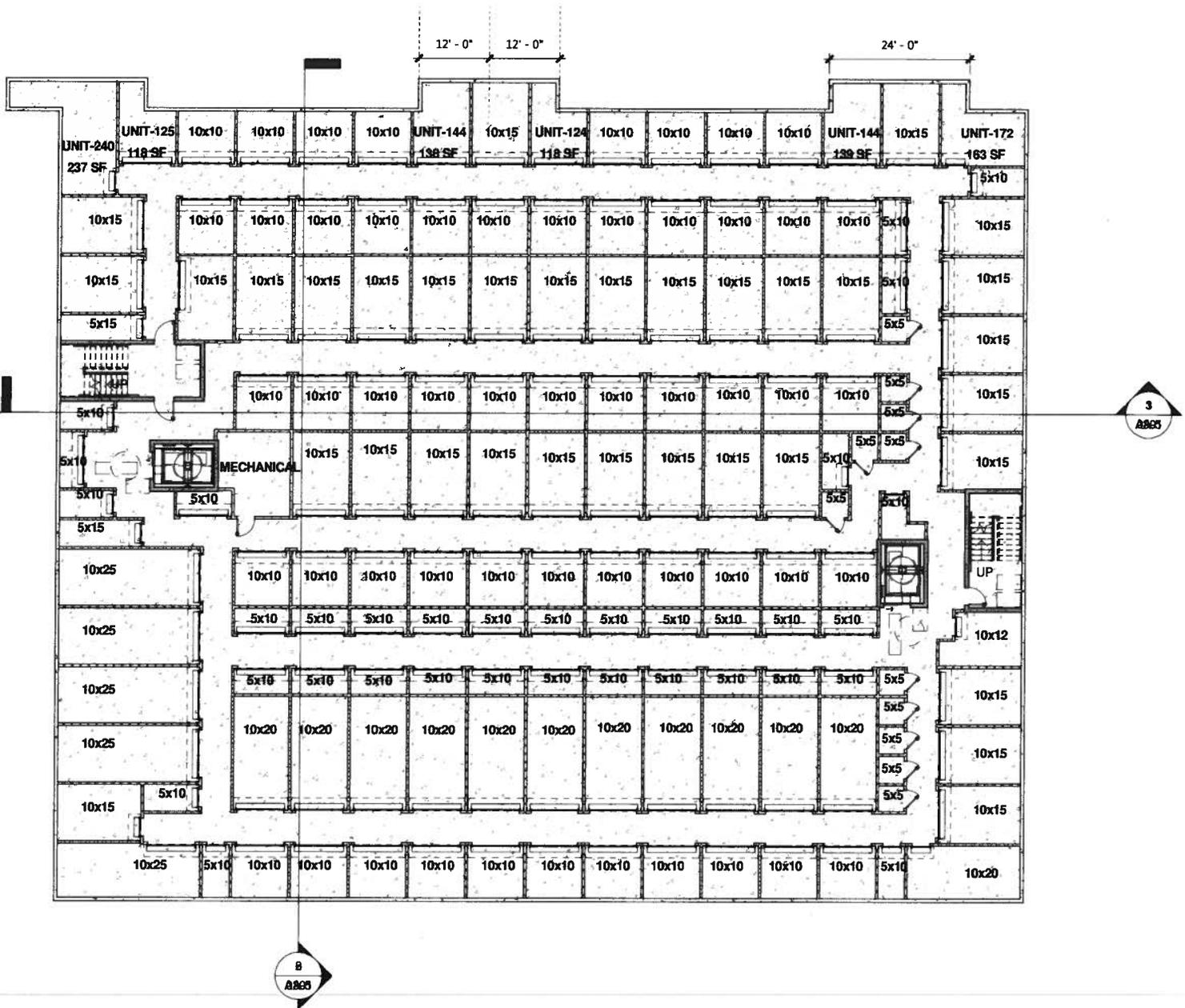
UP

BLDG-1-FIRST FLOOR

**PROPOSED PROJECT  
PHG 16-0010**

**F**

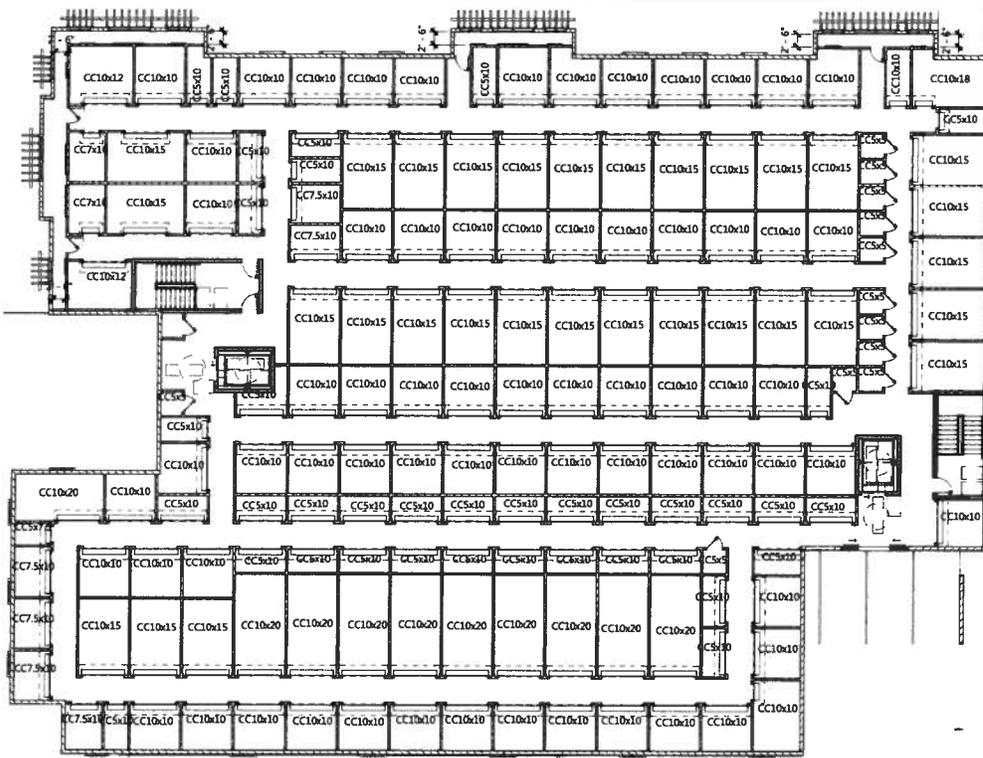
FLOOR PLAN



BLDG-1- BASEMENT

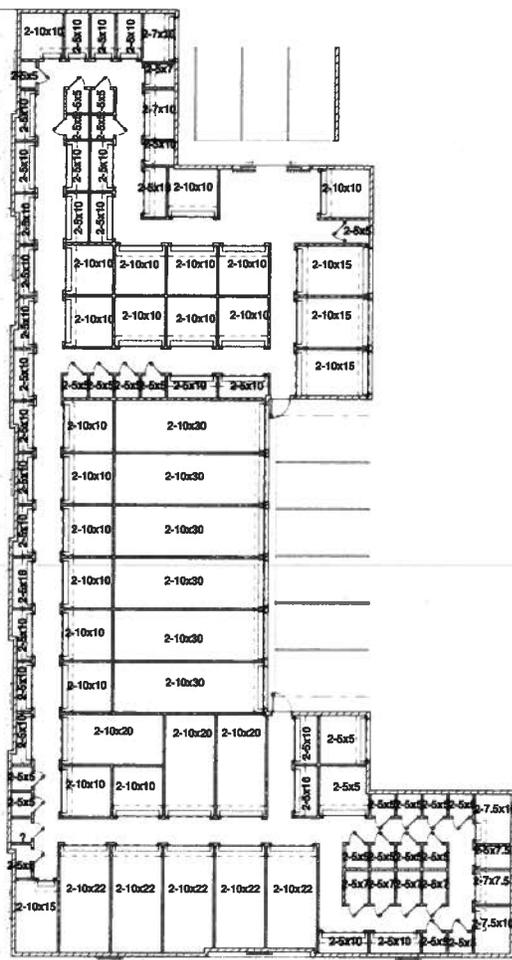
PROPOSED PROJECT  
PHG 16-0010

F



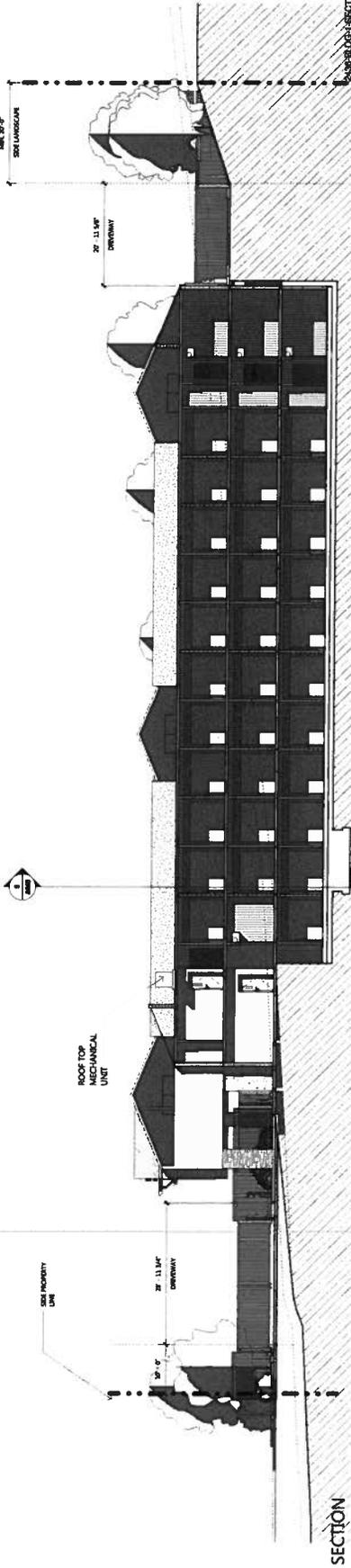
DN

SECOND FLOOR AT BLDG-1 &  
FIRST FLOOR AT BLDG.-2



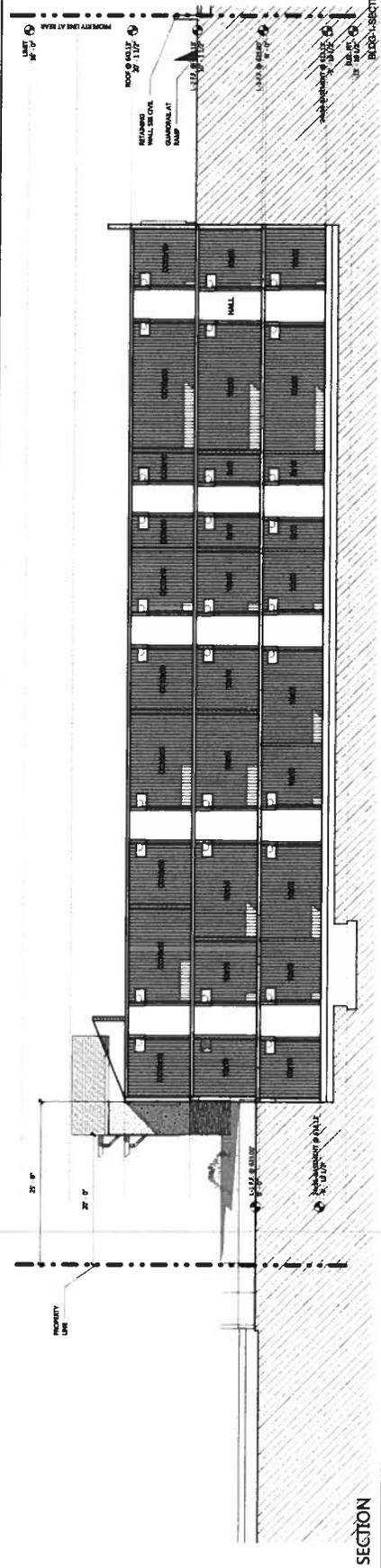
**PROPOSED PROJECT  
PHG 16-0010**

**F**



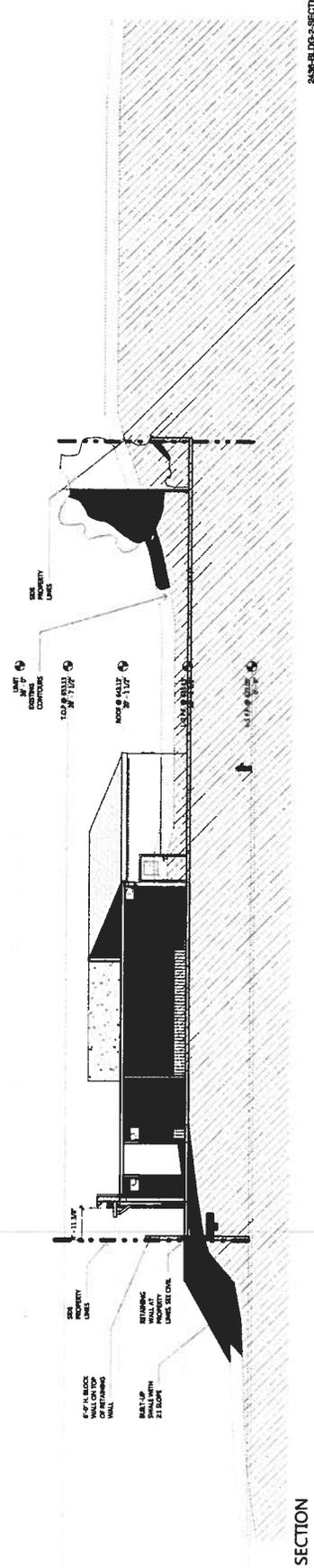
SECTION

SECTION 3



SECTION

SECTION 2



SECTION

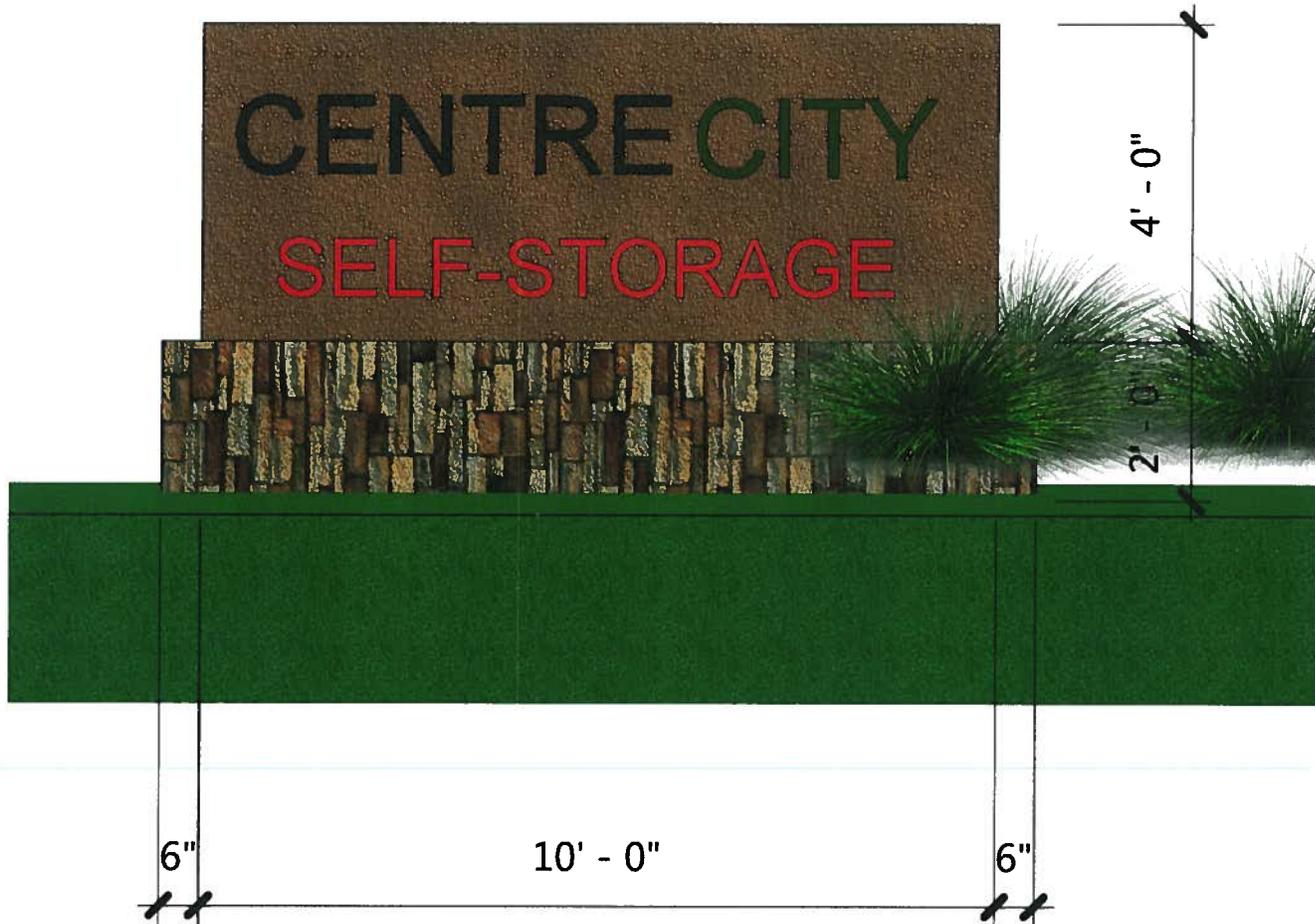
SECTION 1

PROPOSED PROJECT  
PHG 16-0010

S

SECTIONS





PROPOSED PROJECT  
PHG 16-0010

E

ELEVATIONS

## **EXHIBIT "A"**

### **FINDINGS OF FACT/FACTORS TO BE CONSIDERED PHG16-0010 and SUB15-0031**

#### **Master and Precise Development Plan (PHG16-0010)**

1. The General Plan land-use designation for the 1.82-acre commercial component of the project is Planned Commercial (PC) and the project also is located with the Centre City Parkway/Brotherton Road Target Area (Planned Commercial #13, page II-70 and 71). The Guiding Principles for this specific site required that land uses shall be limited to mini-storage units or other uses compatible with adjacent residential properties. Development standards shall include a six-foot-high block wall, in combination with a minimum 20-foot-wide heavily landscaped buffer utilizing mature non-deciduous trees and shrubs with dense foliage to be incorporated along the property abutting residentially zoned property to create a visual buffer upon installation. All structures shall provide roof coverings, similar to and compatible with surrounding residential development. The modified site plan for the self-storage facility and architectural design for the two buildings has incorporated these required features and would be in conformance with the General Plan goals and policies for the development of this site. The overall design of the proposed Planned Development will produce an attractive, efficient development that utilizes quality building materials and ample landscaping with appropriate on-site parking and loading areas. The proposed project would not diminish the Quality-of-Life Standards of the General Plan as the project would not materially degrade the level of service on adjacent streets and intersections or public facilities, create excessive noise (as mitigated) or compatibility impacts, and adequate on-site parking, circulation and public services could be provided to the site.
2. The approval of the proposed Master and Precise Development Plan would be based on sound principles of land use and the project is well-integrated with the surrounding residential and commercially developed properties because adequate parking, access, on-site circulation and utilities would be provided. The grading has been designed to reduce the overall mass and scale of the buildings through the use of a basement level and stepped building floor design. All of the proposed self-storage buildings would be consistent with the height limits for the adjacent residential zone to further ensure compatibility and reduce potential visual impacts to the adjacent residential properties. The revised building architecture includes a more contemporary style and utilizes certain exterior elements and materials to be compatible with the mix of architectural styles and materials throughout the area. In addition, the perimeter of the site will be landscaped and include masonry screen walls along the eastern and southern property boundaries. Extensive landscaping also will be provided along the eastern and southern sides of the property that abut residential development to provide appropriate visual buffers and separation between the land uses.
3. The proposed Master and Precise Development Plan would not cause deterioration of bordering land uses and the site is physically suitable for the proposed development because the site allows for the development of a self-storage facility in accordance with the General Plan. The proposed grading design would not result in any manufactured slopes or pads that would create any significant adverse visual or compatibility impacts with adjacent lots, nor block any significant views. The Engineering Department indicated the project is not anticipated to have any significant individual or cumulative impacts to the circulation system or degrade the levels of service on any of the adjacent roadways or intersections. The project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the site is located within a developed area characterized by a mix of commercial, multi-family and single-family development. Appropriate setbacks and buffer areas would be provided from adjacent residential uses. The proposed project would not diminish the Quality-of-Life Standards of the General Plan as the project would not materially degrade the level of service on adjacent streets and intersection or public facilities, create excessive noise, and adequate on-site parking, circulation and public services could be provided.
4. The proposed location and design would allow the business establishment to be adequately serviced by existing public facilities because the site is an infill property in a develop area of the City with sewer and water service in close proximity to the proposed development.

5. The uses proposed have a beneficial effect not obtainable under existing zoning regulations and the Planned Development process is required to facilitate development of the project in accordance with the General Plan Land-Use designation of Planned Commercial and Guiding Principles for the Brotherton Road Planned Commercial Area #13 (page II-71). The subject site is zoned Planned Development-Commercial (PD-C) and Planned developments may set their own development standards to encourage creative approaches to the use of land through variation in the siting of buildings and design that enhances the appearance and usability of the project. The proposed development proposes a variety of setbacks and appropriate orientation of the buildings and design features (including entries, loading and building access areas, storm water features, landscaping and walls) to correspond to and reduce potential impacts to the variety of adjacent land uses and the built environment. The proposed self-storage facility will have a beneficial effect by providing storage space for the surrounding residential and business community.
6. All of the requirements of the California Environmental Quality Act (CEQA) have been met. On January 11, 2006, the Escondido City Council adopted a Mitigated Negative Declaration (City File No. ER 2005-22) for the Escondido Self Storage Facility and five-lot Tentative Subdivision Map (City Council Resolution No. 2006-09 R). The environmental analysis identified potential significant impacts related to operational noise from the facility and traffic noise along Escondido Boulevard/Center City Parkway. However, mitigation measures would reduce the identified impacts to less than a significant levels. An Addendum (City File No. ENV16-0006) to the adopted MND was prepared to address the proposed modifications to the project and comparison of potential environmental impacts. Under the California Environmental Quality Act (CEQA), an Addendum to a Negative Declaration is needed if minor technical changes or modifications to the proposed project occur (CEQA Guidelines § 15164). An addendum is appropriate only if these 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 need not be circulated for public review (CEQA Guidelines § 15164[c]); however, an addendum is to be considered along by the decision making body prior to making a decision on the project (CEQA Guidelines § 15164[d]). The Addendum demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the adopted Mitigated Negative Declaration remain substantively unchanged by the situation described herein, and supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previous Mitigated Negative Declaration. Accordingly, recirculation of the MND for public review is not necessary pursuant to Section 15164 of the CEQA Guidelines.

#### Tentative Map Extension (SUB15-0031)

1. The General Plan land-use designation for the 1.82-acre commercial component of the project is Planned Commercial (PC) and Urban 1 for the 1.38-acre residential component (Lots 2 - 5). The commercial component of the project also is located with the Centre City Parkway/Brotherton Road Target Area (Planned Commercial #13, page II-70 and 71). The Guiding Principles for this specific site required that land uses shall be limited to mini-storage units or other uses compatible with adjacent residential properties. The design of the Tentative Map, improvements and lot size would be in accordance with the Planned Commercial land use designation for the site. The residential component of the map would be consistent with the maximum density of 5.5 du/ac permitted by the Urban 1 designation of the General Plan because the proposed residential density is 3.15 du/.ac. The proposed lot sizes exceed the Urban 1 minimum requirement of 6,000 SF. Proposed lot sizes, lot width and street frontage are in conformance with the underlying R-1-10 zone.
2. The proposed project would not disrupt or divide the physical arrangement of the area because the project is infill in nature and is adjacent to single-family residential development to the north, south and east, and commercial development to the west, northwest and southwest. The proposed residential component of the project is adjacent to single-family residential development with similar lot sizes. The project density, yield and lot sizes would be consistent with the underlying Urban 1 land-use designation and R-1-10 zoning designation. Access would be provided by Brotherton Road and Cranston Drive, which are non-classified streets on the City's Circulation Element. Development of the project and proposed improvements to these streets would not adversely alter or impact the existing circulation pattern throughout the surrounding neighborhood, nor preclude the development of surrounding parcels. Adequate public facilities are available and water service can be provided to the project with nominal extension of nearby existing facilities.

3. The project would not result in the destruction of desirable natural features, nor be visually obstructive or disharmonious with surrounding areas because the project site is infill in nature and adjacent to residential and commercial development. The project site is vacant and does not contain any significant visual resources or prominent topographical features. The property is not located on a ridgeline identified in the Community Open Space/Conservation Element of the General Plan. Existing vegetation would be permanently replaced by commercial and residential development, associated infrastructure and new landscaping. The development of the self-storage facility and future homes on the proposed residential lots would not result in any adverse visual impacts or result in the obstruction of any scenic view or vista open to the public. The project also would not damage any significant scenic resources within a designated State scenic highway or create an aesthetically offensive site open to the public. The proposed grading design would not result in any manufactured slopes or pads that would create any significant adverse visual or compatibility impacts with adjacent lots, nor block any significant views. All manufactured slopes would be required to be landscaped in conformance with the City's Landscape Ordinance to screen and soften visual impacts, as well as views from surrounding properties. Any grading and subsequent compaction of the site, as necessary, will be per City standards (Article 55, Escondido Zoning Code) to the satisfaction of the City Engineer.
4. The site is suitable for the commercial and residential type of development proposed because the project site is zoned for commercial that specifically allows for a self-storage facility, and also single-family development. The project design provides for an appropriate transition between the commercial uses to the west and residential uses to the north, east and south. The site is near residential development of similar densities and the proposed lot sizes would be compatible adjacent residential lot sizes. The proposed grading design would not result in any significant visual or compatibility impacts with adjacent lots, nor block any significant views. Adequate access and public utilities can be provided to the site. All vehicular traffic generated by the project will be accommodated safely and would not degrading the level of service on the adjoining streets or intersections.
5. The site is physically suitable for the proposed density of the proposed development because the project is an infill development and suitable building pads can be provided. Adequate access and public utilities can be provided to the site. The design of the lots would be in conformance with the underlying zoning requirements and would be compatible with the mix of commercial, multi-family residential and commercial development within the area as noted in the sections above and detailed in the staff reports prepared for the project.
6. The design of the residential map and the type of improvements are not likely to cause serious public health problems because the project would not degrade the levels of service on the adjoining streets or drainage systems. Adequate water and sewer could be provided to the site. The project would not cause substantial environmental damage nor injure fish, wildlife or their habitat since there is no sensitive habitat located on the site. The project would not create any significant noise or compatibility impacts to adjacent properties through the project design and implementation of the required noise mitigation and avoidance measures.
7. The design of the map and the type of improvements will not conflict with easements of record, or easements established through court judgments, or acquired by the population at large, for access through, or use of property within the proposed map since any existing easements will either be accommodated within the project design; be quitclaimed prior to recordation of the map; or alternate provisions provided.
8. The design of the map has provided, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. Lot sizes and subdivision configuration provides opportunities for passive/solar heating.
9. All permits and approvals applicable to the proposed map pursuant to the Escondido Zoning Code will have been obtained prior to the recordation of the map.
10. The proposed infill residential component of the project would be in conformance with General Plan Housing Goals and Policies to expand the stock of all housing; increase homeownership; plan for quality managed and sustainable growth; and encourage a compact, efficient urban form that promotes transit, supports nearby commercial establishments and takes advantage of infrastructure improvements installed to accommodate their intended intensities. The proposed map will not conflict with regional or local housing needs because the project would be developed with single-family residential homes in conformance with the

Urban 1 land-use designation, and commercial development in accordance with the underlying General Plan Planned Commercial land use designation. All lots maintain would be developed in accordance with all development standards of the applicable zone and observes the density provisions of the General Plan. The project site does not contain any existing housing or structures that would be removed.

11. All of the requirements of the California Environmental Quality Act (CEQA) have been met. On January 11, 2006, the Escondido City Council adopted a Mitigated Negative Declaration (City File No. ER 2005-22) for the Escondido Self Storage Facility and five-lot Tentative Subdivision Map (City Council Resolution No. 2006-09 R). The environmental analysis identified potential significant impacts related to operational noise from the facility and traffic noise along Escondido Boulevard/Center City Parkway. However, mitigation measures would reduce the identified impacts to less than a significant levels. An Addendum (City File No. ENV16-0006) to the adopted MND was prepared to address the proposed modifications to the project and comparison of potential environmental impacts. Under the California Environmental Quality Act (CEQA), an Addendum to a Negative Declaration is needed if minor technical changes or modifications to the proposed project occur (CEQA Guidelines § 15164). An addendum is appropriate only if these 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 need not be circulated for public review (CEQA Guidelines § 15164[c]); however, an addendum is to be considered along by the decision making body prior to making a decision on the project (CEQA Guidelines § 15164[d]). The Addendum demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the adopted Mitigated Negative Declaration remain substantively unchanged by the situation described herein, and supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previous Mitigated Negative Declaration. Accordingly, recirculation of the MND for public review is not necessary pursuant to Section 15164 of the CEQA Guidelines. The project will have a de minimis impact on fish and wildlife resources as no stream courses, riparian habitat or other sensitive habitat or resources will be impacted by the proposed project.

## **EXHIBIT "B"**

### **CONDITIONS OF APPROVAL SUB15-0031 and PHG16-0010**

#### **General**

1. All construction shall comply with all applicable requirements of the Escondido Zoning Code and requirements of the Planning Department, Director of Building, Engineering Division, and the Fire Chief.
2. If blasting occurs, verification of a San Diego County Explosive Permit and a policy or certificate of public liability insurance shall be filed with the Fire Chief and City Engineer prior to any blasting within the City of Escondido.
3. Access for use of heavy fire fighting equipment as required by the Fire Chief shall be provided to the job site at the start of any construction and maintained until all construction is complete. Also, there shall be no stockpiling of combustible materials, and there shall be no foundation inspections given until on-site fire hydrants with adequate fire flow are in service to the satisfaction of the Fire Marshal.
4. The legal description attached to the application has been provided by the applicant and neither the City of Escondido nor any of its employees assume responsibility for the accuracy of said legal description.
5. Prior to or concurrent with the issuance of building permits, the appropriate development fees and Citywide Facility fees shall be paid in accordance with the prevailing fee schedule in effect at the time of building permit issuance, to the satisfaction of the Director of Community Development.
6. All exterior lighting shall conform to the requirements of Article 1072, Outdoor Lighting (Ordinance No. 86-75). A copy of the lighting plan shall be included as part of the building plans, to the satisfaction of the Planning Division.
7. All project generated noise shall conform to the City's Noise Ordinance (Ordinance 90-08). Outdoor audible security and door alarms shall not be used. Mechanical parking lot sweeping and other noise generating outdoor maintenance activities shall be restricted to daytime operational hours.

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8. All new utilities shall be underground.
9. As proposed, the buildings, architecture, color and materials, and the conceptual landscaping of the proposed development shall be in accordance with the staff report, exhibits, project Details of Request and conditions of approval, to the satisfaction of the Planning Division.
10. As indicated on the site plan and Details of Request, 24 parking/vehicle loading spaces shall be provided and maintained in conjunction with this development. The spaces shall be striped in accordance with the Zoning Code. Minor modifications to the number of parking spaces required may be approved by the Director of Community Development to address any necessary future site plan issues such as, but not limited to ADA parking, storm water design, path of travel, health and safety, as well as maintenance and code related issues. Driveways and fire lanes do not allow for parking, and curb markings and fire lane signs are required, to the satisfaction of the Fire

Marshall. Parking for disabled persons shall be provided (including "Van Accessible" spaces) in full compliance with Chapter 2-71, Part 2 of Title 24 of the State Building Code, including signage.

11. One monument sign will be permitted subject to CG standards with a maximum height of six feet. A separate sign permit would be required for any building signage in conformance with the City's Sign Ordinance.
12. Any rooftop equipment must be appropriately screened from public view utilizing materials and colors which match the building, to the satisfaction of the Director of Planning and Building. The final building plans shall clearly indicate that any proposed rooftop equipment is properly screened. A cross section and roof plan shall be included (which details the location and height of all rooftop equipment) to demonstrate that the height of the parapet is sufficient to screen the mechanical equipment.
13. Fire hydrants will be required in locations approved by the Fire Department. The minimum access width of all two-way driveways shall be 24 feet and 20 feet for the proposed one-way driveway. All electric gates shall meet Fire Department specifications. Fire sprinkles will be required in the buildings, to the satisfaction of the Fire Marshal. Stand pipes also may be required. All elevators shall be of an adequate size to accommodate Fire Department medical gurneys.
14. All proposed signage associated with the project must comply with the City of Escondido Sign Ordinance (Article 66) and be consistent with the CG standards and the following limitations:
  - Wall signs shall be limited to the northern, western and southern elevations of Building 1. No signage shall be permitted on the eastern side of Building 1 or on Building 2 (excluding small information/directional signage).
  - One freestanding sign shall be permitted with a maximum height of six feet (that includes the base).
15. Prior to occupancy of the self-storage facility or residential homes, a six-foot-high solid masonry wall shall be constructed along the eastern and southern boundary of Lot 1, as depicted on the site plan. The wall shall also wrap around the northern side of residential Lot 2 and tie into the home (with or without gate) at an appropriate location. The wall shall meet the street side setback for the R-1-10 zone of 10 feet. A three-foot-high wall with three feet of plexiglas or similar vision/sound attenuation material shall be constructed where the wall adjoins the existing residential property to the east located at 2321 Cranston Drive (APN 238-141-04). Decorative pilasters shall be incorporated into the final design of the wall, to the satisfaction of the Planning Division.
16. Any proposed retaining walls and perimeter or screen walls shall incorporate decorative block materials and cap. This shall be noted on the project improvement plan (i.e., type of block, color, decorative cap, etc.). The trash enclosures also shall utilize a decorative masonry block material and include a cover/roof.
17. No outdoor storage of any type shall be allowed at any time on Lot 1, including cars and trucks, recreational vehicles, boats, trailers, and construction equipment (excluding vehicles associated with the operation of the self-storage facility).
18. Prior to occupancy, a copy of the rental agreement shall be submitted to the Planning Division for review. The agreement shall include prohibitions on commercial operations in the storage units, as well as the storage of hazardous, toxic, flammable or combustible materials (except as may be permitted by the Fire Department).
19. No building or grading permit for the self-storage facility on Lot 1 shall be granted until a final map for SUB16-0031(formally TR900) has been recorded.

20. The hours of operation for the self-storage facility shall be limited to 7:00 a.m. to 7:00 p.m., seven days/week. No after-hours access shall be permitted to the storage facility.
21. All lots shall meet the average lot width and net lot area requirements of the underlying zone. Conformance with these requirements shall be demonstrated on the certified map, grading plan and final map. Non-compliance with these minimum standards will result in a revision to the map.
22. All proposed grading shall be in substantial conformance with the conceptual grading plan as shown on the Tentative Map. If necessary and subject to any recommendation of the soils engineer, the previously approved grading exemption for a combination 1-1/2:1 combination cut slope/retaining wall up to 18 feet in height along the eastern property line of Lot 1 may be utilized.
23. All trash enclosures shall be constructed to City standards, to include a solid roof cover.
24. All new utilities shall be underground.
25. This modification to the Master and Precise Development Plan shall become null and void unless utilized within the effective life of the corresponding Tentative Subdivision Map.
26. Prior to submittal of the grading and improvements plans for the project, a final Tentative Map (TM) shall be submitted for review and certification, along with the appropriate review fee. The certified TM shall include/incorporate any relevant conditions of approval and notes that need to be reflected on the TM, final storm water design elements, as well as the final grading and site design and/or necessary modifications as approved by the City Council.
27. Prior to recordation of the Tentative Map, copies of the CC&Rs shall be submitted for review and approval. The CC&Rs shall be submitted to the Engineering Division (along with the appropriate review fee). The CC&Rs shall contain provisions for the maintenance of any common facilities, landscaping (including parking landscaping), drainage and storm water facilities, and walls.
28. The City of Escondido hereby notifies the applicant that State Law (AB 3158) effective January 1, 1991, requires certain projects to pay fees for purposes of funding the California Department of Fish and Game. If the project is found to have a significant impact to wildlife resources and/or sensitive habitat, in accordance with State law, the applicant should remit to the City of Escondido Planning Division, within two (2) working days of the effective date of this approval ("the effective date" being the end of the appeal period, if applicable) a certified check payable to the "County Clerk," in the amount of \$2,260.25 for a project with a Negative Declaration. In addition, these fees include an additional authorized County administrative handling fee of \$50.00. Failure to remit the required fees in full within the specified time noted above will result in County notification to the State that a fee was required but not paid, and could result in State imposed penalties and recovery under the provisions of the Revenue and Taxation code. In addition, Section 21089(b) of the Public Resources Code, and Section 711.4(c) of the Fish and Game Code provide that no project shall be operative, vested, or final until all the required filing fees are paid.
29. The project shall be in compliance with all of the following mitigation measures:
  - Prior to occupancy of the self-storage facility, a six-foot-high masonry sound wall shall be constructed along the eastern and southern boundary of Lot 1, as depicted in Figure 4 of the Exterior Acoustical Analysis, prepared by Pacific Noise Control, dated December 1, 2004.
  - Prior to issuance of building permits for the single-family residences on Lots 2, 3, 4 and 5, and Interior Acoustical Analysis (INA) compliant with the California Building Code of

Regulations (CCR), Title 24, Noise Insulation Standards, shall be prepared and shall demonstrate that the proposed architectural design and ventilation would limit interior noise levels to 45 dBA CNEL or less (based on future exterior noise levels). The findings and recommendations of the Interior Noise Analysis shall be incorporated into the building plans for the residential buildings.

### Landscaping

1. Five copies of a detailed landscape and irrigation plan(s) shall be submitted to the Engineering Division in conjunction with the submittal of the Final Map and Grading Plans, and shall be equivalent or superior to the concept plan attached as exhibit(s) in the staff report(s). A plan check fee of will be collected at the time of submittal. The required landscape and irrigation plan(s) shall comply with the provisions, requirements and standards in the City's Landscape Standards as well as the State Model Water Efficient Landscape Ordinance. The plans shall be prepared by, or under the supervision of a licensed landscape architect.
2. The landscaping plan shall include specimen sized trees, to the satisfaction of the Planning Division. Street trees shall be provided along every frontage. Root barriers shall be provided in accordance with the Landscape Ordinance. The applicant and future owners shall be responsible for landscaping and ongoing maintenance (landscape and irrigation) for any parkway landscaping and storm water features. The landscape planters along the eastern and southern boundary shall be include specimen sized evergreen trees, dense fast growing shrubs and groundcover to provide appropriate visual screening between the self-storage facility and adjacent residential lots to the east and south.
3. Tree placement on the eastern slope (Lot 1) shall be located in a manner to preserve views from the existing residence to the east, located at 2321 Cranston Drive (APN 238-141-04).
4. The final fencing, gates and wall design shall be included with the landscape plans.
5. The storm water features for the self-storage facility (along Cranston Drive) shall incorporated appropriate plant species (including trees, where appropriate) and be designed as a visual amenity for the project.
6. All landscaping shall be permanently maintained in a flourishing manner. All irrigation shall be maintained in fully operational condition.
7. Prior to occupancy of the buildings, all required landscape improvements shall be installed and all vegetation growing in an established, flourishing manner. The required landscaped areas shall be free of all foreign matter, weeds and plant material not approved as part of the landscape plan.
8. The installation of the landscaping and irrigation shall be inspected by the project landscape architect upon completion. He/she shall complete a Certificate of Landscape Compliance certifying that the installation is in substantial compliance with the approved landscape and irrigation plans and City standards. The applicant shall submit the Certificate of Compliance to the Planning Division and request a final inspection.

**ENGINEERING CONDITIONS OF APPROVAL  
ESCONDIDO TRACT 900 – 2319 Cranston Dr.  
(SUB15-0031, PHG16-0010)**

**GENERAL**

1. The applicant shall provide the City Engineer with a Subdivision Guarantee and Title Report covering subject property.
2. The location of all on-site utilities shall be determined by the Engineer. If a conflict occurs with proposed lots or structures, these utilities shall be relocated.
3. As surety for the construction of required off-site and/or on-site improvements, bonds and agreements in a form acceptable to the City Attorney shall be posted by the developer with the City of Escondido prior to the recordation of the Final Map and/or approval of grading and improvement plans.
4. No Building Permits shall be issued for any construction within this Subdivision until the Final Subdivision Map is recorded and either:
  - a) All conditions of the Tentative Subdivision Map have been fulfilled: or
  - b) Those conditions unfulfilled at the time of an application for Building Permits shall be secured and agreements executed in a form and manner satisfactory to the City Attorney and City Engineer.
5. If site conditions change adjacent to the proposed development prior to completion of the project, the developer will be responsible to modify his/her improvements to accommodate these changes. The determination and extent of the modification shall be to the satisfaction of the City Engineer.
6. All public improvements shall be constructed in a manner that does not damage existing public improvements. Any damage shall be determined by and corrected to the satisfaction of the City Engineer.
7. An engineered improvement plan prepared by a Registered Civil Engineer is required for all public improvements. The developer shall post security for these improvements and an improvement plan shall be approved by the City of Escondido prior to issuance of any building permits. All required improvements shall be constructed prior to final acceptance of subject construction by the City.
8. The engineer shall submit to the Planning Division a copy of the Tentative Map as presented to the Planning Commission and the City Council. The Tentative Map will be signed by the Planning Division verifying that it is an accurate reproduction of the approved Tentative Map and must be included in the first submittal for plan check to the Engineering Department.

## **STREET IMPROVEMENTS AND TRAFFIC**

1. Public street improvements shall be constructed to City Standards as required by the Subdivision Ordinance in effect at the time of the Tentative Map approval and to the satisfaction of the City Engineer. Specific details, including final street improvement widths, right-of-way widths, concrete curb and gutters, drainage, lighting, etc. shall be resolved to the satisfaction of the City Engineer.
2. The developer shall construct street improvements, including but not limited to, concrete curb, gutter, sidewalk, street lights, street trees, paving and base on the following streets within and adjoining the project boundary:

<b><u>STREET</u></b>	<b><u>CLASSIFICATION</u></b>
Brotherton Road	Residential Road (Half Width + 10')
Cranston Drive	Residential Road (Half Width + 10')

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

3. The Developer shall be responsible to improve the intersection of Cranston Drive and Brotherton Road including signage and striping to the satisfaction of the City Engineer and City Traffic Engineer.
4. The Developer shall be responsible to construct roadway transitions along Cranston Drive between Lots 3 and 4 and to the south of Lot 4 within the existing right-of-way to the satisfaction of the City Engineer.
5. The main access to Lot 1 of this project shall be improved with an alley-type driveways in accordance with Escondido Standard Drawing No. 3 with a minimum throat width of 30 feet. The secondary "exit only" driveway shall be improved with an alley-type driveways in accordance with Escondido Standard Drawing No. 3 with a minimum throat width of 20 feet.
6. The address of each lot/dwelling unit shall either be painted on the curb or, where curbs are not available, posted in such a manner that the address is visible from the street. In both cases, the address shall be placed in a manner and location approved by the City Engineer.
7. Sidewalk construction shall be contiguous to the curb in accordance with current Escondido Design Standards except in areas designed as "Green Streets".
8. The developer will be required to provide a detailed detour and traffic control plan, for all construction within existing rights-of-way, to the satisfaction of the Traffic Engineer and the Field Engineer. This plan shall be approved prior the issuance of an Encroachment Permit for construction within the public right-of-way.
9. The developer's engineer shall prepare a complete signing and striping plan for all improved roadways. All new signing and striping and any removal of existing striping shall be done by the Developer.

10. The developer may be responsible for an overlay of Brotherton Road and Cranston Drive due to the many utility trenches necessary to serve this project. The determination of the extent of the overlay shall be to the satisfaction of the City Engineer.
11. The developer shall be required to landscape and irrigate the parkway areas along the Brotherton Road project frontage right-of-way and shall install street trees in tree wells to meet "Green Street" standards along the Cranston Drive frontage of Lots 3 and 4 to the satisfaction of the Planning Director and City Engineer. The future owners of the project Lots shall be responsible in perpetuity for the irrigation and maintenance of their respective frontage right-of-way areas and street trees in tree wells.
12. Adequate horizontal sight distance shall be provided at all street intersections. Increased parkway widths, open space easements, and restrictions on landscaping may be required at the discretion of the City Engineer.
13. Pedestrian access routes shall be provided into the project to the satisfaction of the City Engineer and City Building Official.
14. Street lighting shall be required on all on-site private streets. It shall be the responsibility of the property owner's association to adequately maintain the street lighting system and such maintenance responsibility shall be clearly stated in the CC&Rs.
15. The developer shall be required to construct a 3,800 lumen street light in accordance with Escondido Standard Drawing No. E-1-E at the intersection of Brotherton road and Cranston Drive and on Cranston Drive near the southeast corner of Lot 4.
16. All gated entrances shall be designed and improved to the satisfaction of the City Engineer and the Fire Marshal.
17. The project engineer will be required to locate and pothole all existing utilities along project frontages to verify connection locations and depths and to design new facilities to standard required utility clearances at crossings.

### **GRADING**

1. A site grading and erosion control plan shall be approved by the Engineering Department. The first submittal of the grading plan shall be accompanied by 3 copies of the preliminary soils and geotechnical report. The soils engineer will be required to indicate in the soils report that he/she has reviewed the grading design and found it to be in conformance with his/her recommendations.
2. Any proposed retaining walls shall be shown on and permitted as part of the site grading plan. Profiles and structural details shall be shown on the site grading plan and the Soils Engineer shall state on the plans that the proposed retain wall design is in conformance with the recommendations and specifications as outlined in his report. Structural calculations shall be submitted for review by a Consulting Engineer for all walls not covered by Regional or City Standard Drawings. Retaining walls or deepened footings that are to be constructed as part of building structure will be permitted as part of the Building Dept. plan review and permit process.

3. Erosion control, including riprap, interim sloping planting, gravelbags, or other erosion control measures shall be provided to control sediment and silt from the project. The developer shall be responsible for maintaining all erosion control facilities throughout the development of the project.
4. A General Construction Activity Storm Water Permit is required from the State Water Resources Board for all storm water discharges associated with a construction activity where clearing, grading and excavation results in a land disturbance of one or more acres. In such cases a WDID number shall be obtained and listed on the grading plans.
5. Cut slope setbacks must be of sufficient width to allow for construction of all necessary screen walls and/or brow ditches.
6. The developer shall be responsible for the recycling of all excavated materials designated as Industrial Recyclables (soil, asphalt, sand, concrete, land clearing brush and rock) at a recycling center or other location(s) approved by the City Engineer.
7. All on-site roads, driveways and parking areas shall be private. All private driveways and parking areas shall be paved with a minimum of 3" AC over 6" of AB or 7" PCC over 6" AB. All paved areas exceeding 15% slope shall be paved with PCC. PCC ribbon gutters shall be installed in AC pavement areas where drainage from 5,000 SF or more of tributary area is concentrated.
8. Lot drainage shall meet the requirements of current Escondido Design Standards and the City Engineer and shall include the construction of necessary brow ditches.
9. All blasting operations performed in connection with the improvement of the project shall conform to the City of Escondido Blasting Operations Ordinance.
10. Unless specifically permitted to remain by the County Health Department, all existing wells within the project or affected by the off-site improvements shall be abandoned and capped, and all existing septic tanks within the project or affected by the off-site improvements shall be pumped and backfilled per County Health Department requirements.
11. All driveway grades shall conform to current Escondido Design Standards and Escondido Standard Drawings.

## **DRAINAGE**

1. Final on-site and off-site storm drain improvements shall be determined to the satisfaction of the City Engineer and shall be based on a drainage study to be prepared by the engineer of work. The drainage study shall be in conformance with the City of Escondido Design Standards.
2. The developer will be required to extend the offsite public storm drain including clean-outs in Brotherton Road required to convey the storm water stored subsurface onsite. The storm drain lateral(s) out to the public storm drain clean-out shall be private.
3. A Final Storm Water Quality Management Plan in compliance with City's latest adopted Storm Water Management Requirements shall be prepared and submitted for approval

together with the final improvement and grading plans. The Storm Water Quality Management Plan shall include hydro-modification calculations, post construction storm water treatment measures and maintenance requirements.

4. All site drainage with emphasis on the parking and drive way areas shall be treated to remove expected contaminants using either bio-infiltration or bio-retention basin areas as the primary method of storm water retention and treatment. The landscape plans will need to reflect these areas of storm water treatment.
5. The drainage from street widening areas along Brotherton Road shall be treated in bio-retention basin(s) on Lot 1. The drainage from street widening areas along Cranston Drive shall be designated and designed to "Green Street" standard with planted tree wells placed behind the curb and gutter.
6. Any on-site trash enclosure areas shall drain toward a landscaped area and include a roof over the enclosure in accordance with the City's Storm Water Management requirements and to the satisfaction of the City Engineer.
7. All onsite storm drains, storm water storage facilities and bio-retention basins constructed with this project shall be considered private. The responsibility for maintenance of these storm drains and all post construction storm water treatment facilities including the planted tree wells on Cranston Drive shall be that of the respective property owners.
8. The owner of the property shall be required to sign and notarize a Storm Water Control Facility Maintenance Agreement that references the approved SWQMP for City acceptance and recordation. A signed and notarized copy of the agreement shall be provided to the City prior to approval of the grading plan.

## **WATER SUPPLY**

1. All water main locations and sizing shall be to the satisfaction of the City Engineer.
2. Fire hydrant(s) together with a minimum eight (8") inch public water main system shall be installed at locations approved by the Fire Marshal, and designed and constructed to the satisfaction of the Utilities Director. This new 8" public water main shall be connected to the 8" water main in Brotherton Road with tees and inline gate valves.
3. The project owner is solely responsible for replacing any stamped concrete, pavers, or pervious pavements in kind if the City has to trench the project driveways for repair or replacement of any waterline. This wording shall be included in the grant of the public waterline easement and in the CC&Rs or Declaration of Restrictions.
4. All on-site waterlines not in public easements will be considered a private water system. The property owner will be responsible for all maintenance of these waterlines and appurtenances.

## **SEWER**

1. All sewer main locations and sizing of mains shall be to the satisfaction of the City Engineer. Required sewer main improvements include the extension of a public 8" sewer main up Cranston Drive and across the frontage of Lot 4.
2. A 5' diameter sewer manhole per Escondido Standard Drawing S-1-E shall be constructed at the terminus of the sewer main in Cranston Drive.
3. All on-site sewer lines not in public easements and all sewer laterals will be considered a private and the property owners will be responsible for all maintenance of these private lines and laterals.
4. No trees or deep rooted plants shall be planted within 15' of sewer mains or laterals.

## **FINAL MAP - EASEMENTS AND DEDICATIONS**

1. The developer shall make all necessary dedications for public rights-of-way on the following streets contiguous to the project to bring the roadways to the indicated classification.

<b>STREET</b>	<b>CLASSIFICATION</b>
Brotherton Road	Residential Street (56' R/W)
Cranston Drive	Residential Street (56' R/W)

2. The developer shall dedicate to the public a 20 foot radius corner rounding at the corner of Brotherton Road and Cranston Drive.
3. All easements, both private and public, affecting subject property shall be shown and delineated on the Final Map.
4. A 20' wide Public Waterline Easement shall be granted to the City of Escondido for the public water main within the project site. The easement shall include all fire hydrants, water meters and other appurtenances. No private utilities or drainage facilities shall run parallel within this proposed public waterline easement.
5. The developer is responsible for making the arrangements to quitclaim all easements of record which conflict with the proposed development prior to approval of the final map. If an easement of record contains an existing utility that must remain in service, proof of arrangements to quitclaim the easement once new utilities are constructed must be submitted to the City Engineer prior to approval of the Final Map. Building permits will not be issued for lots in which construction will conflict with existing easements, nor will any securities be released until the existing easements are quitclaimed.

## **CC&Rs or DECLARATION of RESTRICTIONS (Maint. Agreement)**

1. Copies of the CC&Rs or Declaration of Restrictions shall be submitted to the Engineering Department and Planning Division for approval prior to approval of the Final Map. When

approved the CC&Rs or Declaration of Restrictions shall be recorded and the recording information included on the signature sheet of the Final Map.

2. The developer shall make provisions in the CC&Rs or Declaration of Restrictions for maintenance by the property owners of their respective private utilities (including sewer and water), private drainage and storm water treatment facilities, frontage landscaping and tree wells in the adjacent public right-of-way.
3. The CC&Rs must state that the property owners assume liability for damage and repair to City utilities in the event that damage is caused by the property owners when repair or replacement of private utilities is done.
4. The CC&Rs or Declaration of Restrictions must state that if stamped concrete or pavers are used within any public easement the property owner is responsible for replacing the stamped concrete or pavers in kind if the City has to trench the street for repair or replacement of an existing utility.

### **REPAYMENTS AND FEES**

1. A cash security shall be posted to pay any costs incurred by the City to clean-up eroded soils and debris, repair damage to public or private property and improvements, install new BMPs, and stabilize and/or close-up a non-responsive or abandoned project. Any moneys used by the City for cleanup or damage will be drawn from this security and the grading permit will be revoked by written notice to the developer until the required cash security is replaced. The cleanup cash security shall be released upon final acceptance of the grading and improvements for this project. The amount of the cash security shall be 10% of the total estimated cost of the grading, drainage, landscaping, and best management practices items of work with a minimum of \$5,000 up to a maximum of \$50,000, unless a higher amount is deemed necessary by the City Engineer.
2. The developer shall be required to pay all development fees of the City then in effect at the time, and in such amounts as may prevail when building permits are issued

### **UTILITY UNDERGROUNDING AND RELOCATION**

1. All existing overhead utilities within the subdivision boundary or along fronting streets shall be relocated underground as required by the Subdivision Ordinance. The developer may request a waiver of this condition by writing a letter to the City Engineer explaining his/her reasons for requesting the waiver. The developer will be required to pay a waiver fee as adopted by City Council resolution. The developer shall sign a written agreement stating that he has made all such arrangements as may be necessary to coordinate and provide utility construction, relocation and undergrounding. All new utilities shall be constructed underground.

**ESCONDIDO SELF STORAGE – TR 900**

**MITIGATED NEGATIVE DECLARATION**

**(City File No. ER2005-02)**

**ADDENDUM**

Addressing proposed project modifications

City File No. ENV 16-0006

Case No. PHG16-0010, SUB 15-0031

Prepared for:  
City of Escondido  
201 N. Broadway  
Escondido, CA 92025

August 2016

# **Escondido Self Storage Facility – TR 900**

## **Mitigated Negative Declaration**

### **Addendum**

#### **INTRODUCTION**

On January 11, 2006, the Escondido City Council adopted a Mitigated Negative Declaration (MND) (City File No. ER 2005-22) for the Escondido Self Storage Facility and five-lot Tentative Subdivision Map (City Council Resolution No. 2006-09 R). The Initial Study and Mitigated Negative Declaration evaluated the impacts of the proposed Master and Precise Development Plan for an 83,845 SF self-storage facility. The project also included a Tentative Subdivision Map (TR 900) consisting of one 1.82-acre commercial lot and four single-family residential lots on 1.38 acres (3.2 total acres) along with Grading Exemptions for a 1-1/2:1 cut slope/retaining wall combination up to 18 feet high along the eastern boundary of commercial Lot 1. The analysis identified several mitigation measures to address and mitigate potentially significant impacts to less than significant levels. The impacts evaluated in the adopted MND include land-use/aesthetics, geology & soils, transportation/traffic, hydrology and water quality, and noise.

Although the adopted Mitigated Negative Declaration evaluated the impacts for a proposed 83,845 SF self-storage facility (three-stories over a basement level) the Escondido Planning Commission and City Council ultimately approved a Master and Precise Development Plan for a slightly smaller 71,285 SF self-storage facility consisting of a 66,645 SF two-story building over a basement level, and a separate 4,640 SF single-story building. Since the project approval in 2006, the applicant has refined the project and submitted an application for a Modification to the Master and Precise Development Plan, along with an Extension of Time for the Tentative Subdivision Map. This addendum addresses the proposed modifications to the project and comparison of potential environmental impacts. The addendum is an informational document, intended to be used in the planning and decision making process as provided for under Section 15164 of the CEQA Guidelines. The Addendum does not recommend approval or denial of the proposed modification to the project. The fundamental conclusion of this addendum is that the proposed changes to the project will not result in new significant impacts nor substantially increase the severity of previously disclosed impacts beyond those already identified in the previously adopted Mitigated Negative Declaration. Thus, a subsequent or supplemental Negative Declaration need not be prepared.

#### **STATUTORY BACKGROUND**

The City of Escondido is the CEQA lead agency responsible for the proposed Escondido Self Storage Facility and Tentative Map project. Under the California Environmental Quality Act (CEQA), an Addendum to a certified Environmental Impact Report (EIR) or Negative Declaration is needed if minor technical changes or modifications to the proposed project occur (CEQA Guidelines § 15164). An addendum is appropriate only if these 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 need not be circulated for public review (CEQA Guidelines § 15164[c]); however, an addendum is to be considered by the decision making body prior to making a decision on the project (CEQA Guidelines § 15164[d]).

This Addendum to the Mitigated Negative Declaration demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the adopted Mitigated Negative Declaration remain substantively unchanged by the situation described herein, and supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previous Mitigated Negative Declaration. Accordingly, recirculation of the MND for public review is not necessary pursuant to Section 15164 of the CEQA Guidelines. Therefore, a decision was made by the City of Escondido not to prepare a Subsequent EIR or Negative Declaration pursuant to Section 15162 of the CEQA guidelines. To support this decision, the following discussion describes the proposed project modifications and the environmental analysis.

#### **SUMMARY OF ORIGINAL PROJECT DESCRIPTION**

As stated above, the project description analyzed under the original Initial Study/Mitigated Negative Declaration

(ER 2005-22) consisted of a five-lot Tentative Subdivision Map (TR 900) consisting of one 1.82-acre commercial lot and four residential lots on 1.38 acres of land. The project also included a Master and Precise Development Plan for an 83,845 SF self-storage facility on the proposed commercial lot. The four single-family residential lots would range in size from approximately 12,810 SF (net) to 14,000 SF. The project includes a Grading Exemption for a 1.5:1 cut slope/retaining wall combination up to 18-feet in height along the eastern boundary of Lot 1. Although the Initial Study/Mitigated Negative Declaration analyzed the environmental impacts of a larger 83,845 SF facility, a smaller 71,285 SF facility ultimately was approved by the City Council.

**PROJECT LOCATION**

The approximately 3.2-acre project site generally is located on the southwestern corner of the intersection of Brotherton Road and Cranston Drive, addressed as 2319 Cranston Drive (APN 238-141-34).

**PROJECT REVISIONS**

There have been no significant changes to the square footage of the project analyzed in the adopted Mitigated Negative Declaration that evaluated a proposed 83,843 SF self-storage facility. The revised building square footage at 78,067 SF still is less than the square footage analyzed in the adopted Mitigated Negative Declaration and therefore, any potential impacts would be less than previously analyzed. However, the proposed new design is slightly larger in area (6,782 SF) than the approved the final project design of 71,285 SF. The overall number of building (2 separate self-storage buildings) and overall building height remain the same. The grading design also remains in substantial conformance with the previously approved grading design. The changes to the original approved Master and Precise Development Plan are as follows:

- Modification to the Master and Precise Plan (New City File Nos. PHG 16-0010) for a 78,067 SF self-storage facility
- Increase in the approved building square footage from 71,285 SF to 78,067 SF (6,782 SF increase in building square footage)
- Modification to the Master and Precise Development Plan for the revised footprint for the two buildings, along with revised architectural design, materials, colors, concept landscape design and signage.
- On-site storm water features have been incorporated in accordance with the City's storm water requirements.

**DETAILS OF REQUEST**

	<u>2006 Master Plan:</u>	<u>Proposed:</u>	<u>Change:</u>
Property Size:			
Lot 1 (Commercial)	1.74 acres	1.74 acres	None
Lots 2 -5 (Residential)	1.27 acres	1.27 acres	None
Street Dedication	<u>0.19 acres</u>	<u>0.19 acres</u>	None
	3.2 acres	3.2 acres	
Building area:			
Building 1:	66,645 SF	66,831 SF	+186 SF
Building 2:	<u>4,640 SF</u>	<u>11,236 SF</u>	<u>+6,596 SF</u>
	71,285 SF	78,067 SF	+6,782 SF
Building Height:			
Building 1:	32 feet (highest pt.)	30 feet (highest pt.)	
Building 2:	15 feet	15.5 feet (highest pt.)	
Number of Stories:			
Building 1:	2 stories over basement	same	
Building 2:	1 story	same	
Building Coverage:	35.4% (27,206 SF)	41.40% (31,460 SF)	+4,254 SF

Architecture:	Spanish/Med features Stucco exterior Light earth tones S-tile pitched mansard roof	Contemporary features Stucco Exterior darker earth tones Flat tile mansard and parapet roof elements
Parking:	<u>2006 Master Plan:</u> 18 proposed 14 required (1:5000 SF)	<u>Proposed:</u> 24 proposed (with specific loading areas) 15 required
Grading Exemptions	1.5:1 cut slope on Lot 1 (up to 18 feet)	None proposed (1.5:1 slope changed to 2:1)
Hours of Operation:	7 days (7:00 am – 7:00 pm) (with manager's residence)	Same (no manager's residence)
Residential Lots:	4 lots	4 lots
Lot Size:	10,000 SF min.	10,000 SF min.
Lot Width:	80 foot min.	80' foot min.

## IMPACT ANALYSIS

City staff has reviewed the adopted Initial Study/MND in conjunction with the proposed modified design and updated technical studies prepared for the proposed project and has determined that the proposed changes described in this Addendum would not result in any new or significantly adverse environmental impacts identified in the previously adopted Mitigated Negative Declaration. Although the revised project includes an increase in square footage for the self-storage component, the increase and overall size of the modified project is less than the size of the project analyzed in the adopted Mitigated Negative Declaration (ER 2005-22). Analysis of the current project compared to the previously approved development is as follows:

**Land-Use and Aesthetics** – There are two General Plan land use designations on the 3.2 acre project site. The western 1.82-acre commercial component has a Planned Commercial (Planned Commercial #13) designation, while the eastern 1.38-acres has an Urban 1 designation. The General Plan Guiding Principles for Planned Commercial Area #13 (page II-71) state that land uses planned for this site shall be limited to mini-storage units or other uses compatible with adjacent residential properties subject to the provisions set forth in the Zoning Code. Development standards shall include a six-foot-high wall, in combination with a minimum 20-foot-wide heavily landscape buffer utilizing mature non-deciduous trees and shrubs with dense foliage to be incorporated along the property abutting residentially zoned property to create a visual buffer upon installation. All structures shall provide roof coverings, similar to and compatible with surrounding residential development. Since the project original was approved in 2006, the General Plan was updated in 2012. The Planned Commercial land-use designation includes additional development requirements that limits the Floor Area Ratio (FAR) to 1.5 and Building Height to 1-3 stories. (page II-24).

The original project and revised project descriptions would affect the same project site, consists of the same type of land use (self-storage facility) and operations. The revised project would result in a self-storage facility with a slightly increased square footage and building footprint as described in the Details of Request. The project would continue to incorporate the six-foot-high separation wall adjacent to residential development/zoning, and minimum 20-foot-wide landscape buffer along the eastern and southern perimeter of commercial Lot 1. The modified project also would be in conformance with the General Plan Planned Commercial requirements for FAR and building height/number of stories. Therefore, none of the modifications would result in new or substantially increased significant impacts related to land use and planning, including effects to an established community or conflicts with established plans, policies or regulations as described in the adopted MND.

Visual impacts expected from the original approved project were not anticipated to result in any significant impacts to the surrounding area. The size and design of the revised project would not result in any effects to visual resources that are more severe than those described in the original Mitigated Negative Declaration because the new project incorporates an appropriate architectural design that would be compatible with the surrounding mix of commercial and residential uses, and does not conflict with the existing Planned Commercial standards for the site. The modified design also does not substantially depart from the overall size and scale of the originally approved facility with the proposed increase of approximately 6,782 SF of additional storage building area. The design of the building has been modified from the approved California/Mediterranean exterior type design to incorporate more contemporary exterior design to be consistent with the mix of existing and approved projects/building designs throughout the area. The height of the buildings also would be in substantial conformance with the height of the previously approved buildings. The pad elevations for the commercial and residential lots would be in substantial conformance with the previous grading design. Any light and glare produced by the project would be in conformance with the City's outdoor lighting standards. Thus, no new significant impacts or substantial increase in the severity of impacts would occur in regards to aesthetics as a result of the project.

**Traffic/Circulation** – The project site fronts onto and takes access from Brotherton Road and Cranston Drive, which are both unclassified streets. Access for the self-storage facility would continue to take access from two driveways onto Brotherton Road, and residential lots 2 and 3 from individual driveways onto Brotherton Road. Residential lots 4 and 5 would take access from Cranston Drive via individual driveways in similar locations to the approved Tentative Map. Self-storage facilities generally are one of the lowest traffic generators for a commercial land use and the adopted Mitigated Negative Declaration anticipated a self-storage facility would generate 168 average daily vehicle trips (ADT) based on the SANDAG Guide to Vehicular Traffic Generation Rate of 2 trips per 1,000 SF floor area. This traffic generation rate was based on an 83,843 SF self-storage facility. The four new residential lots would generate up to 40 ADT for a total of 208 ADT (168 self-storage trips and 40 residential trips) for the proposed development. The Engineering Division concluded that both Brotherton Road and Cranston Drive are capable of handling projected 208 additional daily trips, and would not materially degrade the levels of service on the adjacent streets of affected intersections. Although the adopted MND analyzed up to 208 ADT from an 83,843 SF self-storage facility, a smaller 71,285 SF facility ultimately was approved, which would generate up to 142 trips, for a total of 182 ADT (142 self-storage trips plus 40 residential trips). No mitigation measures were required, but the project is required to improve the respective project frontages along Brotherton Road and Cranston Drive to include curb, gutter and sidewalk in accordance with the street design standards. Although the proposed revision in the project would added approximately 6,782 SF to the approved facility, this increase in daily trips (13.5 ADT) would not be considered a significant increase and would be within the amount of trips analyzed in the adopted Mitigated Negative Declaration. Therefore, the Engineering Division concluded the revised project would not result in any adverse impacts to the affected roadways and intersections.

Construction-related impacts and any necessary construction-traffic staging also would not significantly change due to the proposed modifications to the project because the grading design is similar to the approved conceptual grading plan. Temporary construction-related traffic impacts would occur during grading and construction activities. Moderate to heavy grading is anticipated to prepare the site and heavy equipment used for grading and excavation, once staged, typically remains on site until grading and similar activities for a given stage of construction is completed. Proposed grading includes a combination of cut and fill to include 20,900 cubic yards of cut, 14,500 cubic yards of fill with an export of 6,400 cubic yards of material. Construction equipment primarily would be utilized in an incremental fashion over the course of construction. The load capacity of a truck is anticipated between 15 to 18 cubic yards per truck. A total of between 355 to 426 truck loads over the grading period would be anticipated to export 6,400 cubic yards of material. Additional traffic would be associated with employee trips to and from the site, equipment delivery and removal, and other related activities. The amount of construction traffic would fluctuate during different phases of the construction, but most of the heavy truck/haul truck trips would cease upon completion of the grading phase. While construction traffic would be a nuisance to motorists in the project vicinity and would result in short-term impacts, this short-term impact generally would be reduced by requiring the project proponent to coordinate and implement a Traffic Control Plan (TCP) with the Engineering Division along with approved haul routes with the City that minimize potential conflicts, especially during peak hours. All necessary measures would be implemented prior to the onset of construction activities as part of the project conditions of approval and grading permit. Therefore, traffic impacts associated with temporary construction activities would be considered less than significant.

**Air Quality** – Although the adopted Mitigated Negative Declaration concluded the original project would not result in any significant air-quality impacts, a detailed Air Quality and Greenhouse Gas Analysis was not prepared for the approved project. Therefore, an Air Quality Analysis has been prepared by Blodgett Baylosis Environmental Planning (dated May 2016) for the proposed project revision. The Air Quality Analysis concluded the project would be below the City's thresholds of significance for estimated construction and operational emissions. The nearest sensitive receptors to the project site include single-family residential development located immediately to the east and south, and across Brotherton Road on the north. Standard operation conditions and permit-related requirements would be in place to minimize and reduce any potential temporary construction/grading related impacts to sensitive receptors. Thus, no new significant impacts or substantial increase in the severity of impacts would occur in regards to air quality and global climate change as a result of project revisions. The project also would not create objectionable odors to any sensitive receptors because the a self-storage facility and single-family residential development are not land-uses identified by the San Diego Air Quality Management District (SDAQMD) with activities that have the potential to generate adverse odor impacts.

**Estimated Construction Emissions in Pounds per Day**

Construction Phase	ROG	NO <sub>2</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation (on-site)	2.69	30.82	18.06	0.02	1.65	1.40
Site Preparation (off-site)	0.02	0.03	0.35	--	0.06	0.01
<b>Total Site Preparation</b>	<b>2.71</b>	<b>30.85</b>	<b>18.41</b>	<b>0.02</b>	<b>1.71</b>	<b>1.41</b>
Grading (on-site)	2.85	29.94	19.63	0.02	7.76	4.85
Grading (off-site)	0.03	0.04	0.44	--	0.08	0.02
<b>Total Grading</b>	<b>2.88</b>	<b>29.98</b>	<b>20.07</b>	<b>0.02</b>	<b>7.84</b>	<b>4.87</b>
Building Construction (on-site) 2016	3.69	24.63	16.71	0.02	1.62	1.55
Building Construction (off-site) 2016	0.25	1.37	2.96	--	0.38	0.11
<b>Total Building Construction 2016</b>	<b>3.94</b>	<b>26.00</b>	<b>19.67</b>	<b>0.02</b>	<b>2.00</b>	<b>1.66</b>

Construction Phase	ROG	NO <sub>2</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Building Construction (on-site) 2017	3.32	22.85	16.24	0.02	1.46	1.39
Building Construction (off-site) 2017	0.23	1.22	2.73	--	0.38	0.11
<b>Total Building Construction 2017</b>	<b>3.55</b>	<b>24.07</b>	<b>18.97</b>	<b>0.02</b>	<b>1.84</b>	<b>1.50</b>
Paving (on-site)	1.65	16.46	12.05	0.01	1.02	0.94
Paving (off-site)	0.04	0.05	0.60	--	0.12	0.03
<b>Total Paving</b>	<b>1.69</b>	<b>16.51</b>	<b>12.65</b>	<b>0.01</b>	<b>1.14</b>	<b>0.97</b>
Architectural Coatings (on-site)	28.69	2.18	1.86	--	0.17	0.17
Architectural Coatings (off-site)	0.02	0.02	0.28	--	0.05	0.01
<b>Total Architectural Coatings</b>	<b>28.71</b>	<b>2.20</b>	<b>2.14</b>	<b>--</b>	<b>0.22</b>	<b>0.18</b>
<b>Maximum Daily Emissions</b>	<b>28.71</b>	<b>30.85</b>	<b>20.08</b>	<b>0.02</b>	<b>7.84</b>	<b>4.87</b>
<b>Daily Thresholds</b>	<b>75</b>	<b>250</b>	<b>550</b>	<b>250</b>	<b>100</b>	<b>55</b>

California Air Resources Board CalEEMod V.2013.2.2 [computer program].

Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. As demonstrated in the Air Quality Analysis, project construction would not exceed the applicable regional emissions thresholds. Therefore, as project emissions would be well below these limits, project construction would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Additionally, the General Plan Update FEIR requires

future projects to implement construction dust control measures, which is a standard requirement for a project condition of approval and issuance of grading/improvement plan.

**Estimated Operational Emissions in Pounds per Day (lbs/day)**

Emission Source	ROG	NO <sub>2</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area-wide (lbs/day)	8.48	0.08	7.88	--	1.06	1.06
Energy (lbs/day)	--	0.06	0.04	--	--	--
Mobile (lbs/day)	0.75	1.69	7.86	0.02	1.40	0.39
<b>Total (lbs/day)</b>	<b>9.24</b>	<b>1.84</b>	<b>15.78</b>	<b>0.02</b>	<b>2.47</b>	<b>1.45</b>
<b>Daily Thresholds</b>	<b>55</b>	<b>250</b>	<b>550</b>	<b>250</b>	<b>100</b>	<b>55</b>

Source: California Air Resources Board CalEEMod [computer program].

Increases in concentrations of greenhouse gas (GHG) emissions generated by human activities have the potential to result in global climate change impacts. GHGs include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Common activities that generate GHGs include vehicular travel, electricity use, natural gas use, water use, and waste generation. The City of Escondido has prepared a Climate Action Plan (CAP) demonstrating how the City would reduce GHG emissions. The CAP establishes a threshold level of 2,500 metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>E) per year for identifying projects that require a project-specific technical analysis to quantify and mitigate project emissions (City of Escondido 2013a and 2013b).

The City of Escondido has established a standard threshold of significance for a project's GHG emissions. According to Chapter 33-Zoning, Article 47-Environmental Quality, Division 1, Section 33-924(7A) of the City's municipal code, projects that do not generate more than two thousand five hundred (2,500) metric tons (MT) of carbon dioxide equivalent (CO<sub>2</sub>e) greenhouse gas (GHG) emissions are generally not considered significant. The following table summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in the table below, the CO<sub>2</sub>E total for the project is 1,916 pounds per day or 0.86 MTCO<sub>2</sub>E per day. This translates into an estimated annual operational emission of 313.9 MTCO<sub>2</sub>E per year. The project's estimated GHG emissions are below the thresholds of significance established by the City. As a result, the project's GHG impacts are less than significant.

**Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
Construction Phase - Site Preparation	2,480.10	0.74	--	2,495.80
Construction Phase - Grading	2,139.27	0.64	--	2,152.82
Construction Phase - Construction	2,352.22	0.54	--	2,363.60
Construction Phase - Construction 2017	2,334.85	0.51	--	2,345.74
Construction Phase - Paving	1,777.47	0.53	--	1,788.69
Construction Phase - Coatings	281.44	0.02	--	282.07
Long-term Area Emissions	158.28	0.10	--	163.16
Long-term Energy Emissions	75.86	--	--	76.32
Long-term Mobile Emissions	1,675.21	0.06	--	1,676.57
<b>Total Long-term Emissions</b>	<b>1,909.36</b>	<b>0.16</b>	<b>0.01</b>	<b>1,916.05</b>

Source: CalEEMod V.2013.2.2.

Assembly Bill (AB) 32 codified the 2020 goal of reducing statewide GHG emissions to 1990 levels and launched the Climate Change Scoping Plan that outlined the reduction measures needed to reach these targets. Following the state's adopted AB 32 GHG reduction target, the City set a goal to reduce emissions back to 1990 levels by the year 2020. The City's E-CAP was prepared to demonstrate how this would be achieved. As the project is below the screening threshold, it would not conflict with implementation of the E-CAP or interfere with

the City achieving the GHG reduction goals outlined in the ECAP, and would not conflict with the AB 32 mandate for reducing GHG emissions at the state level. As illustrated above, the project would emit less than 2,500 MT CO<sub>2</sub>E annually and would not interfere with the City achieving the GHG reduction goals outlined in the E-CAP.

**Hydrology/Water Quality** – A Priority Development Project Storm Water Quality Management Plan (SWQMP) has been prepared for the revised project. The Engineering Department has determined that runoff from the project would not be significant, existing drainage facilities within the area are adequate to support the project, and the project would not materially degrade water quality nor violate any water quality standards or waste discharge requirements. The project would result in an increase in on-site runoff because the proposed development results in an increase in impervious surfaces. However, the runoff from the project would be minimized by the use of bioretention basins and other landscape features located before the off-site discharge points. The retention of water would also reduce the peak rate of flow existing from the site. The project would be required to extend the existing storm drain system in Brotherton Road to serve the project site. Thus, the project's impact to drainage patterns would be less than significant. A Stormwater Pollution Prevention Plan (SWPPP) would be prepared in compliance with the Construction General Permit. The SWPPP would identify erosion control and sediment control best management practices (BMPs) that would be implemented to minimize the occurrence of soil erosion or loss of topsoil. Adherence to all NPDES MS4 Permit regulations, including applicable BMPs, would ensure construction and operation does not result in erosion or flooding impacts. To address potential pollutants of concern, the project would implement construction and post-construction Best Management Practices (BMPs) in compliance with the City and Regional Water Quality Control Board (RWQCB) regulations. Construction BMPs are anticipated to include silt fencing, gravel bag barriers, street sweeping, solid waste management, stabilized construction entrance/exits, water conservation practices, and spill prevention and control. Operational BMPs would include low-impact development design practices, source control, and proposed bioretention basins. Ultimately, the project would be required to comply with the drainage and water quality regulations in place at the time of construction. Implementation of these BMPs, along with regulatory compliance, would preclude any violations of applicable standards and discharge regulations. Therefore, project impacts related to water quality would be less than significant.

The City would provide sewer and water service from mains within the adjacent street or easements; consequently, no significant impact is expected to occur to the groundwater table. The proposed project revisions would not result in the increase in severity of potential groundwater impacts. Should groundwater be encountered during grading operations, the protocol for managing the groundwater must comply with requirements of the State Regional Water Quality Control Board and the County of San Diego Department of Environmental Health.

**Noise** – An Exterior Noise Analysis was prepared for the original project in 2004 by Pacific Noise Control to evaluate the existing ambient noise environment and the potential for noise impacts from the operation of the self-storage facility, as well as future noise impacts on the adjacent residential lots from the adjacent roadways. The study concluded that mitigation would be required in the form of a six-foot-high solid masonry wall to be constructed along the eastern and south boundary of Commercial Lot 1 adjacent to existing and proposed residential lots. An updated Noise Analysis was prepared for the revised project by Blodgett Baylosis Environmental Planning (August 2016) to evaluate the existing ambient noise condition and potential impacts from the development and operation of the proposed facility.

#### Operational Noise Impact – Storage Activity

The City has established exterior sound level limits for different land uses in Section 17-229 of the Municipal Code. These sound level limits are the allowable noise levels at any point on or beyond the boundaries of the property on which the sound is produced. Where two or more dissimilar land uses occur on a single property, the more restrictive noise limits apply. Because the self-storage facility is adjacent to single-family residential zoning and land uses on the east and south, the one-hour average noise level shall not exceed 50 dB between the hours of 7:00 a.m. to 7:00 p.m. and 45 dB between the hours of 10:00 p.m. and 7:00 a.m.

Noise associated with the storage facility generally would consist of loading and unloading activities that can generate hourly average noise levels of approximately 45 to 55 dB at a distance of 50 feet. Loading/unloading activities would occur directly across from the eastern property boundary at a distance of approximately 45 to 50 feet. Therefore, the hourly average noise level at the project's eastern and southern boundary line is anticipated to range up to approximately 55 dB. Implementation of Noise Mitigation Measure No. 1 in the adopted IS/MND

(ER 2005-22) would remain applicable to the revised project and reduced potential operational noise impacts to below a level of significance. The mitigation measure requires the installation of a six-foot-high masonry wall along the eastern and southern boundary of Commercial Lot 1. The redesign of Building No 2 would further attenuate noise to residential uses to the south because the building shields loading areas to the residential land use on the south. To further reduce potential nuisance noise impacts, the project would include provisions to use silent alarms for the self-storage facility rather than exterior audible security and door alarms, as well as restricting lot sweeping and maintenance activities to the daytime operational hours.

Heating, Ventilation, and Air Conditioning Systems - Stationary operational noise sources are regulated by the limits within City Municipal Code Section 17-229, which states that the receiving land use noise level for a single-family uses shall not exceed 50 dBA LEQ from 7:00 AM to 10:00 PM and 45 dBA LEQ from 10:00 PM to 7:00 AM. A typical HVAC system would generate a noise level of 56 dBA LEQ at a distance of 7 feet. The closest residential property line to the proposed roof mounted project HVAC units would be the residence adjacent to the eastern and southern property line located approximately 30 feet from the nearest proposed HVAC unit on the south, and 50 feet on the east. At this distance, the unit was modeled to generate a noise level of approximately 43 dBA LEQ at the residential property line.<sup>1</sup> The HVAC units also would be located behind parapet walls that would further help to attenuate noise levels. Therefore, HVAC unit noise would not exceed 50 dBA LEQ, and impacts would be less than significant.

### Construction Noise

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would involve the use of a wide variety of heavy construction equipment onsite, and generally would involve the following construction phases: site preparation, grading/excavation, drainage/utilities/sub-grade, building construction, architectural coatings, and paving. Construction activities occurring under each of these phases would require the use of heavy equipment (e.g., excavators, backhoes, loaders, graders, compactors, cranes, etc.) along with the use of smaller power tools, generators, and other sources of noise. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. It is not anticipated that all equipment would be operated at any given time and in the same location. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. As such, construction activity noise levels at the site would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment.

Section 17-234 of the City Municipal Code stipulates that construction equipment or a combination of equipment are not allowed to operate so as to cause noise in excess of a one hour average sound level limit of 75 dB at any time, unless a variance has been obtained in advance from the City Manager; however, pursuant to the Escondido Municipal Code, all construction activities may only occur between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and on Saturdays between the hours of 9:00 a.m. and 5:00 p.m. Construction is not allowed on Sundays or public holidays. These permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption.

Construction of the proposed project would generate noise that could expose nearby noise sensitive receptors (residential development to the south and east, and north across Brotherton Road) to increased noise levels. The magnitude of any such impacts would depend on the type of construction activity, equipment, duration of the construction phase, distance between the noise source and receiver, and intervening structures. The use of construction equipment would also occur in various areas of the site and at varying times, while and generally being distanced from neighboring properties. Temporary construction noise levels could potentially exceed the 75 dBA (during intermittent increases, or "spikes," in noise levels) as equipment is utilized and moved around within the limits of the proposed grading/development area. However, it is not anticipated that the average one-hour noise level would exceed the one-hour average sound level limit of 75 dBA. Therefore, the project is not anticipated to result in a significant impact. In addition, implementation of the following standard avoidance measures would further reduce project impacts on adjacent residential land uses.

1. (HELIX Acoustical Analysis Report 2016 prepared for the Del Prado Project IS/MND, City Project No. ENV15-0011).

- The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.
- To ensure that noise from equipment and vehicles are kept to a minimum, the project Contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes. This requirements would be enforced through a grading and building permit.

#### Vibration

Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings located in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects, low rumbling sounds and discernable vibrations at moderate levels, and actual building damage at the highest levels. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernable in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage.

Based upon City General Plan Community Protection Element standards, a significant impact would occur if project construction activities would expose vibration-sensitive uses to vibration levels that exceed 65 vibrations decibels (VdB), residences and buildings where people normally sleep to 80 VdB, or institutional land uses with primarily daytime uses to 83 VdB. The U.S. Department of Transportation (U.S. DOT) also has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Another source of vibration includes vibration resulting from the operation of empty haul trucks. However, if a roadway is smooth, the ground borne vibration from traffic is rarely perceptible. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second. Moderate to heavy grading activities will occur throughout the project site, especially in the areas of larger cut areas and slopes. The nearest sensitive receptors are the residential units located in the center east portion of the project site along the west side of Cranston Drive. The type of equipment to be used on the project site is not anticipated to exceed vibration levels above 0.5 inches per second. Therefore, the project would not result in a significant impact.

Construction activities that typically generate the most vibration include blasting and impact pile driving. As noted in the geotechnical report prepared for the project site, the site is underlain by hard bedrock. Boring samples taken throughout the site indicated that bedrock may be found between three to ten feet below ground surface. In order to accommodate the building foundations and basement level for self-storage Building 1, the bedrock must be broken down in order to continue the grading process. The use of heavy equipment to "rip" the bedrock is anticipated for the project and blasting and impact pile driving generally are not anticipated or proposed. However, should blasting be necessary, the applicant will need to obtain a blasting permit from the City's Fire Department. The blasting permit will contain specific conditions that will require strict adherence to avoid and offset any potential impacts to adjacent residential structures. In addition, implementation of the following standard avoidance measure would further reduce potential project impacts on adjacent residential land uses.

- Heavy construction/haul vehicles should be prohibited from travelling and accessing the project site from Cranston Drive. This would further reduce the potential generation of vibration from empty vehicles.

#### Transportation Noise

As stated in the City's General Plan Community Protection Element, the noise level goal for single-family residential uses is 60 A-weighted decibels (dBA) community noise equivalent level (CNEL) at the exterior use areas. In addition, Title 24 of the California Code of Regulations establishes an interior noise standard of 45 dBA CNEL. The updated Noise Study prepared for the project indicated the average noise levels along Brotherton Road at the future single-family homes were 65.2 dBA, which would exceed the City goal of 60 dBA.

Noise Mitigation Measure No 1 in the adopted IS/MND (ER 2005-22) requires a six-foot-high masonry wall to be constructed along the eastern boundary of Commercial Lot 1 adjacent to the residential lots on the east and south. The wall would provide appropriate attenuation of the exterior noise levels at the ground floor of the residential homes in conformance with the City's goal of 60 dBA. Traditional architectural materials are normally able to reduce exterior to interior noise by up to 15 dBA. Because building facade noise levels are projected to exceed 60 CNEL at the upper stories of the proposed residences facing Brotherton Road or S. Centre City Parkway traditional architectural materials would not be expected to attenuate interior noise to a level of 45 CNEL. Therefore, interior noise levels are likely to exceed the Title 24 interior noise standard of 45 CNEL, resulting in a potentially significant impact. However, implementation of Noise Mitigation Measure No. 2 in the adopted IS/MND (ER 2005-22) would remain applicable to the revised project and would reduce potential impacts to below a level of significance. The mitigation measure requires that an Interior Acoustical Analysis (INA) shall be prepared and the measures recommended in the INA incorporated into the building plans for the affected buildings prior to the issuance of building permits for the residential units.

**Biological, Cultural, Geology/Soils, Hazards and Hazardous Materials, Mineral Resources, Population/Housing, Public Services, Recreation, Utilities/Service Systems** – The adopted 2005 MND concluded that potential impacts associated with all of the listed issues would be less than significant, based on considerations including the nature, location and extent of project-related disturbance and development and requirements for conformance with applicable regulatory and industry standards. The original and revised project descriptions would affect the same area, include the same types of land use, and would be constructed using similar grading and building practices. Accordingly, the impact conclusions noted for the listed issues in the adopted 2005 MND would also apply to the revised project description, with all associated potential impacts to be less than significant. Thus, no new significant impacts or substantial increase in the severity of impacts would occur in regarding to the items/resources listed above. Implementation of the relevant mitigation measures of the adopted IS/MND (ER 2005-22) would remain applicable to the revised project.

## **SUMMARY AND FINDINGS**

For all impact areas, a preliminary review indicated that the proposed modification is in substantial conformance with the original design of the project and therefore would have no new impact(s) not already identified in the adopted Mitigated Negative Declaration (ER 2005-22). Based on the impact comparison provided above, the revised project would not result in new significant impacts or a substantial increase in the severity of impacts under CEQA. Thus, the revised project would not: a) result in increased impacts related to degradation of the environment; b) result in increased cumulative impacts; or c) result in increased substantial adverse effects on human beings, either directly or indirectly. No significant impacts to the environment as a result of this project have been identified when considering the mitigation measures included as part of the development plan. Approval of the project is not expected to have any significant impacts, either long-term or short-term, nor will it cause substantial adverse effect on human beings, either directly or indirectly provided all mitigation measures and normal project conditions are followed. A Mitigation Monitoring and reporting program will be in force as approved with the modification to the Master and Precise Development Plan and Tentative Map extension of time. No additions or changes are necessary. In summary, the analysis concludes that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR or Negative Declaration have occurred, and thus an Addendum to the adopted Mitigated Negative Declaration is appropriate to satisfy CEQA requirements for the proposed project. The evidence in the file support that no circumstances or conditions requiring the preparation of a subsequent Negative Declaration are present in this case. No circulation of this Addendum for public comment is required. (CEQA Guidelines Section 15164(c)).

**CITY COUNCIL**

For City Clerk's Use:

**APPROVED**       **DENIED**

Reso No. \_\_\_\_\_ File No. \_\_\_\_\_

Ord No. \_\_\_\_\_

**Agenda Item No.:** \_\_\_\_\_

**Date:** January 11, 2006

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Jonathan H. Brindle, Director of Planning

**SUBJECT:** Tentative Subdivision Map, Grading Exemption and Master and Precise Development Plan for a 71,285 SF Self-Storage Facility on Brotherton Road (TR 900, 2004-70-PD/GE)

**STAFF RECOMMENDATION:**

It is requested that Council adopt Resolution No. 2006-09 approving the proposed subdivision, grading exemption and Master and Precise Development Plan for a self-storage facility.

**PLANNING COMMISSION RECOMMENDATION:**

On November 22, 2005, the Planning Commission voted 6-0 (Commissioner Lehman absent) to recommend approval of the proposed five-lot subdivision, grading exemption, and Master and Precise Development Plan.

**PROJECT DESCRIPTION:**

A five-lot Tentative Subdivision Map consisting of one 1.82-acre commercial lot and four residential lots on 1.38 acres, in conjunction with a Master and Precise Development Plan for a 71,285 SF self-storage facility on the proposed commercial lot. The four single-family residential lots would range in size from approximately 12,810 SF (net) to 14,000 SF. The project also includes a Grading Exemption for a 1½:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1.

**LOCATION:**

On the southwestern corner of the intersection of Brotherton Road and Cranston Drive, addressed as 2319 Cranston Drive.

**FISCAL ANALYSIS:**

None.

**CORRELATION TO THE CITY COUNCIL ACTION PLAN:**

This item relates to the Council's Action Plan regarding Economic Development and Image and Appearance by placing four single-family residences and a well-designed self-storage facility that will serve area residents and businesses on an infill property where loitering and littering problems have previously occurred.

**GENERAL PLAN ANALYSIS:**

There are two General Plan Land Use Designations on the 3.2-acre project site. The western 1.82-acres have a Planned Commercial designation, while the eastern 1.38-acres have an Urban I residential designation. Page II-33 of the General Plan states the Planned Commercial portion of the site "shall be limited to mini-storage units or other uses compatible with residential properties." The remainder of the property designated as Urban 1 allows a maximum density of up to 5.5 dwelling units per acre. The proposed subdivision would be consistent with the General Plan density provisions since the overall residential density on the Urban I portion of the site is proposed to be 3.15 dwelling units per acre.

**ENVIRONMENTAL REVIEW:**

A Mitigated Negative Declaration, City Log No. ER 2005-22 was issued on June 2, 2005. Mitigation measures were developed to reduce the potential for noise impacts to a less than significant level. In staff's opinion, no significant issues remain unresolved through compliance with code requirements, mitigation measures and the recommended conditions of approval.

**BACKGROUND:**

On June 28, 2005, the Planning Commission voted 5-2 (McQuead, Winton opposed) to deny the applicant's request for a Tentative Subdivision Map, Master and Precise Development Plan and Grading Exemption. At the time, the applicant had proposed a larger self-storage facility with 83,845 SF of floor area in two buildings with the larger building being three stories over a basement level. The majority of the Planning Commission agreed with the opinion of several neighbors that the facility was too large and out of scale with the adjacent residential neighborhood. Following the Planning Commission hearing, the applicant considered his options of moving forward to the City Council with a negative recommendation from the Planning Commission, or redesigning the project to address some of the issues expressed by commissioners and neighbors. The applicant ultimately decided to redesign the project and resubmit it to the Planning Commission for a new review.

On November 22, 2005, the Planning Commission voted 6-0 (Commissioner Lehman absent) to recommend approval of the proposed five-lot subdivision, grading exemption, and revised Master and Precise Development Plan. While the proposed subdivision and grading exemption were identical to the previous proposal, the applicant had reduced the overall size of the self-storage facility by eliminating the third floor. The net result was a two-story facility over a basement level with a 15.8% reduction in the amount of floor area and a nine-foot reduction in overall building height.

**PLANNING COMMISSION RECOMMENDATION AND SUMMARY:**

During the first Planning Commission hearing on June 28, 2005, six neighbors spoke in opposition to the proposal. The neighbors felt the proposed storage facility was too large and would be out of character for their neighborhood, particularly with respect to the 41-foot height of the building. The majority of the Planning Commission concurred with the neighbors feeling the building was too large for such a visible site. The applicant responded by revising the building design to eliminate the third story. This reduced the building size from 79,195 SF to 66,645 SF and lowered the building height from 41 feet to a maximum of 32 feet.

On November 22, 2005, the Planning Commission considered the revised design. Five neighbors continued to voice opposition to the project with some of the same concerns that the facility was too large and out of character with the adjacent residential area. The neighbors were also concerned with the timing of construction for the commercial portion versus the residential portion of the project, and whether a fire hazard would be created by the items being stored at the facility.

The applicant noted that they had reduced the number of storage units from 580 to 466 and that fire sprinklers would be provided in the facility. He also indicated that they had addressed the previous concerns expressed by commissioners by eliminating the third floor and reducing the building height by nine feet. The plans were also revised to add two parking/loading areas on the eastern side of the building and another elevator in the interior of the building as had been suggested by the commission. The applicant further noted that they had enhanced the architectural features to make the project blend in with the surrounding neighborhood. In response to the neighbors concerns regarding the timing of construction, the applicant stated that they would have no problem with a requirement that the residential portion of the project be constructed concurrent with, or prior to, the commercial portion of the project.

All of the commissioners expressed support for the revised design of the project with Commissioners Newman, Weber and Caster specifically noting satisfaction that the applicant had taken the time to revise the plans to address previous concerns. The Planning Commission voted 6-0 (Commissioner Lehman absent) to recommend approval of the proposed development with the inclusion of a condition requiring the construction of the residential homes in the project to occur concurrent with, or prior to, the construction of the self-storage facility.

**ANALYSIS:**

The proposed self-storage facility consists of two buildings. Building A is the larger, more prominent building located along the frontage on Brotherton Road. Building B is a single-story building on the back of the property with same externally loaded 4,460 SF of storage area that was depicted on the original plan. Building A was originally presented to the Planning Commission as a 79,195 SF structure with four floors of storage area including the basement level. The building has now been modified and reduced in size to 66,645 SF by eliminating the third floor. Eliminating the third floor has also reduced the overall height of the building from 41 feet to 32 feet and reduced the amount of leasable space by 15.8%. The building footprint and orientation on the site is the same as previously proposed. The basement level is entirely underground while the first floor is also partially underground. This results in a one-story appearance as viewed from the closest residence to the

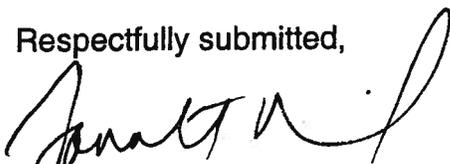
east, while the view from Centre City Parkway to the west would appear as a two-story building. Most of the storage spaces within Building A would continue to be loaded from interior corridors and an additional elevator has been provided in response to the Planning Commission discussion. Roll-up doors on the eastern and western elevations would still allow exterior loading on the ground floor in those areas

Page II-33 of the General Plan states that commercial uses on this site shall be limited to mini-storage units or other uses compatible with residential properties. The previous proposal had reduced the area of the third-story to preserve western and southern views for the residence on the knoll to the east. The revised proposal eliminates the third-story so that all of the views from the neighboring residence are preserved and gives the building a one-story appearance when viewed from the adjacent residence. Eliminating the third floor makes the height of the building more compatible with the adjacent residential neighborhood since the building is now limited to two stories and a 32-foot maximum height. Although the self-storage property is zoned commercial, the revised building height and number of stories would be consistent with the adjacent residential R-1-10 zoning. The architectural style still incorporates residential elements as viewed from the street that are now more in scale with the reduction in building height. Both staff and the Planning Commission feel the proposed self-storage facility is an appropriate use for the site since there are a number of condominium developments planned and approved for the immediate area, storage facilities are low traffic generators, and the site is not a strong commercial property due to the lack of frontage on South Escondido Boulevard.

Due to the sloping nature of the commercial lot (Lot 1), grading for the proposed self-storage facility would include a 1½:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1. It is expected that the retaining wall would be up to six-feet high with the slope up to 12-feet high above the wall. The slope/wall would be located between the self-storage facility and the existing residence to the east. The slope would not be visible to any residences located east of the site.

The Grading Ordinance specifies that manufactured cut and fill slopes should have an inclination of 2:1. Grading Exemptions have been approved for 1½:1 cut slopes where visual issues are minimized and the slopes can be landscaped. Both staff and the Planning Commission feel the proposed Grading Exemption on Lot 1 is appropriate since the 18-foot height of the cut slope/wall combination is consistent with Grading Ordinance requirements and the exception is only for the 1½:1 inclination of the slope. In addition, views of the slope will be partially screened by the self-storage facility and the slope does not face any nearby residences. Landscaping will be installed on the slope to help soften the visual appearance

Respectfully submitted,



Jonathan H. Brindle  
Director of Planning



Bill Martin  
Senior Planner

Jamie Kasvikis and Rich Buquet, Housing & Neighborhood Services, gave the staff report and presented a series of slides.

Mayor Pfeiler opened the public hearing and asked if anyone would like to speak on this issue in any way.

**Cathrine Laguna**, Westside's Involved Neighbors President, indicated the neighborhood association was in favor of the Tulip Street improvements.

Mayor Pfeiler asked if anyone else wanted to speak on this issue in any way. No one asked to be heard. Therefore, she closed the public hearing.

**MOTION:** Moved by Councilmember Abed and seconded by Councilmember Gallo to reaffirm community development priorities adopted in the 2005-2010 Five Year Consolidated Plan for the second year of the Consolidated Plan; approve an expedited allocation process for FY 2006-07 CDBG funds for public and human service programs and projects; and direct staff to develop cost estimates and budget proposals for proposed CDBG-funded capital infrastructure improvement projects in targeted geographic areas. Motion carried unanimously.

- 20. TENTATIVE SUBDIVISION MAP, GRADING EXEMPTION AND MASTER AND PRECISE DEVELOPMENT PLAN FOR A 71,285 SQUARE FOOT SELF-STORAGE FACILITY ON BROTHERTON ROAD (TRACT 900, 2004-70-PD/GE)** – Request Council authorize a five-lot Tentative Subdivision Map consisting of one 1.82-acre commercial lot and four residential lots on 1.38 acres, in conjunction with a Master and Precise Development Plan for a 71,285 SF self-storage facility on the proposed commercial lot. The project also includes a Grading Exemption for a 1-1/2:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1. (File No. 0800-10 Tract 900)

Staff Recommendation: Approval (**Planning Department: Jonathan Brindle**)

#### **RESOLUTION NO. 2006-09(R)**

Bill Martin, Planning Department, gave the staff report and presented a series of slides.

Mayor Pfeiler opened the public hearing and asked if anyone would like to speak on this issue in any way.

**Dave Ferguson, Attorney representing the Applicant**, indicated the General Plan contained language stating an approved use for this site was a storage facility and asked Council to support it.

**Irene Shaw, Escondido**, submitted a petition in opposition and asked Council to deny the project.

**Carolyn Taylor, Escondido**, indicated the imminent road expansion would come very close to her house and asked Council to deny the project.

**Elmer Taylor, Escondido**, voiced concern with drainage and asked Council to deny the project.

**Ray Leone, Escondido**, expressed concern with traffic and asked Council to deny the project.

**Greg High, Escondido**, indicated he opposed the project due to noise and traffic and asked Council to deny it.

**Dan Stewart, Escondido**, stated he did not support the project.

Mayor Pfeiler asked if anyone else wanted to speak on this issue in any way. No one asked to be heard. Therefore, she closed the public hearing.

**MOTION:** Moved by Councilmember Gallo and seconded by Councilmember Waldron to authorize a five-lot Tentative Subdivision Map consisting of one 1.82-acre commercial lot and four residential lots on 1.38 acres, in conjunction with a Master and Precise Development Plan for a 71,285 SF self-storage facility on the proposed commercial lot. The project also includes a Grading Exemption for a 1-1/2:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1 with the added condition to provide a minimum 4 foot driveway buffer on Lot 5, and adopt Resolution No. 2006-09(R). Ayes: Gallo, Newman, Waldron and Pfeiler. Noes: Abed. Absent: None. Motion carried.

**21. TENTATIVE SUBDIVISION MAP AND CONDOMINIUM PERMIT (TRACT 922, 2005-29-CP) ADDRESSED AS 938 FIG NORTH STREET--** A Condominium Permit, in conjunction with a one-lot Tentative Subdivision Map, for the conversion of an existing 14-unit apartment complex to condominium units on approximately 0.95 acre at 938 North Fig Street. The development consists of fourteen, two-story, three-bedroom, 2 1/2 –bathroom, units of 1,300 SF. The units are located in three buildings each with four or five units, and each unit has an attached one-car or two-car garage. No additional units are proposed. (File No. 0800-10 Tract 922)

Staff Recommendation: Approval (**Planning Department: Jonathan Brindle**)

**RESOLUTION NO. 2006-01(R)**

Jonathan Brindle, Planning Director, gave the staff report and presented a series of slides.

Mayor Pfeiler opened the public hearing and asked if anyone would like to speak on this issue in any way.

**Joseph Scarlatti, Attorney,** commented on the engineering conditions and asked if undergrounding was required.

Mayor Pfeiler asked if anyone else wanted to speak on this issue in any way. No one asked to be heard. Therefore, she closed the public hearing.

**MOTION:** Moved by Councilmember Abed and seconded by Councilmember Waldron to approve a Condominium Permit, in conjunction with a one-lot Tentative Subdivision Map, for the conversion of an existing 14-unit apartment complex to condominium units on approximately 0.95 acre at 938 North Fig Street. The development consists of fourteen, two-story, three-bedroom, 2 1/2 –bathroom, units of 1,300 SF with the added condition to enhance landscaping and adopt Resolution No. 2006-01 (R). The units are located in three buildings each with four or five units, and each unit has an attached one-car or two-car garage. No additional units are proposed. Motion carried unanimously.

**CURRENT BUSINESS ITEMS**

None

**ORAL COMMUNICATIONS**

None

**COUNCIL/COMMISSION MEMBERS COMMENTS**

None

Agreement because the proposal is located within the North Broadway Critical Deficiency Area. The proposed reorganization area includes the site for the proposed subdivision as well as four adjacent parcels.

**LOCATION:** 17.2 acres located north of North Avenue and the terminus of Conway Drive, east of Laurashawn Lane, and west of Kaywood Drive (APNs 224-153-13, -15, -17, -18, -19, and -20).

**ACTION:**

Moved by Commissioner Newman, seconded by Commissioner Winton, to continue Item 1 to the December 13, 2005, meeting. Motion carried unanimously. (6-0)

**2. TENTATIVE SUBDIVISION MAP, MASTER AND PRECISE DEVELOPMENT PLAN, GRADING EXEMPTION - TRACT 900, 2004-70-PD/GE:**

**REQUEST:** A five-lot Tentative Subdivision Map, consisting of one 1.82-acre commercial lot and four residential lots on 1.38 acres, in conjunction with a Master and Precise Development Plan for a 71,285 SF self-storage facility on the proposed commercial lot. The project has been redesigned to eliminate the third story on the storage facility and reduce the building floor area by 12,560 SF. The proposed storage facility would now be two stories over a basement level with a maximum building height of 32 feet. The four single-family residential lots would range in size from approximately 12,810 SF (net) to 14,000 SF. The project also includes a Grading Exemption for a 1-1/2:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1.

**LOCATION:** 3.20 acres located on the southwestern corner of the intersection of Brotherton Road and Cranston Drive, addressed as 2319 Cranston Drive.

Jonathan Brindle, Assistant Planning Director, presented the staff report and noted staff issues were whether the design of the subdivision is consistent with the PD-C and R-1-10 development standards, the appropriateness of the proposed design for the self-storage facility with respect to height and residential compatibility, whether the design of the solid wall along the eastern property line of the proposed commercial lot (Lot 1) was appropriate, and the appropriateness of the proposed Grading Exemption. Staff recommended approval based on the following: 1) While the PD-C zone does not have specific development standards for the proposed commercial lot, the rest of the proposed subdivision is consistent with the development standards for the R-1-10 zone including lot area, lot width, and street frontage. All of the proposed residential lots are rectangular-shaped with plenty of area to locate a typical single-family residence while meeting setback and building height requirements; 2) The elimination of the third floor has reduced the maximum height of the self-storage facility from 41 feet to

32 feet, which is within the 35-foot height limit for the adjacent R-1-10 residential zone. Staff felt the facility had been appropriately designed because much of the floor area is below ground, the building architecture utilizes residential elements, and the height of the building has been reduced to be more in scale with the adjacent residential neighborhood and to preserve views from the existing residence to the east; 3) The General Plan specifies that the commercial lot shall have a six-foot-high block wall installed along all property lines abutting residentially zoned property. The property owner to the east has indicated that he is opposed to a six-foot high block wall next to his home and pool and would prefer a three-foot-high block wall with three-feet of plexiglass on top to preserve views. Staff feels this meets the separation intent specified in the General Plan and is also consistent with the recommendations of the noise study for the self-storage facility; and 4) The proposed Grading Exemption on Lot 1 is appropriate since the 18-foot height of the cut slope/wall combination is consistent with Grading Ordinance requirements and the exception is only for the 1½:1 inclination of the slope. In addition, views of the slope will be partially screened by the self-storage facility and the slope does not face any nearby residences. Landscaping will be installed on the slope to help soften the visual appearance.

**Dave Ferguson, representing the applicant,** provided a brief project description and noted that they had incorporated all of the recommendations of the Commission and staff. He stated that they had incorporated a second elevator, added parking, reduced building heights and relocated the manager's office to the west side of the property.

**Ariel Valli, Architect,** noted they had reduced the units from 580 to 466. He stated that they had reduced the elevation of the project from 41 feet to 32 feet as well as revising the site's interior circulation patterns. He also indicated that they had added parking and incorporated enhanced architectural features which made the project blend in with the surrounding neighborhood.

Mr. Ferguson noted they had tried to address all of the Commission's concerns.

**Ilene Tremblay, Escondido,** questioned whether potential fire hazards would be created by the items being stored at the facility. Mr. Brindle noted that the facility would be sprinklered as part of adhering to the fire code standards. He also noted that he was unaware of any fire issues at other storage facilities in the City.

**Ray Leone, Escondido,** noted concern with the project creating impacts on parking, traffic, and drainage. Mr. Brindle noted the project would provide more parking than required, noting 20 parking spaces would be provided. He also stated that the project would not significantly impact traffic. Mr. Domingue noted the project would be required to provide a water quality report and drainage report.

Commissioner Campbell noted that the traffic generated by the subject project would be the same as 14 homes according to the findings by SANDAG.

**Greg High, Escondido**, was opposed to the subject project due to feeling it would be out of character with the area. He felt allowing the subject facility would establish a precedent for similar projects to come into the area. He questioned whether the residential portion of the subject project would be constructed prior to the self-storage component. Mr. High expressed his concern with patrons of the project coming into the area who were not residents. He also asked how the facility would be policed with regard to activities occurring at the site.

**Irene Shaw, Escondido**, concurred with Mr. High's comments. She stated that the original proposal was for a single-story facility which would have architecture features similar to the surrounding residences. She also felt that the mass of the proposed project was out of scale with the area.

**Elmer Taylor, Escondido**, noted concern with drainage problems occurring on the southern end of the subject property and his property, noting there was a drop of approximately 5 feet between the two properties. He expressed concern with the property being addressed as being on Cranston Drive. He also expressed concern with the project conditions not containing language regarding the project having sprinklers. Mr. Taylor felt the project's setbacks would be inadequate. He also noted concern with potential impacts to the surrounding septic systems as well as being concerned with no grading being identified for the residential lots.

Commissioner Campbell asked if the staff report contained a condition for sprinklers. Mr. Brindle noted this condition was outlined on Page 27 of the staff report.

**Mr. Valli** noted the project would be required to provide sprinklers. He also noted that the structure would be constructed out of concrete and metal.

Vice-chairman Weber asked what was proposed for the monitor well. He also asked for a clarification of the actual number of parking spaces. Mr. Valli noted Building A had two additional parking spaces which brought the parking up to 20 parking spaces. Mr. Ferguson noted the monitoring well would be relocated to the eastern portion of the property.

Commissioner Newman referenced the two parking spaces near Building A and asked if these were storage parking spaces. Mr. Valli replied in the affirmative.

Vice-chairman Weber, Mr. Ferguson, and Mr. Domingue discussed the proposed drainage for the project.

Commissioner Winton asked Mr. Ferguson to address the concerns regarding residential lots not being built. Mr. Ferguson noted according to the owner the residential lots would be constructed prior to the construction of the self-storage facility.

Commissioner Campbell supported the project.

Commissioner Newman supported the project, noting his enthusiasm with the applicant taking the Commission's concerns and coming back with an improved plan. He then questioned whether a condition should be added regarding requiring construction of the residential portion prior to or in conjunction with the self-storage facility.

Vice-chairman Weber supported the project, noting his enthusiasm with the applicant taking the Commission's concerns and coming back with an improved plan. He also felt the staff report should be modified to reflect that 20 parking spaces were being provided.

Commissioner McQuead recommended a condition be added regarding requiring construction of the residential portion prior to or in conjunction with the self-storage facility.

Commissioner Winton supported the project, feeling it would have low impacts on the area.

Chairman Caster supported the project, noting his enthusiasm with the applicant taking the Commission's concerns and coming back with an improved plan.

Mr. Ferguson noted they would have no problem with language being added regarding requiring the construction of the residential portion prior to or concurrent with the operating permit.

Commissioner Winton suggested that no certificate of occupancy be issued for the storage component until a grading permit had been issued and bonded and building permits issued for the residential component. Vice-chairman Weber concurred.

**ACTION:**

Moved by Commissioner Newman, seconded by Vice-chairman Weber, to approve staff's recommendation. The motion included a requirement that the construction of the residential portion of the project shall occur concurrently, or prior to, construction of the self-storage facility. The motion also included revising the parking from 18 to 20 spaces. Motion carried unanimously. (6-0)

# PLANNING COMMISSION

Agenda Item No.:   G.2    
Date: **November 22, 2005**

- CASE NUMBER:** TR 900, 2004-70-PD/GE
- APPLICANT:** Washington Meadows, LLC
- LOCATION:** On the southwestern corner of the intersection of Brotherton Road and Cranston Drive, addressed as 2319 Cranston Drive.
- TYPE OF PROJECT:** Tentative Subdivision Map, Master and Precise Development Plan and Grading Exemption
- PROJECT DESCRIPTION:** A five-lot Tentative Subdivision Map consisting of one 1.82-acre commercial lot and four residential lots on 1.38 acres, in conjunction with a Master and Precise Development Plan for a 71,285 SF self-storage facility on the proposed commercial lot. The four single-family residential lots would range in size from approximately 12,810 SF (net) to 14,000 SF. The project also includes a Grading Exemption for a 1½:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1.
- STAFF RECOMMENDATION:** Approval
- GENERAL PLAN DESIGNATION/TIER:** Planned Commercial/ Urban I (up to 5.5 du/acre)  
Tier 1 – Kit Carson Subarea
- ZONING:** PD-C (Planned Development – Commercial)  
R-1-10 (Single-family Residential – 10,000 SF minimum lot size)

**BACKGROUND/SUMMARY OF ISSUES:** On June 28, 2005, the Planning Commission voted 5-2 (McQuead, Winton opposed) to deny the applicant's request for a Tentative Subdivision Map, Master and Precise Development Plan and Grading Exemption. At the time, the applicant had proposed a larger self-storage facility with 83,845 SF of floor area in two buildings with the larger building being three stories over a basement level. The majority of the Planning Commission agreed with the opinion of several neighbors that the facility was too large and out of scale with the adjacent residential neighborhood. Following the Planning Commission hearing, the applicant considered his options of moving forward to the City Council with a negative recommendation from the Planning Commission, or redesigning the project to address some of the issues expressed by commissioners and neighbors. The applicant ultimately decided to redesign the project and resubmit it to the Planning Commission for a new review.

The property is split-zoned with the western portion zoned for commercial use and the eastern portion zoned for single-family residences. The proposed subdivision consisting of one commercial lot and four single-family residential lots is identical to the previous proposal. Similarly, the smaller Building "B" and the proposed Grading Exemption also remain unchanged. While the footprint for Building "A" is the same as previously proposed, the overall size of the self-storage facility has been reduced by the elimination of the third floor. This results in a two-story facility over a basement level and a 15.8% reduction in floor area for Building "A."

Staff feels that the issues are as follow:

1. Whether the design of the subdivision is consistent with the PD-C and R-1-10 development standards.
2. Appropriateness of the proposed design for the self-storage facility with respect to height and residential compatibility.

3. Design of the solid wall along the eastern property line of the proposed commercial lot (Lot 1).
4. Appropriateness of the proposed Grading Exemption.

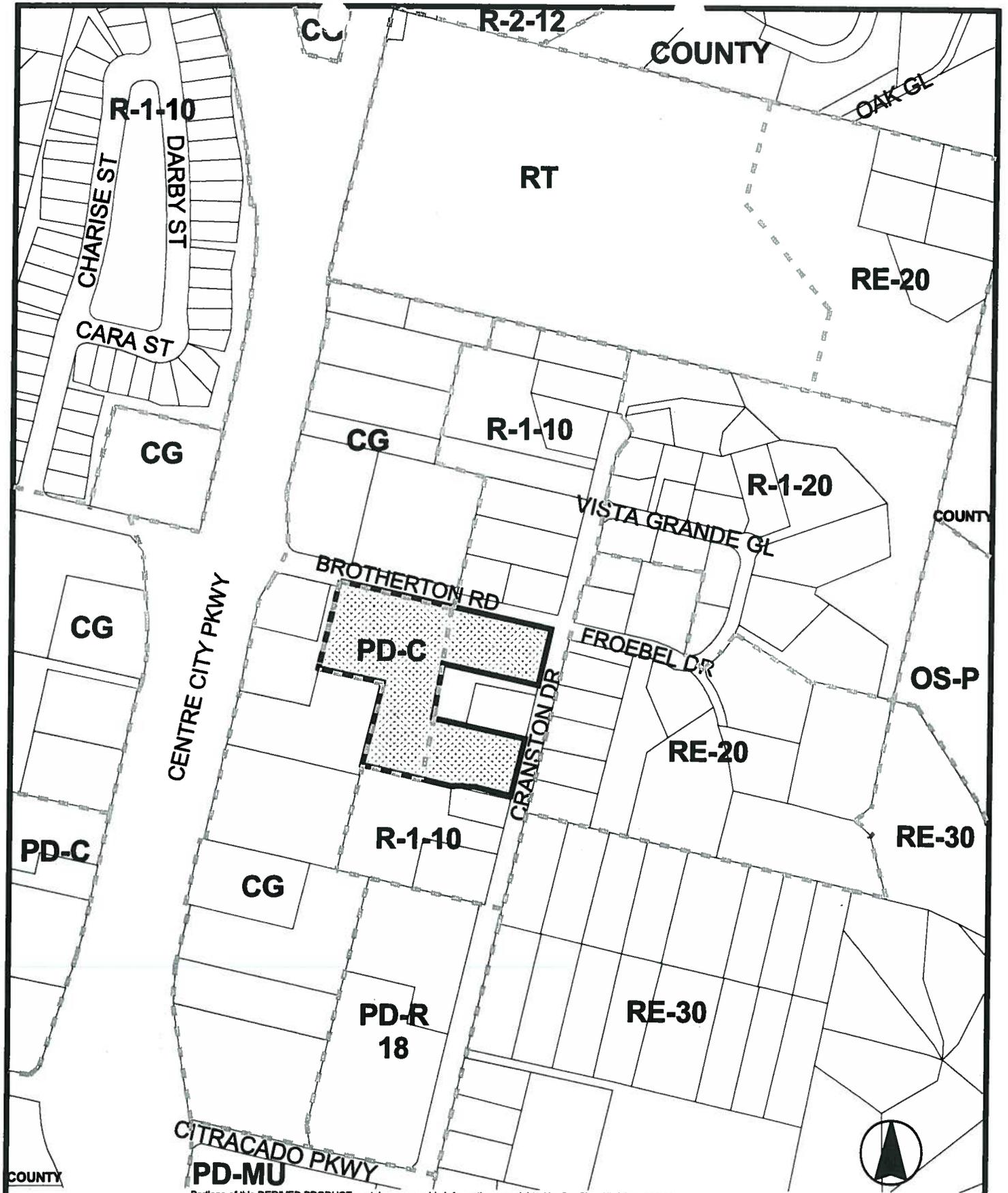
**REASONS FOR STAFF RECOMMENDATION:**

1. While the PD-C zone does not have specific development standards for the proposed commercial lot, the rest of the proposed subdivision is consistent with the development standards for the R-1-10 zone including lot area, lot width, and street frontage. All of the proposed residential lots are rectangular-shaped with plenty of area to locate a typical single-family residence while meeting setback and building height requirements.
2. The elimination of the third floor has reduced the maximum height of the self-storage facility from 41 feet to 32 feet, which is within the 35-foot height limit for the adjacent R-1-10 residential zone. Staff feels the facility has been appropriately designed because much of the floor area is below ground, the building architecture utilizes residential elements, and the height of the building has been reduced to be more in scale with the adjacent residential neighborhood and to preserve views from the existing residence to the east.
3. The General Plan specifies that the commercial lot shall have a six-foot-high block wall installed along all property lines abutting residentially zoned property. The property owner to the east has indicated that he is opposed to a six-foot high block wall next to his home and pool and would prefer a three-foot-high block wall with three-feet of plexiglass on top to preserve views. Staff feels this meets the separation intent specified in the General Plan and is also consistent with the recommendations of the noise study for the self-storage facility.
4. Staff feels the proposed Grading Exemption on Lot 1 is appropriate since the 18-foot height of the cut slope/wall combination is consistent with Grading Ordinance requirements and the exception is only for the 1½:1 inclination of the slope. In addition, views of the slope will be partially screened by the self-storage facility and the slope does not face any nearby residences. Landscaping will be installed on the slope to help soften the visual appearance.

Respectfully submitted,



Bill Martin  
Senior Planner

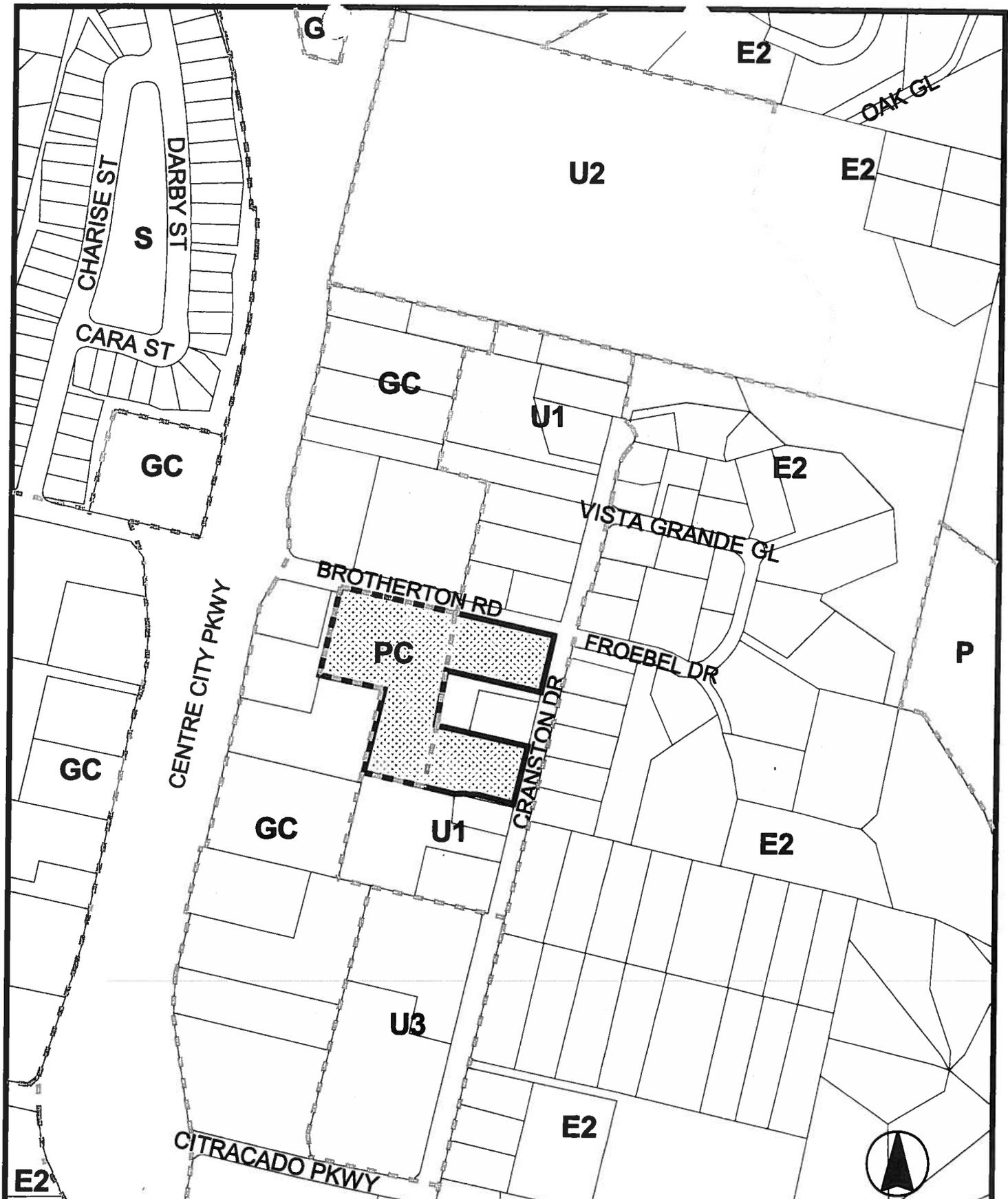


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**PROPOSED SUBDIVISION, PLANNED DEVELOPMENT & GRADING EXEMPTION TR 900 & 2004-70-PD/GE**



LOCATION/ZONING

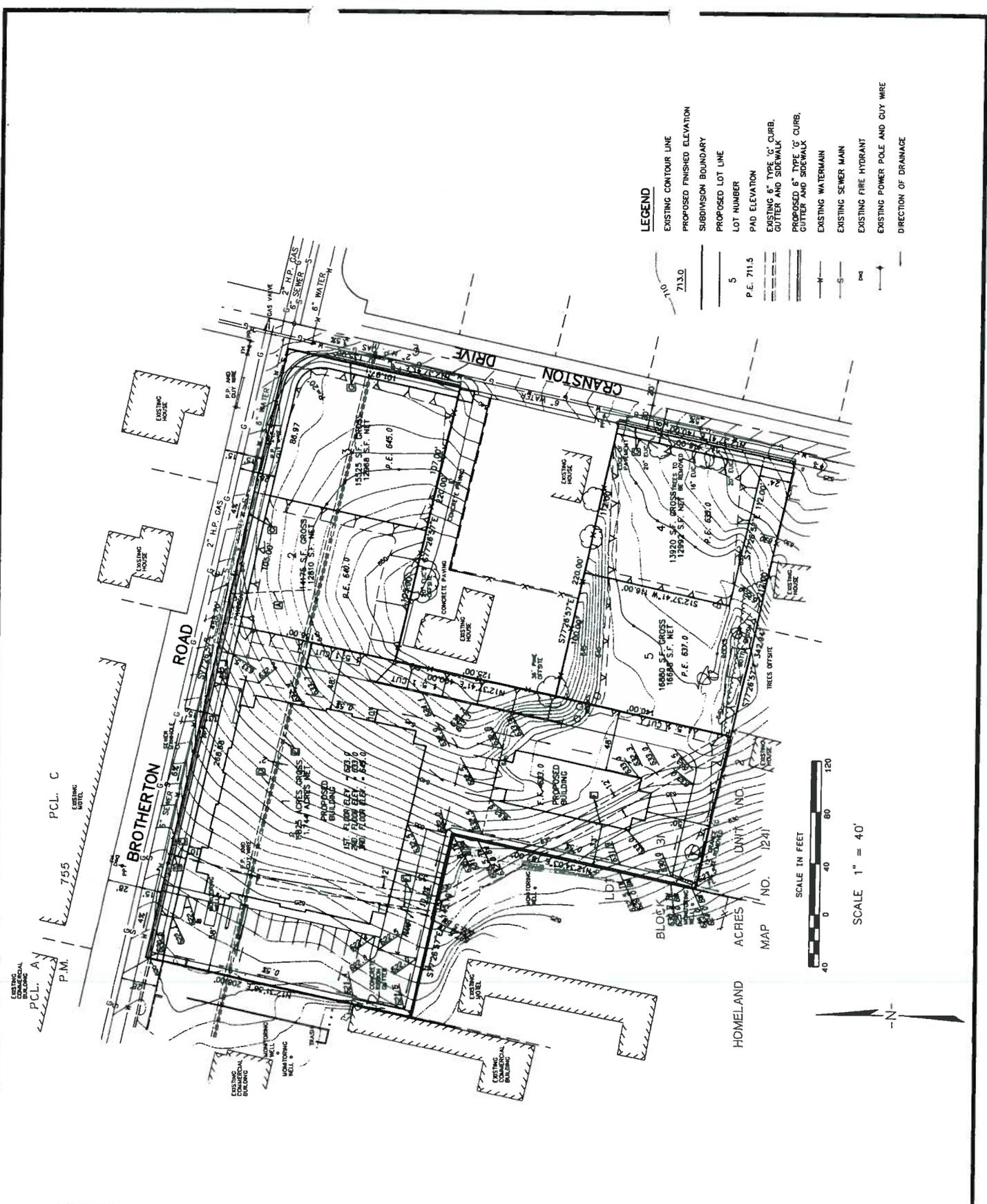


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**PROPOSED SUBDIVISION, PLANNED DEVELOPMENT & GRADING EXEMPTION TR 900 & 2004-70-PD/GE**



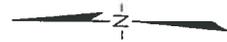
GENERAL PLAN



- LEGEND**
- EXISTING CONTOUR LINE
  - PROPOSED FINISHED ELEVATION
  - SUBDIVISION BOUNDARY
  - PROPOSED LOT LINE
  - LOT NUMBER
  - PAD ELEVATION
  - EXISTING 6" TYPE 'G' CURB, GUTTER AND SIDEWALK
  - PROPOSED 6" TYPE 'G' CURB, GUTTER AND SIDEWALK
  - EXISTING WATERMAN
  - EXISTING SEWER MAIN
  - EXISTING FIRE HYDRANT
  - EXISTING POWER POLE AND GUY WIRE
  - DIRECTION OF DRAINAGE



SCALE 1" = 40'



**PROPOSED SUBDIVISION, PLANNED DEVELOPMENT & GRADING EXEMPTION TR 900 & 2004-70-PD/GE**

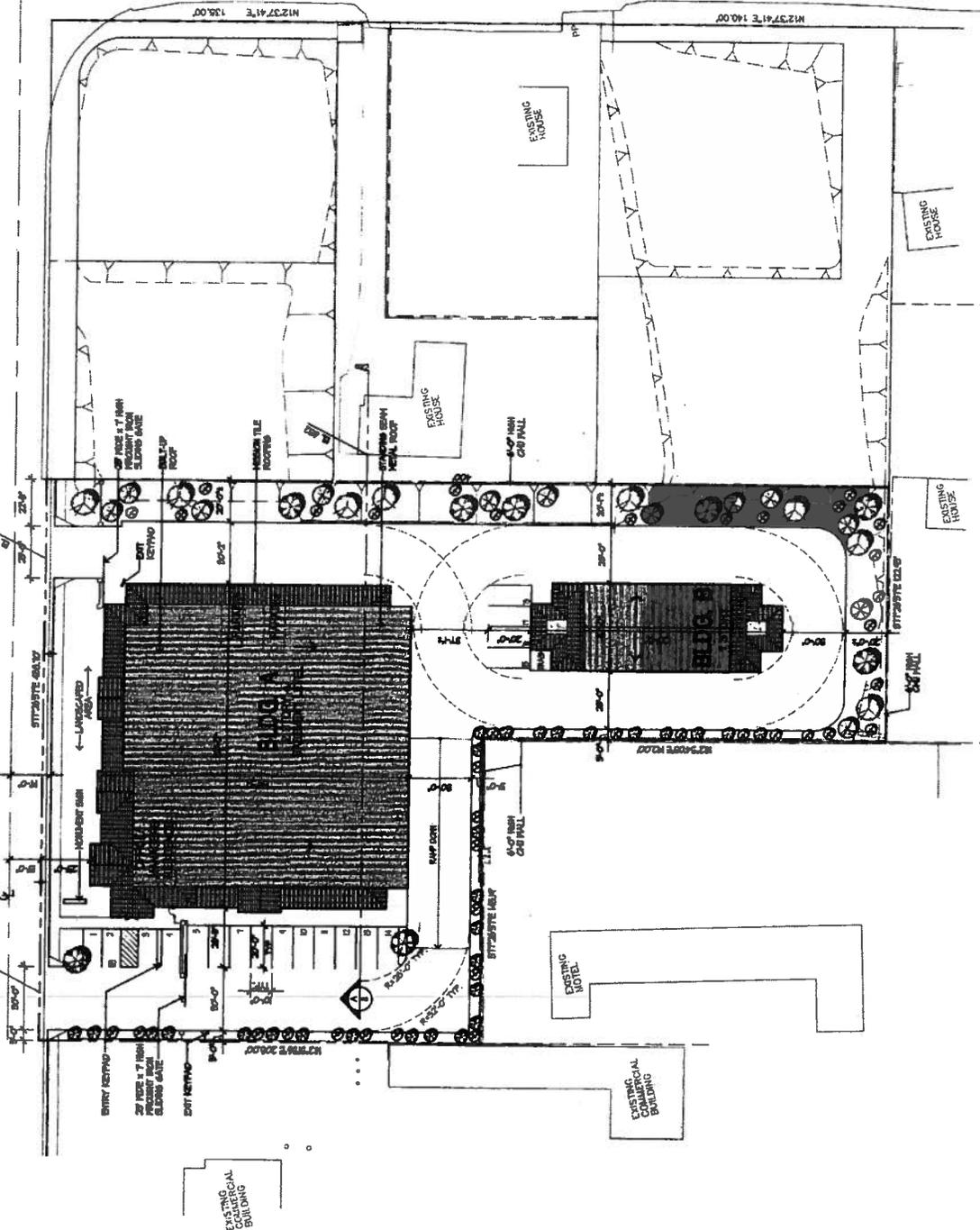


TENTATIVE MAP

CRANSTON DRIVE



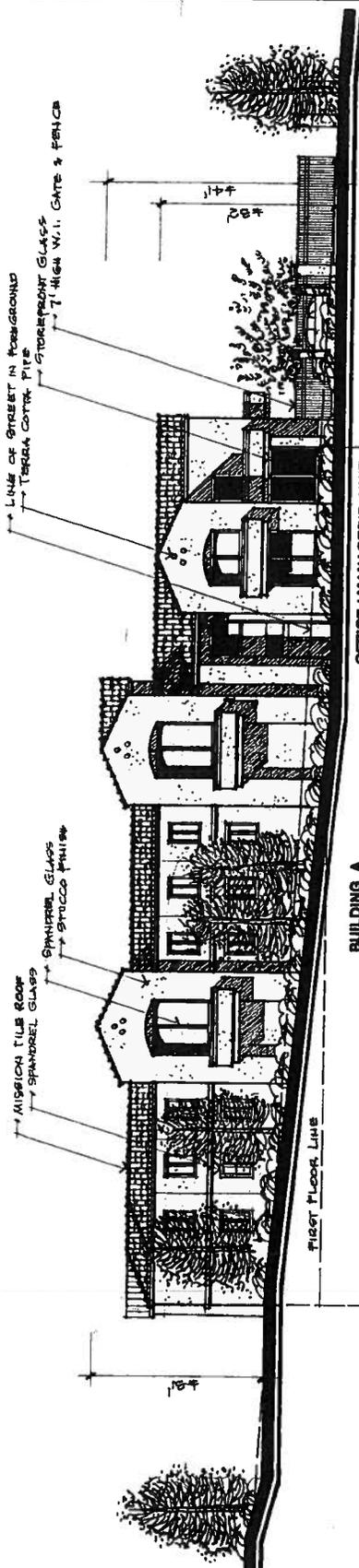
BROTHERTON ROAD



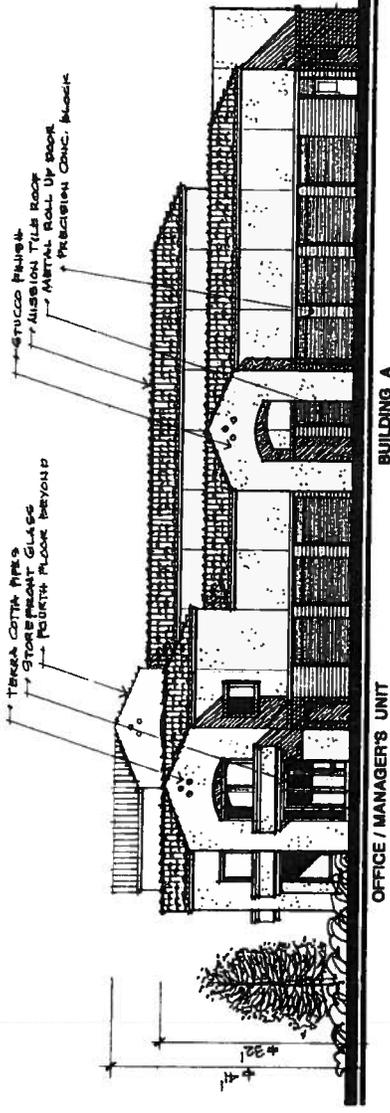
**PROPOSED SUBDIVISION, PLANNED  
DEVELOPMENT & GRADING EXEMPTION  
TR 900 & 2004-70-PD/GE**



SITE PLAN



BROTHERTON ROAD NORTH ELEVATION  
SCALE 1/8" = 1'-0"



WEST ELEVATION  
SCALE 1/8" = 1'-0"

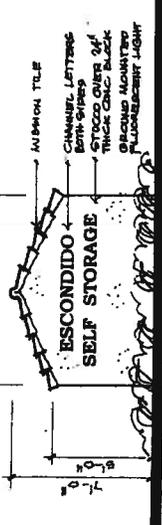
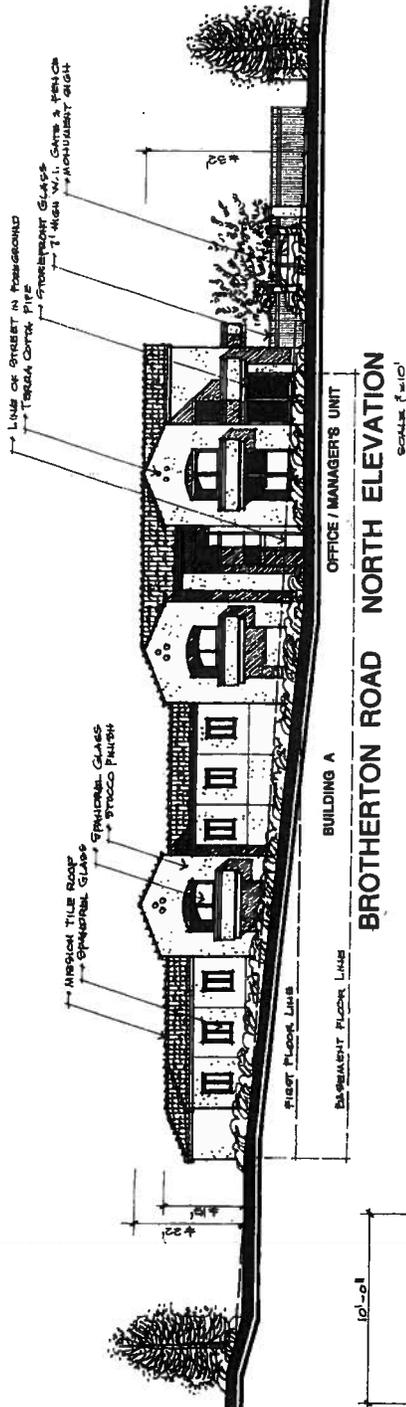
# Previous Proposal

**PROPOSED SUBDIVISION, PLANNED DEVELOPMENT & GRADING EXEMPTION TR 900 & 2004-70-PD/GE**

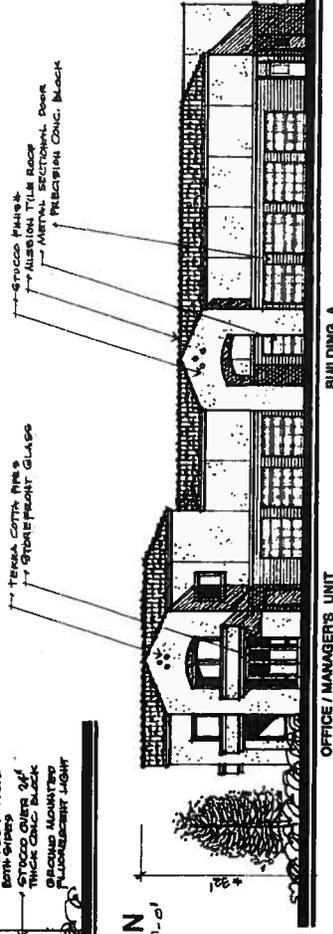


ELEVATIONS

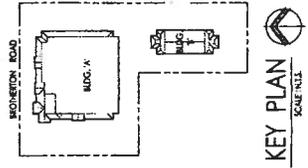
**PROPOSED SUBDIVISION, PLANNED DEVELOPMENT & GRADING EXEMPTION TR 900 & 2004-70-PD/GE**



**MONUMENT SIGN**  
SCALE 1/4"=1'-0"



**WEST ELEVATION**  
SCALE 1/4"=1'-0"

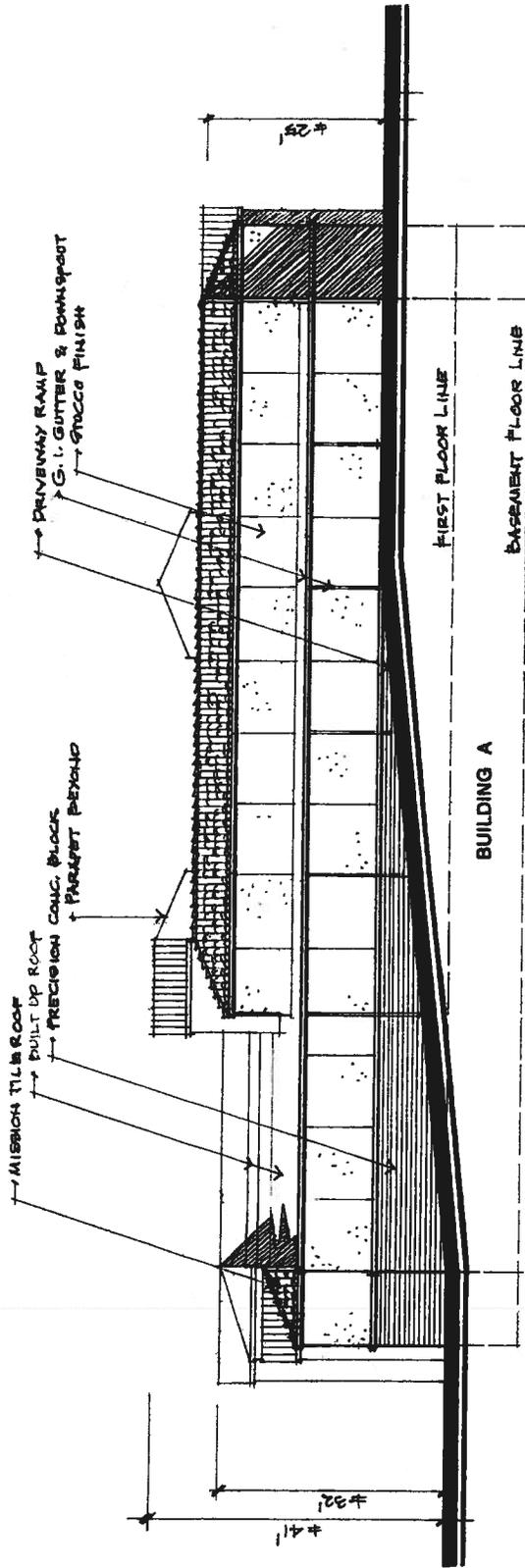


**KEY PLAN**  
SCALE 1/4"=1'-0"

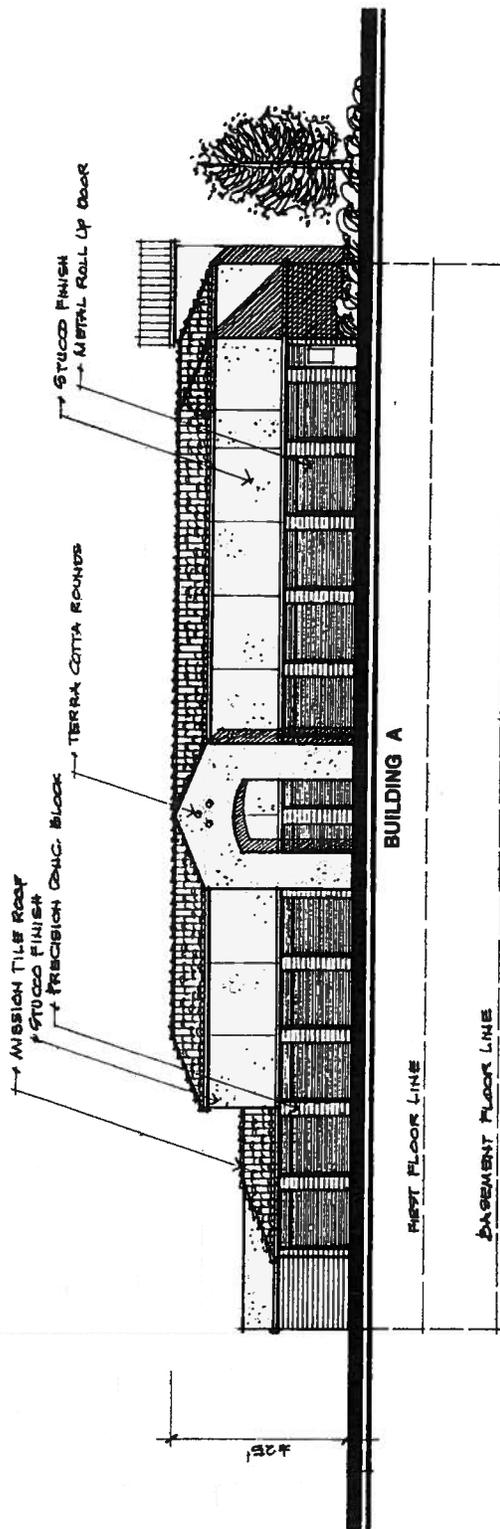
**Current Proposal**



ELEVATIONS



**SOUTH ELEVATION**  
SCALE 1"=10'



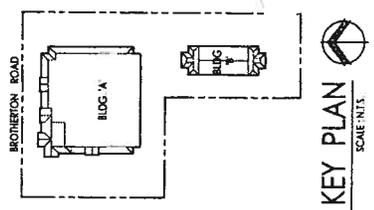
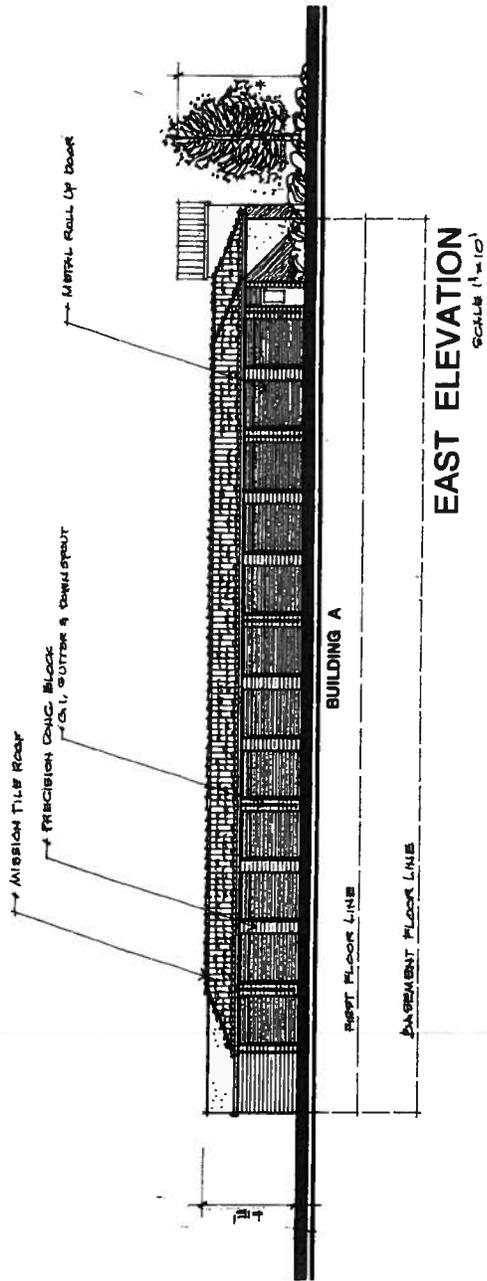
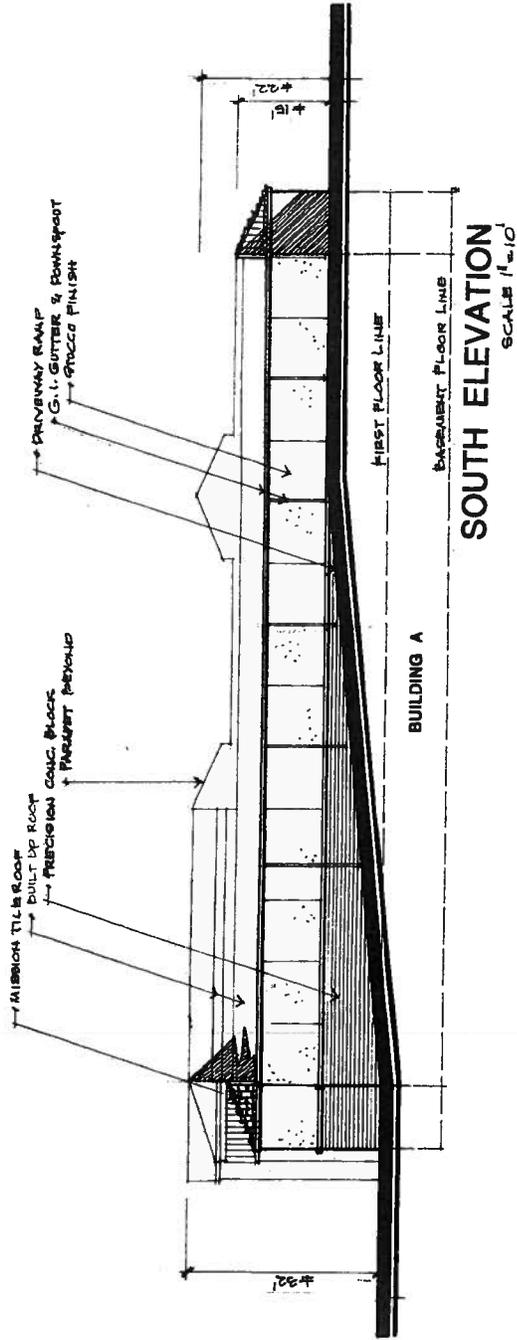
**EAST ELEVATION**  
SCALE 1"=10'

**Previous Proposal**

**PROPOSED SUBDIVISION, PLANNED DEVELOPMENT & GRADING EXEMPTION TR 900 & 2004-70-PD/GE**



ELEVATIONS

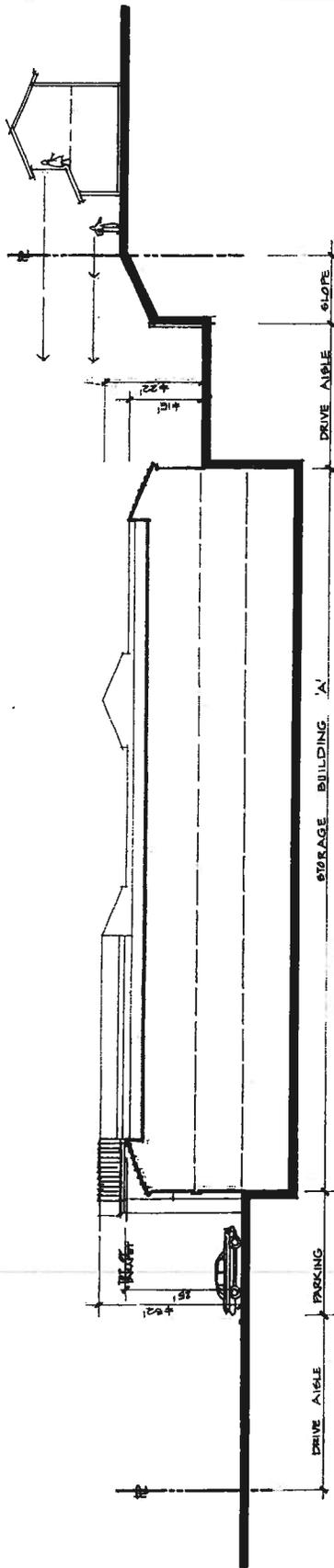


**PROPOSED SUBDIVISION, PLANNED DEVELOPMENT & GRADING EXEMPTION TR 900 & 2004-70-PD/GE**



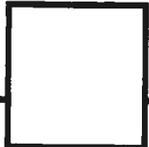
# Current Proposal



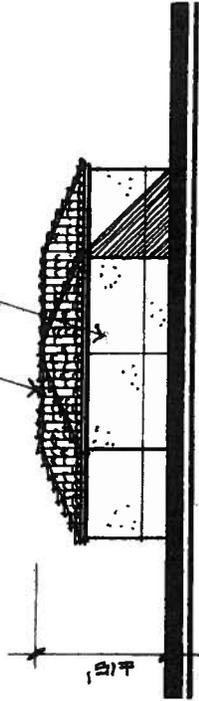


# Current Proposal

**PROPOSED SUBDIVISION, PLANNED  
DEVELOPMENT & GRADING EXEMPTION  
TR 900 & 2004-70-PD/GE**



MISSION TILE ROOF  
STUCCO FINISH



BUILDING 2

### NORTH ELEV

SCALE 1/4" = 10'

METAL ROOF  
G.I. GUTTER & DOWNSPOUT

MISSION TILE ROOF  
STUCCO FINISH  
METAL ROLL UP DOOR  
PRECISION CONC. BLOCK



BUILDING 2

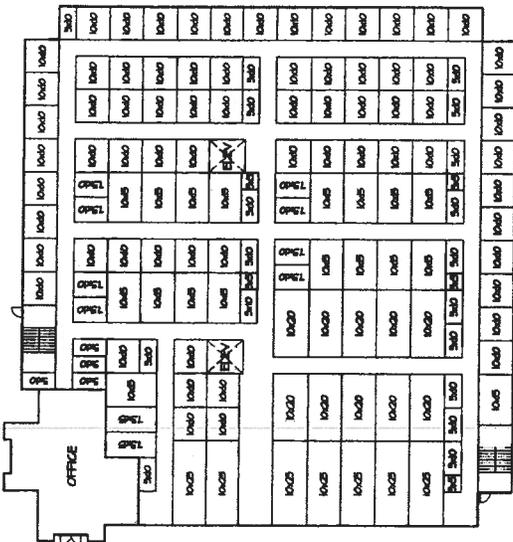
### WEST ELEVATION

SCALE 1/4" = 10'

**PROPOSED SUBDIVISION, PLANNED  
DEVELOPMENT & GRADING EXEMPTION  
TR 900 & 2004-70-PD/GE**

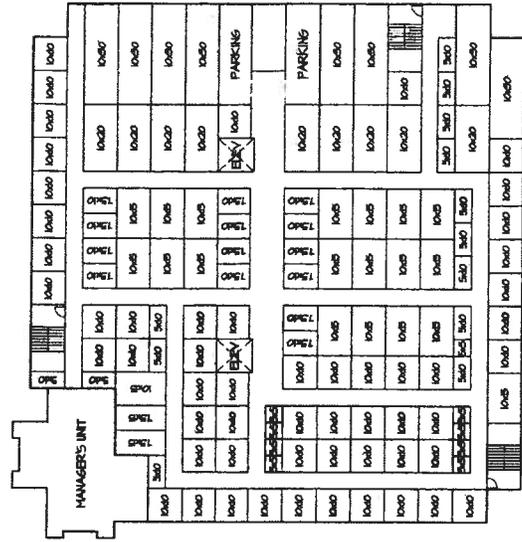


ELEVATIONS



**BLDG. 'A' FIRST FLOOR**

STORAGE NET AREA 51800 SQ. FT.  
 HALLWAY 4665 SQ. FT.  
 STAIRS / ELEVATOR 50 SQ. FT.  
 OFFICE 1360 SQ. FT.  
 FIRST FLOOR TOTAL 22,295 SQ. FT.



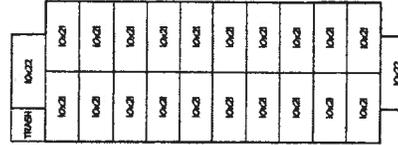
**BLDG. 'A' SECOND FLOOR**

STORAGE NET AREA 45900 SQ. FT.  
 HALLWAY 4,175 SQ. FT.  
 STAIRS / ELEVATOR 70 SQ. FT.  
 MANAGER'S UNIT 1260 SQ. FT.  
 SECOND FLOOR TOTAL 22,295 SQ. FT.



**BLDG. 'A' BASEMENT LEVEL**

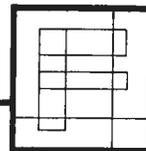
STORAGE NET AREA 16,500 SQ. FT.  
 HALLWAY 548 SQ. FT.  
 STAIRS / ELEVATOR 600 SQ. FT.  
 BASEMENT TOTAL 22,175 SQ. FT.



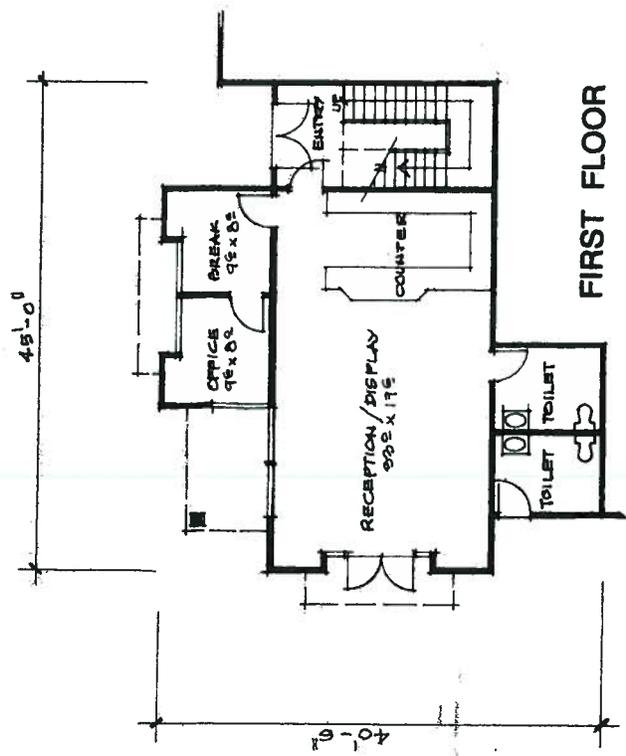
**BLDG. 'B'**

STORAGE NET AREA 4,640 SQ. FT.  
 FLOOR TOTAL 4,640 SQ. FT.

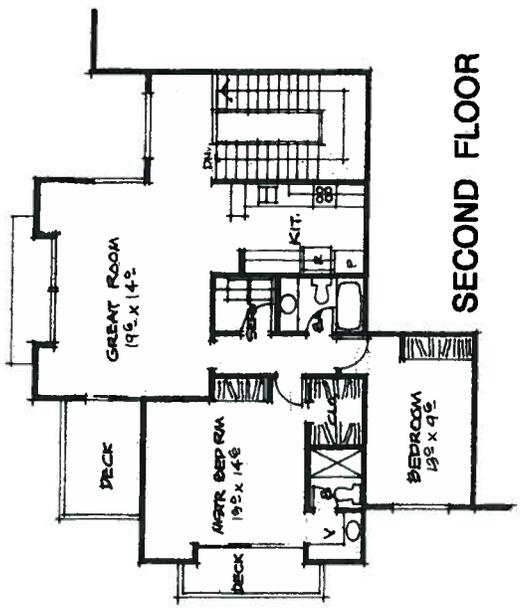
**PROPOSED SUBDIVISION, PLANNED DEVELOPMENT & GRADING EXEMPTION TR 900 & 2004-70-PD/GE**



FLOOR PLAN



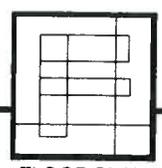
FIRST FLOOR



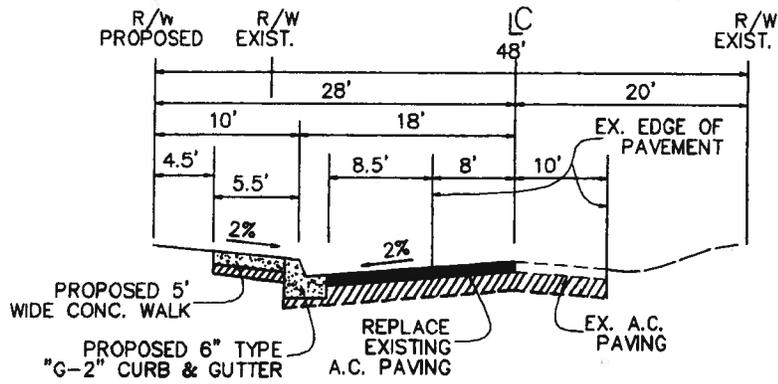
SECOND FLOOR

OFFICE / MANAGER'S UNIT FLOOR PLAN  
SCALE 1/8"=1'-0"

**PROPOSED SUBDIVISION, PLANNED DEVELOPMENT & GRADING EXEMPTION TR 900 & 2004-70-PD/GE**

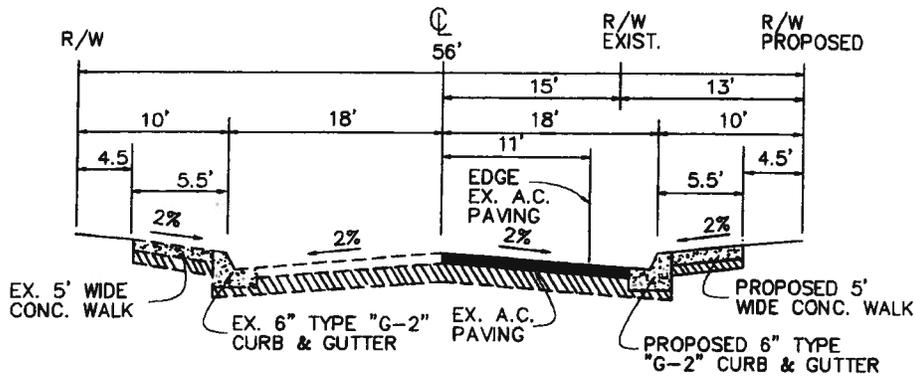


FLOOR PLAN

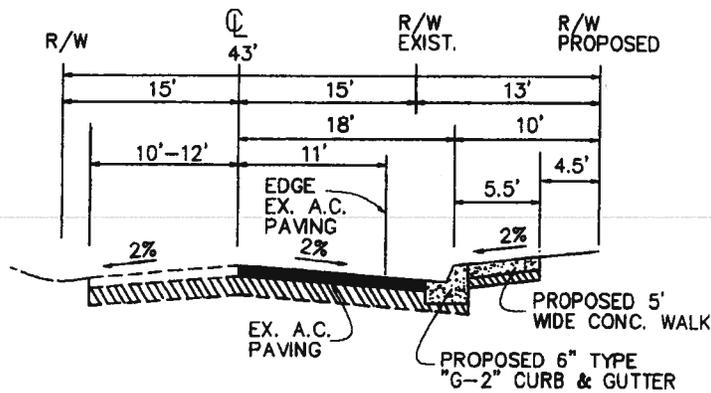


**TYPICAL SECTION  
CRANSTON DRIVE**

NO SCALE



**TYPICAL SECTION  
BROTHERTON ROAD  
(WESTERLY PORTION)**



**TYPICAL SECTION  
BROTHERTON ROAD  
(EASTERLY PORTION)**

**PROPOSED SUBDIVISION, PLANNED  
DEVELOPMENT & GRADING EXEMPTION  
TR 900 & 2004-70-PD/GE**



STREET SECTION

## ANALYSIS

### A. LAND USE COMPATIBILITY/SURROUNDING ZONING

NORTH - CG (General Commercial) and R-1-10 (Single-family Residential – 10,000 SF minimum lot size) zoning/ Across Brotherton Road are single-family residences on lots approximately 10,000 SF in size as well as a neighborhood commercial center and a vacant motel (Penny Lodge) on a 1.48-acre site that is expected to be demolished and replaced by attached housing units.

SOUTH -CG and R-1-10 zoning/ Single-family residences on lots approximately 8,700 SF to 1.34-acres in size with a small commercial center to the southwest of the property.

EAST - R-1-10 and RE-20 (Residential Estates – 20,000 SF minimum lot size) zoning/ The project site surrounds two single-family residences on lots approximately 14,000 SF in Size. Across Cranston Drive are additional single-family residences on lots ranging from 11,250 SF to 1.24 acres in size.

WEST - CG zoning/ A gas station and small commercial center are located adjacent to the western boundary of the site.

### B. AVAILABILITY OF PUBLIC SERVICES

1. Effect on Police Service – The Police Department has expressed no concern regarding their ability to provide service to the site.
2. Effect on Fire Service – The Fire Department has expressed no concerns relative to its ability to provide service to the site. The site will be served by Fire Station No. 1 (Quince Street) which is within the five minute response time mandated by the General Plan.
3. Traffic – The project site takes access from Brotherton Road and Cranston Drive, which are both unclassified residential streets. Access to the proposed self-storage facility and residential Lots 1 and 2 would be from Brotherton Road. Residential Lots 4 and 5 would take access from Cranston Drive. Self-storage facilities are typically one of the lowest generators of vehicle traffic for a commercial land use. According to the SANDAG Guide of Vehicular Traffic Generation Rates, the proposed self-storage facility would generate approximately 143 vehicle trips daily (2 trips per 1,000 SF floor area); and the four new residences would generate 40 additional trips for a total of 183 ADT (Average Daily Trips) for the proposed development. The Engineering Department has indicated that the proposed project would not materially degrade the levels of service on adjacent streets or intersections. No additional traffic controls/signalization are proposed or required.
4. Utilities – City sewer and water mains with sufficient capacity to serve the project are available within the adjoining street or easement. The project does not materially degrade the levels of service of the public sewer and water system.
5. Drainage – There are no significant drainage courses within or adjoining the property. The project is conditioned to provide a drainage study, which will determine the extent of drainage facilities necessary to control runoff. Runoff from the project will be directed to the adjoining public street or other approved drainage facility. The project does not materially degrade the levels of service of the existing drainage facilities.

### C. ENVIRONMENTAL STATUS

1. A Mitigated Negative Declaration, City Log No. ER 2005-22 was issued on June 2, 2005. Mitigation measures were developed to reduce the potential for noise impacts to a less than significant level.

2. Pursuant to CEQA Section 15162, no additional environmental documentation need be prepared for subsequent changes proposed by the project since there are no substantial changes in the project that require major revisions to the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Implementation of all mitigation measures identified in the Mitigated Negative Declaration will be required by the conditions of approval to reduce all impacts to a level of insignificance.
3. In staff's opinion, no significant issues remain unresolved through compliance with code requirements, mitigation measures and the recommended conditions of approval.
4. The project will have a de minimis impact on fish and wildlife resources as no sensitive or protected habitat occurs on-site or will be impacted by the proposed development.

#### **D. CONFORMANCE WITH CITY POLICY**

##### **General Plan**

There are two General Plan Land Use Designations on the 3.2-acre project site. The western 1.82-acres have a Planned Commercial designation, while the eastern 1.38-acres have an Urban I designation. Page II-33 of the General Plan states the Planned Commercial portion of the site "shall be limited to mini-storage units or other uses compatible with residential properties." The General Plan also requires a six-foot-high block wall and 20-foot-wide landscape area where abutting residentially zoned property for the creation of a visual buffer. The remainder of the property designated as Urban 1 allows a maximum density of up to 5.5 dwelling units per acre. The proposed subdivision would be consistent with the General Plan density provisions since the overall residential density on the Urban I portion of the site is proposed to be 3.15 dwelling units per acre.

##### **Appropriateness of the Proposed Design for the Self-storage Facility with respect to Height and Residential Compatibility**

During the previous Planning Commission hearing on June 28, 2005, six neighbors spoke in opposition to the proposal. The neighbors felt the proposed storage facility was too large and would be out of character for their neighborhood, particularly with respect to the 41-foot height of the building. The majority of the Planning Commission concurred with the neighbors feeling the building was too large for such a visible site.

The self storage site slopes down from east to west. The proposed self-storage facility consists of two buildings. Building A is the larger, more prominent building located along the frontage on Brotherton Road. Building B is a single-story building on the back of the property with same externally loaded 4,460 SF of storage area that was depicted on the previous plan. Building A was originally presented to the Planning Commission as a 79,195 SF structure with four floors of storage area including the basement level. The building has now been modified and reduced in size to 66,645 SF by eliminating the third floor. Eliminating the third floor has also reduced the overall height of the building from 41 feet to 32 feet and reduced the amount of leasable space by 15.8%. The building footprint and orientation on the site is the same as previously proposed. The basement level is entirely underground while the first floor is also partially underground. This results in a one-story appearance as viewed from the closest residence to the east, while the view from Centre City Parkway to the west would appear as a two-story building. Most of the storage spaces within Building A would continue to be loaded from interior corridors and an additional elevator has been provided in response to the Planning Commission discussion. Roll-up doors on the eastern and western elevations would still allow exterior loading on the ground floor in those areas.

Page II-33 of the General Plan states that commercial uses on this site shall be limited to mini-storage units or other uses compatible with residential properties. The previous proposal had reduced the area of the third-story to preserve western and southern views for the residence on the knoll to the east. The revised proposal eliminates the third-story so that all of the views from the neighboring residence are preserved and gives the building a one-story appearance when viewed from the adjacent residence. Eliminating the third floor makes the height of the building more compatible with the adjacent residential neighborhood since the building is now limited to two stories and a 32-foot maximum height. Although the self-storage property is zoned commercial, the revised building height and number of stories would be consistent with the

adjacent residential R-1-10 zoning. The architectural style still incorporates residential elements as viewed from the street that are now more in scale with the reduction in building height. The Design Review Board continues to support the proposed development and voted unanimously to recommend approval of the revised design with an added condition that the monument sign for the facility be limited to a maximum height of six feet.

#### Whether the Design of the Subdivision is Consistent with the PD-C and R-1-10 Development Standards

The site has two zoning designations with one of the proposed lots located in the PD-C (Planned Development – Commercial) zone and the other four proposed lots in the R-1-10 (Single-family Residential – 10,000 SF minimum lot size) zone. The PD-C zone does not have specific development standards that would apply to all projects within that zone. It is more of a contract zone where each individual Master Plan sets the development standards for a particular property. Therefore, the proposed self-storage facility would be consistent with the PD-C zoning at the time the development standards are approved as part of the Master Plan.

The development standards for the R-1-10 zone require a minimum lot size of 10,000 SF, a minimum lot width of 80 feet, and 35 feet of frontage on a public street. All of the proposed lots meet the minimum lot size and lot width requirement since the smallest lot in the development is 12,810 SF and all the lots average more than 100 feet in width. Three of the four residential lots also have in excess of 100 feet of street frontage. The other lot (Lot 5) is a panhandle lot that meets the panhandle requirements since the panhandle portion is 24-foot wide and 112-feet in length, where a 20-foot width and 120-foot maximum length are permitted. Staff feels the proposed subdivision is consistent with the R-1-10 development standards since all parcel requirements have been met; and all of the proposed residential lots are rectangular-shaped and of a size that could easily accommodate a typical single-family residence within the setback and height limits.

#### Potential for Noise from the Self-Storage Facility

According to the Exterior Noise Analysis for the project, prepared by Pacific Noise Control, dated December 1, 2004, loading and unloading activities at a self-storage facility can generate hourly average noise levels of approximately 45 to 55 dB at a distance of 50 feet. The adjacent residence to the east is approximately 50 feet away from Building A and the adjacent residence to the south is approximately 80 feet away from Building B. The City's Noise Ordinance has established a limit of 50 dB for residential receptors during daytime hours (7:00 a.m. to 10:00 p.m.) Since the expected noise level slightly exceeds the maximum permitted, mitigation in the form of acoustical attenuation will be required for the existing residents. The noise analysis states that a six-foot-high wall along the eastern and southern property lines on Lot 1 in the vicinity of the adjacent residences would reduce noise levels from the facility to less than 50 dB.

#### Design of the Solid Wall along the Eastern Property Line of the Proposed Commercial Lot (Lot 1)

The General Plan recognizes that there may be compatibility issues with a commercial development located on the property in close proximity to existing and future residential development. For that reason commercial uses on the site were limited to those that are less intensive and compatible with residential development. Page II-33 of the General Plan also specifies that a visual buffer shall be required in areas where the commercial property abuts residentially zoned property. This buffer shall include a six-foot high block wall along the property lines combined with a minimum 20-foot wide landscaped buffer utilizing mature, nondeciduous trees and shrubs with dense foliage.

The project design includes a six-foot high block wall and 20-foot wide landscape areas along the southern and eastern property lines on Lot 1 where the commercial lot abuts residentially zoned property. The property owner to the east has indicated that he is opposed to a six-foot high block wall next to his home and pool and would prefer a three-foot-high block wall with three-feet of plexiglass on top to preserve views. The width of the landscape buffer would be retained, but tree placement will be designed to preserve views. Staff feels the wall material is a matter of personal choice but the overall height of six feet will be maintained to meet the separation intent specified in the General Plan. This will also be consistent with the noise protection recommendation specified in the noise study for the self-storage facility.

Appropriateness of the Proposed Grading Exemption

Due to the sloping nature of the commercial lot (Lot 1), grading for the proposed self-storage facility would include a 1½:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1. It is expected that the retaining wall would be up to six-feet high with the slope up to 12-feet high above the wall. The slope/wall would be located between the self-storage facility and the existing residence to the east. The slope would not be visible to any residences located east of the site.

The Grading Ordinance specifies that manufactured cut and fill slopes should have an inclination of 2:1. Grading Exemptions have been approved for 1½:1 cut slopes where visual issues are minimized and the slopes can be landscaped. Staff feels the proposed Grading Exemption on Lot 1 is appropriate since the 18-foot height of the cut slope/wall combination is consistent with Grading Ordinance requirements and the exception is only for the 1½:1 inclination of the slope. In addition, views of the slope will be partially screened by the self-storage facility and the slope does not face any nearby residences. Landscaping will be installed on the slope to help soften the visual appearance.

**SUPPLEMENT TO STAFF REPORT/DETAILS OF REQUEST**

**A. PHYSICAL CHARACTERISTICS**

The project site is an irregularly-shaped parcel of land with frontage on Brotherton Road and Cranston Drive. The property is vacant although the southeastern portion of the site was rough-graded to create a level pad area many years ago. The highest elevation on the site is in the central area at approximately 651 AMSL. From this point, the property falls gently on all sides to a low point of 621 AMSL on the western property line. Vegetation on the site consists primarily of non-native grasses with weedy, invasive species. No areas of native vegetation remain on the site.

**B. SUPPLEMENTAL DETAILS OF REQUEST**

1. Property Size:

Commercial Property:	1.74 acres
Residential Property:	1.27 acres
Street Dedication:	<u>0.19 acres</u>
<b>Total:</b>	<b>3.2 acres</b>

2. Number of Proposed Lots:

Commercial Lots:	1
Residential Lots:	4

3. Residential Density:

3.15 dwelling units/acre

4. Lot Size:

	<u>R-1-10 Minimum</u>	<u>Proposed</u>
Commercial Lot:		1.74 acres
Residential Lots:	10,000 SF	12,810 SF

5. Lot Width:

Residential Lots:	80 feet	100 feet minimum
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Proposed Master and Precise Plan

6. Number of Buildings:

2

7. Building Size:

**Previous Proposal**

Building A:	79,195 SF Three-story building over basement level.
Building B:	<u>4,640 SF</u> Single-story building.
<b>Total Floor Area:</b>	<b>83,835 SF</b>

**Current Proposal**

Building A:	66,645 SF Two-story building over basement level.
Building B:	<u>4,640 SF</u> Single-story building.
<b>Total Floor Area:</b>	<b>71,285 SF</b>

8. Building Coverage:

35.4 % (27,206 SF)

9. Setbacks:

Building A:

Front (North):	10 feet
Side (East):	48 feet
Side (West):	58 feet
Rear (South):	35 feet

Building B:

Front (North):	215± feet
Side (East):	48 feet
Side (West):	33 feet
Rear (South):	50 feet

10. Parking:

Required:	14 spaces (1 space per 5,000 SF of floor area)
Proposed:	18 spaces

11. Building Height:

**Previous Proposal**

Building A:	41 feet at highest point
Building B:	15 feet

**Current Proposal**

Building A:	32 feet at highest point
Building B:	15 feet

12. Manager's Office: 1,260 SF on First Floor

13. Manager's Residence: 1,260 SF, two-bedroom unit on Second Floor

14. Hours of Operation: 7 days, 7:00 am to 7:00 pm

15. Building Colors and Materials: Precision concrete block and stucco exterior in several beige and tan colors with "Café rustic blend" tile roof and "Light stone" metal rib roof. Metal roll-up doors to be "buckskin" color. Spandrel glass and faux balconies on the Brotherton Road elevation to provide a more residential appearance.

16. Landscaping: Landscaping around the entire perimeter of the project including landscaping of 20' minimum width along all property lines abutting residential zones. Tree species include Brisbane box, Aleppo pine, Purple leaf plum and Carrotwood.

17. Signage: One monument sign proposed. One monument sign will be permitted subject to CG standards with a maximum height of six feet. Master Plan conditions will limit wall sign sizes to be consistent with CG standards and limit wall sign locations to the northern, western and southern elevations of Building A. All signs shall be subject to DRB approval.

**C. GENERAL PLAN COMPLIANCE**

1. General Plan:

- a. Land Use Element Designation: The site is in the Planned Commercial and Urban I designations of the General Plan. The Planned Commercial designation states that the allowable uses on this site shall be limited to mini-storage units or other uses compatible with residential properties. The Urban I designation permits up to 5.5 du/acre.
- b. Circulation Element: Both Brotherton Road and Cranston Drive are unclassified residential streets.
- c. Noise Element: The site is located within a projected 1990 noise contour with an anticipated CNEL of 60 dB or greater.
- d. Ridgeline: The site is not located on or near any intermediate or skyline ridgelines.
- e. Trails: There are no trail dedications required at this site.

**FINDINGS OF FACT  
TR 900, 2004-70-PD/GE  
EXHIBIT "A"**

Tentative Map

1. The proposed map is consistent with the Planned Commercial designation and with the maximum density of 5.5 du/acre permitted by the Urban I designation of the General Plan since the proposed residential density is 3.15 du/acre and lot sizes exceed the Urban I minimum requirement of 6,000 SF.
2. The design and improvement of the proposed subdivision is consistent with the General Plan and the Zoning Code since lot sizes and configurations are consistent with the Planned Commercial and Urban I designations of the General Plan as well as the PD-C and R-1-10 zone requirements.
3. The site is suitable for the commercial and residential type of development proposed since the property is zoned for low intensity commercial uses and single-family residential development and adequate buffers have been provided between the two uses. The site is near residential development of similar densities and lot sizes and adequate access and utilities can be provided to the site.
4. The site is physically suitable for the proposed density of development since the project is an infill development and adequate building pads can be provided.
5. The design of the map and type of improvements are not likely to cause substantial environmental problems or substantially and avoidably injure fish or wildlife or their habitat since no stream courses or endangered wildlife occurs on the property as determined during Environmental Review, City Log No. ER 2005-22.
6. The design of the map and the type of improvements are not likely to cause serious public health problems since the project will not degrade the levels of service on the adjoining streets or drainage system and city sewer and water is available or can be provided with minor extension of nearby facilities.
7. The design of the map and type of improvements will not conflict with easements of record, or easements established through court judgment, or acquired by the population at large, for access through, or use of property within the proposed map. This was based on a review of all available maps and a preliminary title report submitted by the applicant. Neither the City of Escondido, nor its employees or commissioners assume any responsibility for the completeness or accuracy of these documents.
8. All of the requirements of the California Environmental Quality Act have been met since it was found that the project will not have a significant effect on the environment as demonstrated in ER 2005-22. A Mitigated Negative Declaration was issued on June 2, 2005. Pursuant to CEQA Section 15162, no additional environmental documentation need be prepared for subsequent changes proposed by the project since there are no substantial changes in the project that require major revisions to the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Implementation of all mitigation measures identified in the Mitigated Negative Declaration will be required by the conditions of approval to reduce all impacts to a level of insignificance.
9. The design of the map has provided, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. The subdivision configuration provides opportunities for passive/solar heating and landscaping will provide opportunities for the shading of each residential unit.
10. All permits and approvals applicable to the proposed map pursuant to the Escondido Zoning Code will be obtained prior to the recordation of the map.

Master and Precise Development Plan

1. The location and design of the proposed self-storage facility in conjunction with the use proposed for the site is consistent with the goals and policies of the Escondido General Plan which specifically states that self-storage or other commercial uses compatible with residential properties are appropriate on this particular site.
2. The proposed self-storage facility will be well integrated with its surroundings since Building A has been modified to eliminate the third story and reduced in height from 41 feet to 32 feet, which is consistent with the building height limit for the adjacent residential zoning. The building architecture includes residential design elements and materials including tile roofs, spandrel windows and balconies. In addition, the entire perimeter of the site will be landscaped and extensive landscaping will be provided for the eastern and southern sides of the property that abut residential development.
3. All vehicular traffic generated by the development can be accommodated safely since self-storage facilities are typically one of the lowest generators of vehicle traffic for a commercial land use. The Engineering Department has indicated that the proposed project would not materially degrade the levels of service on adjacent streets or intersections.
4. The proposed location and design would allow the business establishment to be adequately serviced by existing public facilities since the site is an infill property in a developed area of the city with sewer and water service in close proximity to the proposed development.
5. The overall design of the proposed Planned Development will produce an attractive, efficient development that utilizes quality building materials and ample landscaping with adequate parking on the site.
6. As proposed, the self-storage facility will be well integrated with its setting and the surrounding area since the building's architecture and materials will compliment nearby residential development and adequate separation will be provided for the residential properties to the east and south by construction of a wall along the eastern and southern property lines and the 20-foot-wide landscape buffers in these areas.
7. The proposed self-storage facility shall have a beneficial effect by providing storage space for the surrounding residential and business communities.

Grading Exemption

1. Granting the Grading Exemption is consistent with the Grading Design Guidelines for the following reasons:
  - a. The proposed Grading Exemption would not create a negative visual impact upon neighboring properties since the exempted slope is a cut slope/retaining wall that will be partially screened by the new self-storage facility that will be constructed in front of the slope. Additionally, landscaping will be installed on the slope to help soften the visual effect.
  - b. The proposed cut slope up to 18-feet-high with a 1½:1 inclination would not block views from surrounding properties since the slope is located in an area where no adjacent residences have a direct view. The exemption is only needed for the inclination of the slope as the height is consistent with Grading Ordinance standards.
  - c. The proposed design of the slope would not adversely affect any adjoining septic systems since the slope is within a development that would be provided with sewer service and the proposed cut slope is not located near any known septic systems.
  - d. The proposed slope would not intrude into or disturb the use of an adjacent property since it would not block the views of any adjacent parcels, disturb any utilities or drainage facilities, obstruct circulation patterns or access, nor preclude the future development of any adjacent parcel.

**CONDITIONS OF APPROVAL  
TR 900, 2004-70-PD/GE  
EXHIBIT "B"**

**Landscaping**

1. Prior to occupancy, all perimeter, slope and parking lot landscaping shall be installed. Additionally, all landscaping proposed in conjunction with each building to be developed shall be installed. All vegetation shall be maintained in a flourishing manner, and kept free of all foreign matter, weeds and plant materials not approved as part of the landscape plan. All irrigation shall be maintained in fully operational condition.
2. In compliance with Article 62 (Landscape Standards), Section 1327 (Slope Planting) of the Zoning Code, all manufactured slopes over three feet high shall be irrigated and planted with landscape materials as follows: Each one thousand SF of fill slope shall contain a minimum of six (6) trees, fifteen gallon in size; ten shrubs, five gallon in size; and groundcover to provide one hundred percent coverage within one year of installation. Each one thousand SF of cut slope shall contain a minimum of six (6) trees, five gallon in size; ten (10) shrubs, one gallon in size; and groundcover to provide one hundred percent coverage within one year of installation.
3. Five copies of a detailed landscape and irrigation plan(s) shall be submitted prior to issuance of Grading or building permits, and shall be equivalent or superior to the concept plan attached as an exhibit to the satisfaction of the Planning Division. A plan check fee of \$1,040.00 will be collected at the time of the submittal. The required landscape and irrigation plans(s) shall comply with the provisions, requirements and standards outlined in Ordinance 93-12. The plans shall be prepared by, or under the supervision of a licensed landscape architect.
4. The installation of the landscaping and irrigation shall be inspected by the project landscape architect. Upon completion, the landscape architect shall complete a Certificate of Landscape Compliance certifying that the installation is in substantial compliance with the approved landscape and irrigation plans and City standards. The applicant shall submit the Certificate of Compliance to the Planning Division and request a final inspection.
5. All manufactured slopes or slopes cleared of vegetation shall be landscaped within thirty (30) days of completion of rough grading. If, for whatever reason, it is not practical to install the permanent landscaping, then an interim landscaping solution may be acceptable. The type of plant material, irrigation and the method of application shall be to the satisfaction of the Planning Department and City Engineer.
6. Street trees shall be provided along every frontage within, or adjacent to this subdivision in conformance with the Landscape Ordinance and the City of Escondido Street Tree List. Box-size trees shall be incorporated into the landscape design in the 20-foot wide landscape buffer areas on Lot 1.
7. Details of project fencing, including materials and colors, shall be provided on the landscape plans.
8. Tree placements on the grading exemption slope on Lot 1 shall be located in a manner to preserve views from the existing residence to the east, to the satisfaction of the Planning Division.

**General**

1. The developer shall be required to pay all development fees of the City then in effect at the time and in such amounts as may prevail when building permits are issued, including any applicable City-Wide Facilities fees.
2. All construction and grading shall comply with all applicable requirements of the Escondido Zoning Code and requirements of the Planning Department, Engineering Department, Building Division, and Fire Department.
3. If blasting is required, verification of a San Diego County Explosives Permit and a copy of the blaster's public liability insurance policy shall be filed with the Fire Chief and City Engineer prior to any blasting within the City of Escondido.

4. The legal description attached to the application has been provided by the applicant and neither the City of Escondido nor any of its employees or commissioners assume responsibility for the accuracy of said legal description.
5. All requirements of the Public Art Partnership Program, Ordinance No. 86-70, shall be satisfied prior to Building Permit issuance. The ordinance requires that a public art fee be added at the time of the building permit issuance for the purpose of participating in the City Public Art Program.
6. All exterior lighting shall conform to the requirements of Article 35, Outdoor Lighting (Ordinance No. 86-75).
7. As proposed, 18 striped parking spaces shall be provided in conjunction with this development. Said parking spaces shall be double-striped and dimensioned per City standards. The striping shall be drawn on the plan or a note shall be included on the plan indicating the intent to double-stripe per City standards
8. Parking for disabled persons shall be provided (including "Van Accessible" spaces) in full compliance with Title 24 of the California Building Code, including signage. All parking stalls shall be provided with six-inch curbing or concrete wheel stops in areas where a vehicle could reduce minimum required planter, driveway or sidewalk widths.
9. Fire hydrants will be required in locations approved by the Fire Department. The minimum access width of all driveways shall be 24 feet. All electric gates shall meet Fire Department specifications. Fire sprinklers will be required in the self-storage buildings to the satisfaction of the Fire Marshal. Stand pipes will also be required. All elevators shall be of an adequate size to accommodate Fire Department medical gurneys.
10. An inspection by the Planning Division will be required prior to operation of the project. Items subject to inspection include, but are not limited to parking layout and striping (double-stripe), identification of handicap parking stalls and required tow-away signs, lighting, landscaping, as well as any outstanding condition(s) of approval. Everything should be installed prior to calling for an inspection, although preliminary inspections may be requested. Contact the project planner at (760) 839-4671 to arrange a final inspection.
11. Access for use of heavy fire fighting equipment, as required by the Fire Marshal, shall be provided to the job site at the start of any construction and maintained until all construction is complete. Also, there shall be no stockpiling of combustible materials and no foundation inspections until adequate fire suppression requirements are in place to the satisfaction of the Fire Marshal.
12. Trash enclosures must be designed and built per City standards.
13. Colors, materials and design of the project shall conform to the exhibits and references in the staff report to the satisfaction of the Planning Division.
14. All proposed signage associated with the project must comply with the City of Escondido Sign Ordinance (Ord. 92-47). All signage shall be consistent with the CG standards and the following limitations. No signage shall be permitted on the eastern side of Building A or on Building B. One freestanding sign shall be permitted with a maximum height of six feet (as specified by the Design Review Board). All signs shall be subject to Design Review Board approval.
15. All new utilities shall be underground.
16. All rooftop equipment must be fully screened from all public view utilizing materials and colors which match the building.
17. This Precise Development Plan shall become null and void unless utilized within twelve months of the effective date of approval.

18. Prior to approval of the final map, the applicant shall submit two copies of a map exhibiting the entire subdivision on one page and drawn to a scale of 1" = 200' to the Planning Division. This map shall show all lot lines, public and private streets, and conservation easements. Road or access easements shall be depicted with a dashed line.
19. All project generated noise shall comply with the City's Noise Ordinance (Ord. 90-08) to the satisfaction of the Planning Division.
20. Prior to occupancy of the self-storage facility, a six-foot-high solid masonry wall shall be constructed along the eastern and southern boundary of Lot 1 as depicted in Figure 4 of the Exterior Acoustical Analysis, prepared by Pacific Noise Control, dated December 1, 2004. A three-foot-high wall with three-feet of plexiglass or similar vision material shall be constructed where the wall adjoins the existing residential property to the east located at 2321 Cranston Drive (APN 238-141-04).
21. Prior to issuance of building permits for the manager's residence in the self-storage facility or the single-family residences on Lots 2, 3, 4 and 5, an interior acoustical analysis compliant with the California Code of Regulations (CCR), Title 24, Noise Insulation Standards, shall be prepared and shall demonstrate that the proposed architectural design and ventilation would limit interior noise levels to 45 dBA CNEL or less (based on future exterior noise levels). The findings of the interior acoustical analysis shall be incorporated into the building plans for the affected buildings.
22. Three copies of a revised Tentative Map, reflecting all modifications and any required changes shall be submitted to the Planning Division for certification prior to submittal of grading and landscape plans and the final map.
23. Exemptions from the Grading Ordinance are limited to the 18-foot-high combination cut slope/retaining wall with a 1½:1 inclination along the eastern property line of Lot 1. No other Grading Exemptions are approved as part of this project. All proposed grading shall conform with the conceptual grading as shown on the Tentative Map.
24. Prior to recordation of the final map, two copies of the CC&Rs shall be submitted to the Planning Division for review and approval. The CC&Rs shall contain provisions for the maintenance of any common facilities including drainage improvements and walls, to the satisfaction of the Planning Division.
25. No outdoor storage of any type shall be allowed at any time on Lot 1, including the storage of recreational vehicles.
26. Prior to occupancy, a copy of the rental agreement shall be submitted to the Planning Division for review. The agreement shall include prohibitions on commercial operations in the storage units as well as the storage of hazardous, toxic, flammable or combustible materials (except as permitted by the Fire Code).
27. All fencing, gates or walls associated with the development shall be constructed of decorative materials to the satisfaction of the Planning Division.
28. No building or grading permits for the self-storage facility on Lot 1 shall be granted until a final map for Tract 900 has been recorded.
29. Hours of operation for the self-storage facility shall be limited to 7:00 am to 7:00 pm, seven days/week. No after-hours access shall be permitted to the storage units.
30. Prior to occupancy of the residential lots, the developer shall post the address of each residence on the exterior of the home and paint the address numbers on the curb.
31. All lots shall meet the average lot width and lot area requirements of the underlying zoning category. Conformance with these requirements shall be demonstrated on the grading plan and final map. Non-compliance with these minimum standards will result in revisions to the map.

**ENGINEERING CONDITIONS OF APPROVAL  
ESCONDIDO TRACT NUMBER 900**

**GENERAL**

1. The applicant shall provide the City Engineer with a Subdivision Guarantee and Title Report covering subject property.
2. The location of all on-site utilities shall be determined by the Engineer. If a conflict occurs with proposed lots, these utilities shall be relocated.
3. As surety for the construction of required off-site and/or on-site improvements, bonds and agreements in a form acceptable to the City Attorney shall be posted by the developer with the City of Escondido prior to the approval of this Subdivision.
4. No Building Permits shall be issued for any construction within this Subdivision until the Final Subdivision Map is recorded and either:
  - a) All conditions of the Tentative Subdivision Map have been fulfilled: or
  - b) Those conditions unfulfilled at the time of an application for Building Permits shall be secured and agreements executed in a form and manner satisfactory to the City Attorney and City Engineer.
5. If site conditions change adjacent to the proposed development prior to completion of the project, the developer will be responsible to modify his/her improvements to accommodate these changes. The determination and extent of the modification shall be to the satisfaction of the City Engineer.
6. All public improvements shall be constructed in a manner that does not damage existing public improvements. Any damage shall be determined by and corrected to the satisfaction of the City Engineer.
7. The engineer shall submit to the Planning Department a copy of the Tentative Map as presented to the Planning Commission and the City Council. The Tentative Map will be signed by the Planning Department verifying that it is an accurate reproduction of the approved Tentative Map and must be included in the first submittal for plan check to the Engineering Department.

**STREET IMPROVEMENTS AND TRAFFIC**

1. Public street improvements shall be constructed to City Standards as required by the Subdivision Ordinance in effect at the time of the Tentative Map approval and to the satisfaction of the City Engineer. Specific details, including final street improvement widths, right-of-way widths, concrete curb and gutters, drainage, lighting, etc. shall be resolved to the satisfaction of the City Engineer.

2. The developer shall construct street improvements, including but not limited to, concrete curb, gutter, sidewalk, street lights, street trees, paving and base on the following streets within and adjoining the project boundary:

<u><b>STREET</b></u>	<u><b>CLASSIFICATION</b></u>
Brotherton Road	Residential (Half width +10')
Cranston Drive	Residential (Half width +10')

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

3. The developer shall be responsible to improve the intersection of Cranston drive and Brotherton Road including signage and striping to the satisfaction of the City Engineer.
4. The developer shall be responsible to construct Cranston Drive along parcels 3 and 4 to residential standards and construct improvements between lots 3 and 4 within the existing public right-of-way to the satisfaction of the City Engineer.
5. Access to lot 1 of this project shall be improved with alley-type driveways in accordance with Escondido Standard Drawing No. G-3-E with a minimum throat width of 24 feet.
6. The address of each lot/dwelling unit shall either be painted on the curb or, where curbs are not available, posted in such a manner that the address is visible from the street. In both cases, the address shall be placed in a manner and location approved by the City Engineer.
7. All on-site roads, driveways and parking areas within lot 1 shall be private. Typical sections and design details shall be to the satisfaction of the City Engineer and Community Development Director.
8. Sidewalk construction shall be contiguous to the curb in accordance with current Escondido Design Standards.
9. The developer will be required to provide a detailed detour and traffic control plan, for all construction within existing rights-of-way, to the satisfaction of the Traffic Engineer and the Field Engineer. This plan shall be approved prior the issuance of an Encroachment Permit for construction within the public right-of-way.
10. The developer's engineer shall prepare a complete signing and striping plan for all improved roadways. Any removal of existing striping shall be done by a private contractor. All new signing and striping shall be done by the developer.
11. The developer may be responsible for an overlay of surrounding roadways due to the many utility trenches necessary to serve this project or construction damage.

The determination of the extent of the overlay shall be to the satisfaction of the City Engineer.

12. Adequate horizontal sight distance shall be provided at all street intersections. Increased parkway widths, open space easements, and restrictions on landscaping may be required at the discretion of the City Engineer.

### **GRADING**

1. A site grading and erosion control plan shall be approved by the Engineering Department. The first submittal of the grading plan shall be accompanied by 3 copies of the preliminary soils and geotechnical report. The soils engineer will be required to indicate in the soils report that he/she has reviewed the grading design and found it to be in conformance with his/her recommendations.
2. Erosion control, including riprap, interim slope planting, sandbags, or other erosion control measures shall be provided to control sediment and silt from the project. The developer shall be responsible for maintaining all erosion control facilities throughout the project.
3. The developer shall be responsible for the recycling of all excavated materials designated as Industrial Recyclables (soil, asphalt, sand, concrete, land clearing brush and rock) at a recycling center or other location(s) approved by the City Engineer.
4. A General Construction Activity Permit is required from the State Water Resources Board for all storm water discharges associated with a construction activity where clearing, grading and excavation results in a land disturbance of one or more acres.
5. Lot drainage shall meet the requirements of current Escondido Design Standards and the City Engineer and shall include the construction of necessary brow ditches.
6. All blasting operations performed in connection with the improvement of the project shall conform to the City of Escondido Blasting Operations Ordinance.
7. Unless specifically permitted to remain by the County Health Department, all existing wells within the project or affected by the off-site improvements shall be abandoned and capped, and all existing septic tanks within the project or affected by the off-site improvements shall be pumped and backfilled per County Health Department requirements.
8. All driveway grades shall conform to current Escondido Design Standards and Escondido Standard Drawings.

### **DRAINAGE**

1. Final on-site and off-site storm drain improvements shall be determined to the satisfaction of the City Engineer and shall be based on a drainage study to be

prepared by the engineer of work. The drainage study shall be in conformance with the City of Escondido Design Standards and storm water Management Requirements.

2. A Water Quality Technical Report shall be prepared for the project in accordance with the City's Storm Water Management Requirements. Water Quality Technical Report shall include post construction storm water treatment measures and maintenance requirements.

### **WATER SUPPLY**

1. All water main locations and sizing shall be to the satisfaction of the City Engineer.
2. Fire hydrants together with an adequate water supply shall be installed at locations approved by the Fire Marshal.
3. A hydraulic analysis of the proposed water improvements will be required to determine the extent of offsite and onsite water system improvements necessary to provide adequate domestic service and fire protection as required by the City Engineer and Fire Marshal.

### **SEWER**

1. All sewer main locations and sizing of mains shall be to the satisfaction of the City Engineer.

### **FINAL MAP - EASEMENTS AND DEDICATIONS**

1. The developer shall make all necessary dedications (or, if appropriate, offer of dedications) for public rights-of-way on the following streets contiguous to the project to bring the roadways to the indicated classification.

#### **STREET**

#### **CLASSIFICATION**

Brotherton Road

Residential

Cranston Drive

Residential

2. All easements, both private and public, affecting subject property shall be shown and delineated on the Final Map.
3. Necessary public utility easements for sewer, water, storm drain, etc. shall be granted to the City on the Final Map. The minimum easement width is 20 feet. Easements with additional utilities shall be increased accordingly.
4. The developer shall dedicate to the public a 20-foot radius corner rounding at Cranston Drive and Brotherton Road .

5. The developer is responsible for making the arrangements to vacate all streets or quitclaim all easements of record, which conflict with the proposed development prior to approval of the final map. All street vacations shall be accomplished by means of a separate public hearing. If an easement of record contains an existing utility that must remain in service, proof of arrangements to quitclaim the easement once new utilities are constructed must be submitted to the City Engineer prior to approval of the Final Map. Building permits will not be issued for lots in which construction will conflict with existing easements, nor will any securities be released until the existing easements are quitclaimed.

### **REPAYMENTS AND FEES**

1. A cash security or other security satisfactory to the City Engineer shall be posted to pay any costs incurred by the City for cleanup or damage caused by erosion of any type, related to project grading. Any moneys used by the City for cleanup or damage will be drawn from this security. The remaining portion of this cleanup security shall be released upon final acceptance of the grading for this project. The amount of the cash security shall be 10% of the total estimated cost of the grading work up to a maximum of \$30,000, unless a higher amount is deemed necessary by the City Engineer. The balance of the grading work shall be secured by performance bonds, an instrument of credit, a letter of credit or such other security as may be approved by the City Engineer and City Attorney.
2. The developer shall be required to pay all development fees of the City then in effect at the time, and in such amounts as may prevail when building permits are issued.

### **CC&R's**

1. Copies of the CC&R's shall be submitted to the Engineering Department and Planning Department for approval prior to approval of the Final Map.

### **UTILITY UNDERGROUNDING AND RELOCATION**

1. All existing overhead utilities within the subdivision boundary or along fronting streets shall be relocated underground as required by the Subdivision Ordinance. Undergrounding of overhead utilities on Cranston Drive shall include the frontage of the lot between parcels 3 and 4.
2. The developer shall sign a written agreement stating that he has made all such arrangements as may be necessary to coordinate and provide utility construction, relocation and undergrounding. All new utilities shall be constructed underground.



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

## NOTICE OF MITIGATED NEGATIVE DECLARATION

The Escondido Planning Division has prepared a Mitigated Negative Declaration for the project described below. This preliminary finding means that there will be no significant environmental effects from the project. The description of the project is as follows:

**ER 2005-22:** A five-lot Tentative Subdivision Map consisting of one commercial lot and four residential lots on a 3.2-acre site in conjunction with a Master and Precise Development Plan for a 83,845 SF self-storage facility on the proposed 1.82-acre commercial lot. The four single-family residential lots would range in size from approximately 12,810 SF (net) to 14,000 SF. The project also includes a grading exemption for a 1½:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1.

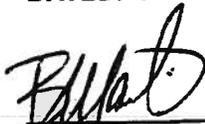
**LOCATION:** On the southwestern corner of the intersection of Brotherton Road and Cranston Drive, addressed as 2319 Cranston Drive.

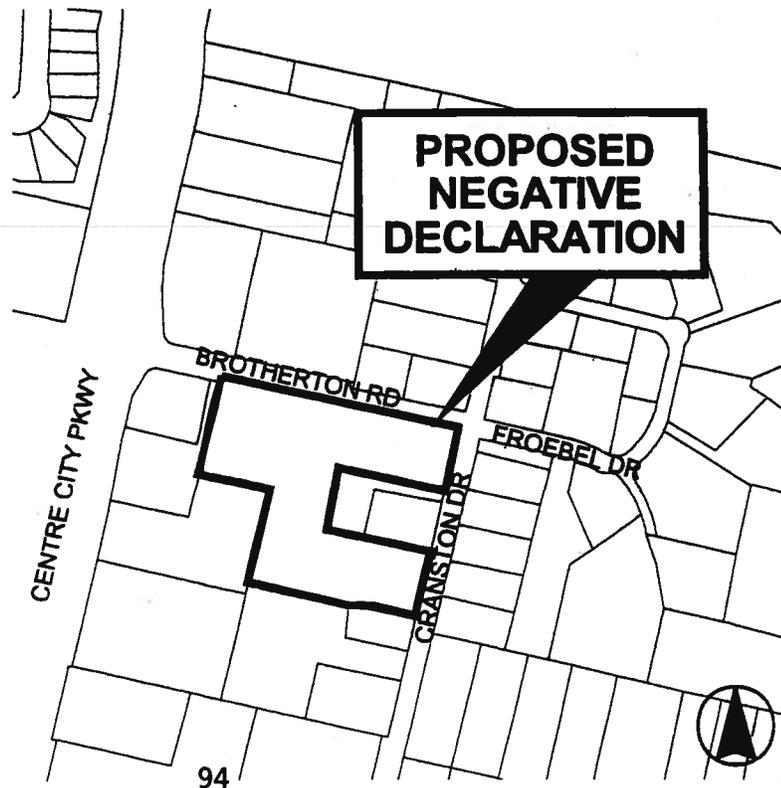
**APPLICANT:** Washington Meadows, LLC

The review and comment period will end June 27, 2005. A copy of the Environmental Initial Study and the Mitigated Negative Declaration are on file and available for public review in the Escondido Planning Division, at 201 North Broadway, Escondido, CA 92025. Written comments relevant to environmental issues will be considered if submitted to the Planning Division prior to 5 p.m., June 27, 2005.

Further information may be obtained by contacting Bill Martin at the Planning Division, telephone (760) 839-4557. Please refer to Case No. ER 2005-22.

DATED: June 2, 2005

  
BILL MARTIN  
Senior Planner





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

**MITIGATED NEGATIVE DECLARATION**

CASE NO.: ER 2005-22  
DATE ISSUED: June 2, 2005  
PUBLIC REVIEW PERIOD: June 7, 2005 – June 27, 2005

**PROJECT DESCRIPTION:** A five-lot Tentative Subdivision Map consisting of one commercial lot and four residential lots on a 3.2-acre site in conjunction with a Master and Precise Development Plan for a 83,845 SF self-storage facility on the proposed 1.82-acre commercial lot. The four single-family residential lots would range in size from approximately 12,810 SF (net) to 14,000 SF. The project also includes a grading exemption for a 1½:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1.

**LOCATION:** On the southwestern corner of the intersection of Brotherton Road and Cranston Drive, addressed as 2319 Cranston Drive.

**APPLICANT:** Washington Meadows, LLC

An Initial Study has been prepared to assess this project as required by the California Environmental Quality Act and Guidelines, Ordinances and Regulations of the City of Escondido. The Initial Study is on file in the City of Escondido Planning Division.

**Findings:** The findings of this review are that the Initial Study identified effects which are potentially significant, but revisions in the project plans made by or agreed to by the applicant, would provide mitigation to a point where impacts are reduced to a less than significant level.

  
\_\_\_\_\_  
BILL MARTIN  
Senior Planner

ER2005-22

## INITIAL STUDY PART II SUPPLEMENTAL COMMENTS

(Escondido Self-Storage Five-Lot Subdivision)  
ER 2005-22

### General Purpose

The following section evaluates the potential impacts of the proposed rezone, planned development and residential subdivision. The attached environmental checklist, consistent with the California Environmental Quality Act (CEQA) Guidelines, was used to focus this study on physical factors that may be further impacted by the proposed facility. The Initial Study will serve to identify and evaluate any effects determined to be potentially significant leading to the issuance of a Negative Declaration.

### Project Description

A five-lot Tentative Subdivision Map consisting of one commercial lot and four residential lots on a 3.2-acre site in conjunction with a Master and Precise Development Plan for a 83,845 SF self-storage facility on the proposed 1.82-acre commercial lot. The four single-family residential lots would range in size from approximately 12, 810 SF (net) to 14,000 SF. The project also includes a grading exemption for a 1½:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1.

### Environmental Setting

The project site is an irregularly-shaped parcel of land with frontage on Brotherton Road and Cranston Drive. The property is split-zoned with the western portion zoned for commercial use and the eastern portion zoned for single-family residences. The property is vacant although the southeastern portion of the site was rough-graded to create a level pad area many years ago. Surrounding land uses include a mix of single-family residences to the east and commercial services to the west. The highest elevation on the site is in the central area at approximately 651 AMSL. From this point, the property falls gently on all sides to a low point of 621 AMSL on the western property line. Vegetation on the site consists primarily of non-native grasslands with weedy, invasive species. No areas of native vegetation remain on the site.

Adjacent land uses and zoning are as follows:

- North: CG (General Commercial) and R-1-10 (Single-family Residential – 10,000 SF minimum lot size) zoning/ Across Brotherton Road are single-family residences on lots approximately 10,000 SF in size as well as a neighborhood commercial center and a vacant motel (Penny Lodge) on a 1.48-acre site that is expected to be demolished and replaced by attached housing units.
- South: CG and R-1-10 zoning/ Single-family residences on lots approximately 8,700 SF to 1.34-acres in size with a small commercial center to the southwest of the property.
- East: R-1-10 and RE-20 (Residential Estates – 20,000 SF minimum lot size) zoning/ The project site surrounds two single-family residences on lots approximately 14,000 SF in size. Across Cranston Drive are additional single-family residences on lots ranging from 11,250 SF to 1.24 acres in size.
- West: CG zoning/ A gas station and small commercial center are located adjacent to the western boundary of the site.

### Land Use and Planning (1.)

There are two General Plan Land Use Designations on the 3.2-acre project site. The western 1.74-acres have a Planned Commercial designation, while the eastern 1.27-acres have an Urban I designation. The proposed self-storage facility contains 83,835 SF of floor area on four floors. One floor would be completely underground while a second floor would be partially underground giving the facility a predominantly two-story appearance with additional height in the mid-section. Page II-33 of the General Plan states the Planned Commercial portion of the site "shall be limited to mini-storage units or other uses compatible with residential properties." The General Plan also

requires a six-foot-high block wall and 20-foot-wide landscape buffer where abutting residentially zoned property for the creation of a visual buffer. The remainder of the property designated as Urban 1 allows a maximum density of up to 5.5 dwelling units per acre. The proposed subdivision would be consistent with the General Plan density provisions since the overall residential density on the Urban I portion of the site is proposed to be 3.15 dwelling units per acre.

The proposed project would not conflict with applicable environmental plans since the subject property does not contain any sensitive habitat or species, or any area designated for preservation. No rare upland habitats such as coastal sage scrub or native grassland would be impacted by project construction. Therefore, the project would not interfere with the preservation of high quality habitat or biological corridors and linkage areas identified by the MHCP. The project site is not listed as Prime Agricultural Lands as identified in the Final Environmental Impact Report (Figure II-2), which was prepared for the City's 1990 General Plan.

Development of the proposed project would create a new source of light and glare in the area. The primary source of light would be from street lights and residential lighting. Compliance with the City's Outdoor Lighting Ordinance (Article 35 in the City Zoning Code) would ensure that impacts related to light and glare, resulting from the proposed project, are less than significant.

#### Agricultural Resources (2.)

The project site has been cleared of native vegetation and may have been used for agricultural activities in the past. The project site is not listed as Prime Agricultural Lands as identified in the Final Environmental Impact Report (Figure II-2), which was prepared for the City's 1990 General Plan. While the site has the capacity of producing viable crops, the loss of such production in this area would not be considered significant, and the loss of a relatively small area of agricultural land would have a minimal impact upon the existing or potential agricultural activity in Escondido or North San Diego County.

#### Transportation/Traffic (3.)

The project site takes access from Brotherton Road and Cranston Drive, which are both unclassified residential streets. Access to the proposed self-storage facility and residential Lots 1 and 2 would be from Brotherton Road. Residential Lots 4 and 5 would take access from Cranston Drive. Self-storage facilities are typically one of the lowest generators of vehicle traffic for a commercial land use. According to the SANDAG Guide of Vehicular Traffic Generation Rate, the proposed self-storage facility would generate approximately 168 vehicle trips daily (2 trips per 1,000 SF floor area); and the four new residences would generate 40 additional trips for a total of 208 ADT (Average Daily Trips) for the proposed development.

Brotherton Road and Cranston Drive are two-lane residential streets that are capable of handling the increased level of traffic generated by the proposed development. The Engineering Department has indicated that the proposed project would not materially degrade the levels of service on adjacent streets or intersections. No mitigation measures or traffic controls/signalization are proposed or required

#### Air Quality (4.)

The San Diego Air Basin is a non-attainment area for federal and state air quality standards for ozone. The proposed commercial and residential development would create an incremental increase in the amount of traffic in the area. Local air-quality impacts are directly related to the number of vehicle trips and operation levels on adjacent streets and intersections. At buildout, the project is anticipated to generate approximately 208 average weekday trips. The addition of the 208 weekday trips does not significantly impact the existing level-of-service on the adjacent roadway network. Since the project would not deteriorate the Level of Service on adjacent streets and intersections, the project would not result in a significant impact to local or regional air quality.

Project construction would generate short-term emission of air pollutants. Dust, or particulate matter emission would be generated by any necessary grading, moving of earth, hauling and other site preparation and construction activities. With the appropriate use of grading and operating procedures, the project would not generate significant emissions of particulate matter or dust.

Since the project would not materially degrade the Levels-of-Service on adjacent streets and the anticipated daily emission are within SCAQMD thresholds, the project will not have a significant impact on air quality.

#### Biological Resources (5.)

Since the project site supports non-native vegetation of little or no local or regional biological resource value, and because no significant populations of sensitive plants or animals are present, development of the site would result in impacts which are less than significant. The proposed project will not encroach upon any wildlife habitat areas or have any potential adverse, individual or cumulative effects on wildlife resources. The proposed project requires no mitigation measures to be incorporated into the proposed development which would affect fish or wildlife resources and the project will have a de minimus impact to these resources.

#### Cultural Resources (6.)

The project site is currently vacant and there is no physical evidence of any historic or cultural resources on the site. The site is not listed on the Local Register of Historic Resources nor was the site included in the City's original Historic Preservation Survey. A review of the City's Archaeological Resource Inventory reveals no known archaeological sites within close proximity. Since there are no historical, archaeological and/or paleontological resources known to be present within the subject area, the project will not result in any significant impacts.

#### Geology and Soils (7.)

The site gently slopes from the central area of the property down to the north, south and west. The property is not located in an area subject to inundation from a 100-year flood event. Proposed grading would generally consist of cut slopes up to 12-feet high and fill slopes up to eight-feet high for the residential pads. Grading for the proposed self-storage facility would include a 1½:1 cut slope/retaining wall combination up to 18-feet high along the eastern boundary of Lot 1. A five-foot-high fill slope and retaining wall would be located on the southwestern corner of Lot 1. Due to the sub-surface design of the structure, it is anticipated that there will be a net export of material from the site. All grading is proposed to be consistent with the guidelines set forth in the Grading Ordinance, with the exception of the 1½:1 inclination for the cut slope on the eastern boundary of Lot 1. The Grading Ordinance typically requires a 2:1 inclination. However, a 1½:1 inclination has been accepted for cut slopes when they can be stabilized and landscaped. No other grading exemptions are proposed.

There are no significant topographic features on the property. The proposed grading would not result in a significant visual impact since fill slopes have been minimized and proposed pad heights are consistent with those of surrounding residential development. Any grading and subsequent compaction of the site, as necessary, would be per City standards to the satisfaction of the City Engineer. No significant impacts are anticipated.

The project will not expose people or property to geologic hazards since there are no active faults within the immediate area and the North County Region is not known for its seismic activity. Although Escondido is within a seismic zone 4, the nearest active faults are the Carlsbad fault to the west, the Elsinore Fault approximately 15 miles east of the site, and the Rose Canyon and Newport-Inglewood (offshore) Fault zones approximately 17 and 22 miles southwest and northwest of the site, respectively. In the event of a major earthquake on these faults or other faults within the southern California region, the site could be subjected to moderate to severe ground shaking. However, the site is not considered to possess a significantly greater seismic risk than that of the surrounding area in general.

#### Hazards and Hazardous Materials (8.)

Due to the nature of the development and the lack of hazardous materials associated with the construction of the self-storage facility and residential development, the project would not result in the creation of any health hazard nor expose people to potential health hazards. The self-storage facility will have established guidelines limiting the storage of hazardous materials. The project site is not located near an airport or private airstrip and has not been identified as a significant risk area for wildland fire. Additionally, the site has not been identified as a hazardous waste site on the County of San Diego Health Department, Hazardous Material Management Division (HMMD) Hazardous Sites List.

#### Hydrology and Water Quality (9.)

The site is currently undeveloped and the amount of run-off would be expected to increase once the site is developed due to the amount of impervious surfaces associated with commercial and residential development (i.e. roofs, streets, hardscape, etc.). The amount of run-off and change to absorption rates is not anticipated to be significant and runoff would be directed to the adjoining public street or other approved drainage facility. The Engineering Department has indicated that the project would not materially degrade levels of service of existing drainage facilities or have a significant impact to water resources. The project would be conditioned to provide a detailed drainage study which would determine the extent of the drainage improvements necessary to control run-off.

Proposed street improvements and grading are not anticipated to impact any adjacent wells. The project would be served by City sewer and water.

#### Mineral Resources (10.)

Since the site does not contain any significant natural resources, and, based on the limited use of the structure(s), the future development of the residential project would not substantially increase the use of, or result in the depletion of any nonrenewable natural resources. The proposal will not utilize substantial amounts of fuel or energy or require the development of new sources of energy due to its limited size and energy requirements.

#### Noise (11.)

The site consists of vacant property zoned for low-intensity commercial uses and single-family residences located on the southern side of Brotherton Road and the western side of Cranston Drive. The site is bordered on the north, south and east by residential development with a density similar to that being considered for the proposed development. The self-storage site is located within a future noise contour of 65 dB, and the residential lots are located within a future noise contour of 60 dBA due to the proximity of Centre City Parkway, which is classified as a Major Road in the City of Escondido Circulation Element.

According to the Exterior Noise Analysis for the project, prepared by Pacific Noise Control, dated December 1, 2004, loading and unloading activities at a self-storage facility can generate hourly average noise levels of approximately 45 to 55 dB at a distance of 50 feet. The adjacent residence to the east is approximately 60 feet away and the adjacent residence to the south is approximately 80 feet away. The City's Noise Ordinance has established a limit of 50 dB for residential receptors during daytime hours (7:00 a.m. to 10:00 p.m.) Since the expected noise level slightly exceeds the maximum permitted, mitigation in the form of acoustical attenuation will be required for the existing residents. The noise analysis states that a six-foot-high masonry wall along the eastern and southern property lines on Lot 1 in the vicinity of the adjacent residences would reduce noise levels from the facility to less than 50 dB. Although the masonry wall is already required by the General Plan to assist with visual buffering, it has been added as a mitigation measure as well to ensure noise levels fall within Noise Ordinance limits.

All habitable buildings within identified noise contours are required to be constructed with sound attenuation measures to maintain interior levels at 45 dB or less based on future noise projections. The General Plan goal for outdoor noise levels in residential areas is a CNEL of 60 dB or less, especially where outdoor use is a major consideration such as rear yards. It is anticipated that rear yards for the proposed residences would fall within the General Plan goal of 60 dBA, particularly once the self-storage facility is constructed between the primary noise source at Centre City Parkway and the proposed residences. A mitigation measure has been added to require an interior acoustical analysis for the manager's residence in the self-storage facility and the single-family residences on Lots 2, 3, 4 and 5 prior to issuance of a building permit.

The project would introduce a commercial storage facility and four single-family residences and their associated traffic into the area. Development of the site would incrementally increase noise levels within the immediate area. However, there would not be any new or unusual noise sources introduced to the area which would impact existing residences adjacent to the project site since the project also is proposing single-family residences and a low noise-generating commercial use. Noises would be infrequent and/or those associated with typical domestic activities and would not be considered significant.

Construction of the project and any off-site infrastructure (e.g., roads, utilities, etc.) would create a temporary impact both on-site and at nearby existing residences. Activities would include excavation, grading, house construction, landscaping, etc. Haulage trucks also can be expected along some area roads. Modern construction equipment, properly used and maintained, meet the noise limits contained in the City's Noise Ordinance. Upon completion of the project, all construction noise would cease.

1. Prior to occupancy of the self-storage facility, a six-foot-high solid masonry wall shall be constructed along the eastern and southern boundary of Lot 1 as depicted in Figure 4 of the Exterior Acoustical Analysis, prepared by Pacific Noise Control, dated December 1, 2004.
2. Prior to issuance of building permits for the manager's residence in the self-storage facility or the single-family residences on Lots 2, 3, 4 and 5, an interior acoustical analysis compliant with the California Code of Regulations (CCR), Title 24, Noise Insulation Standards, shall be prepared and shall demonstrate that the proposed architectural design and ventilation would limit interior noise levels to 45 dBA CNEL or less (based on future exterior noise levels). The findings of the interior acoustical analysis shall be incorporated into the building plans for the affected buildings.

#### Population and Housing (12.)

The eastern portion of the site is zoned R-1-10 (Single-family residential - 10,000 SF minimum lot size) and the General Plan Land-Use Designation for the eastern portion is Urban I (up to 5.5 du/acre). Development of the four residential lots proposed as part of the project would be consistent with the existing zoning and General Plan land use designation on the site.

Population within the surrounding area and city would incrementally increase as a result of this residential project. However, the density of this development would be in conformance with the General Plan's land-use designation of Urban I, which allows up to 5.5 du/acre. The project site is adjacent to single-family residential development of similar density and lot sizes. Therefore, the proposed development of four new homes would not significantly alter the location, distribution or population density within the area, nor would it adversely impact the City's housing demand.

The proposed project would add to the existing housing stock and would not create a demand for additional housing since it would be a commercial storage use and a residential subdivision consisting of four single-family homes. The development also would contribute to the City's Regional Share housing requirements. The proposed development would not be considered growth inducing since the project site is located within a developing commercial and residential area and public facilities are available to the site or can be provided via a nominal extension.

#### Public Services (13.)

Development of the site would result in an incremental increase in demand for Police Services. However, the Escondido Police Department indicated their ability to adequately serve the proposed project and no significant impacts to police services are anticipated.

The site is served by Fire Station No. 5, which is located at 2319 Felicita Road. Development of the site would contribute incremental increases in demand for Fire Services. Comments received from the Fire Department indicate that all electric gates must meet Fire Department standards and fire hydrants will be required for the development in locations approved by the Fire Department. In addition, the self-storage facility shall include stand pipes and must be sprinklered. The Escondido Fire Department indicated their ability to adequately serve the proposed project and no significant impacts to fire services are anticipated.

Development of four residential homes would generate approximately 1.6 elementary school students (4 x 0.392) and approximately 0.5 high school students (4 x 0.13). The Escondido Elementary School District and Escondido High School District indicated that due to the continuing growth throughout the area, they are unable to meet the Quality-of-Life Standards approved within the City of Escondido's General Plan without mitigation of student housing needs generated by new development. However, the incremental impact of proposed residential developments on the school system would be offset by the future impact fees collected upon issuance of building

permits. These fees are set by the school district. The City's Growth Management provisions require a will serve letter from the school district prior to issuance of building permits.

#### Recreation (14.)

The proposed development would cause an incremental increase in demand on the City's recreational facilities. However, the development fees paid by the developer would offset the anticipated impact on existing facilities. The proposal will not impact the quality or quantity of existing recreational opportunities since no recreational opportunities currently exist on the site. The project site is not listed as a potential park site in the City's Master Plan of Parks and Trails.

#### Utilities and Service Systems (15.)

The majority of fuel and energy usage associated with this development would be for space and water heating needs (natural gas) and for everyday lighting and power needs (electricity). The proposal would not utilize substantial amounts of fuel or energy, or require the development of new sources of energy due to its limited size and energy requirements.

Escondido Disposal, Inc. (EDI) currently provides solid waste removal service for the Escondido area. EDI also operates a solid waste transfer station at their Washington Avenue site where solid waste is consolidated into larger transfer trucks and taken to a class III landfill for disposal. Solid waste pick-up will be available for the project by EDI for all phases of project implementation, including from construction to residential curbside collection. No significant solid waste disposal impacts are anticipated.

Adequate public facilities are available and sewer and water service can be provided to the project with nominal extension of nearby facilities. According to the Engineering Department, a drainage study would be required to determine the extent of drainage facilities necessary to control runoff. No significant drainage impacts are anticipated based upon the proposed grading plan and the anticipated use of the site.

#### Mandatory Findings of Significance (16.)

Potential impacts to the environment as a result of this project are related to the potential for noise impacts to adjacent residents and future residents of the development. Proposed mitigation for these impacts reduce the potential effects below a level of significance. No habitat exists on the site, therefore, there will be no effect on any animal or plant species. Consequently, the project is not expected to have any significant impacts, either long-term or short-term, nor will it cause substantial adverse effect on human beings, either directly or indirectly.

#### Materials Used in Preparation of this Analysis

1. Escondido General Plan – 1990
2. Escondido General Plan EIR
3. Escondido Zoning Code and Land Use Map
4. SANDAG Summary of Trip Generation Rates
5. Escondido Drainage Master Plan (1995)
6. County of San Diego Health Department, Hazardous Material Management Division (HMMD) Hazardous Sites List
7. Escondido Historical Resources Survey
8. Site Visits/Field Inspection
9. Comments from other Departments:

**Fire**

**10. Project Description and Preliminary Information**

**11. Exterior Noise Analysis, prepared by Pacific Noise Control, dated December 1, 2004**

## ATTACHMENT "A"

### MITIGATION MEASURES

ER 2005-22  
TR 900, 2004-70-PD/GE  
(Escondido Self-Storage Five-Lot Subdivision)

#### **Applicant's Mitigation Measures:**

##### **Noise**

1. Prior to occupancy of the self-storage facility, a six-foot-high solid masonry wall shall be constructed along the eastern and southern boundary of Lot 1 as depicted in Figure 4 of the Exterior Acoustical Analysis, prepared by Pacific Noise Control, dated December 1, 2004.
2. Prior to issuance of building permits for the manager's residence in the self-storage facility or the single-family residences on Lots 2, 3, 4 and 5, an interior acoustical analysis compliant with the California Code of Regulations (CCR), Title 24, Noise Insulation Standards, shall be prepared and shall demonstrate that the proposed architectural design and ventilation would limit interior noise levels to 45 dBA CNEL or less (based on future exterior noise levels). The findings of the interior acoustical analysis shall be incorporated into the building plans for the affected buildings.

## ACKNOWLEDGMENT OF ENFORCEABLE COMMITMENT

The items under the applicant's responsibility in Attachment "A," Mitigation Measures constitute an enforceable commitment pursuant to Section 15070(b)(1) of the California Environmental Quality Act.

  
\_\_\_\_\_  
James Chagala, Applicant  
James Chagala & Associates

6/2/05  
\_\_\_\_\_  
Date