

# CENTRE CITY PARKWAY

## LANDSCAPE MASTER PLAN DESIGN GUIDELINES

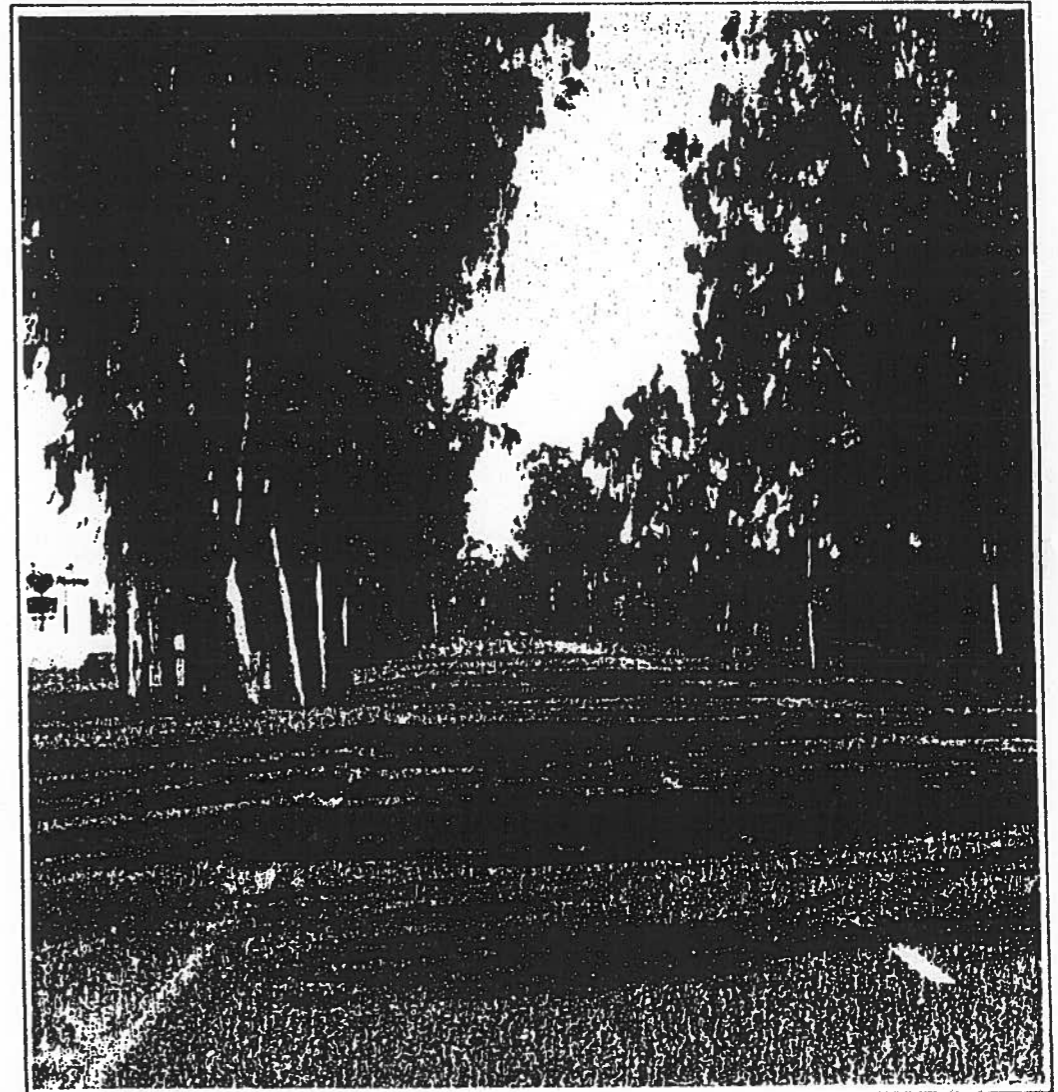
FOR FUTURE DEVELOPMENT ALONG THE PARKWAY

SEPTEMBER 1990

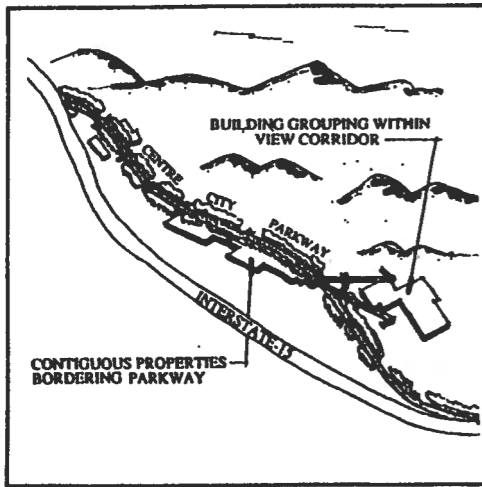
CITY OF ESCONDIDO, CALIFORNIA  
PARKS AND RECREATION DEPARTMENT



NOWELL • THOMPSON, ASLA & ASSOCIATES  
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San Diego, CA



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Properties that are contiguous to Centre City Parkway, and properties within the view corridor are subject to these guidelines.

### Introduction:

The City of Escondido recognizes that Centre City Parkway is a primary entrance to the city. As a major entrance, its appearance has a direct bearing on civic pride and community image, as portrayed to residents and visitors. Existing plantings in the downtown area feature mature eucalyptus tree canopy on the parkway edge with oleander, flowering plum, cherry trees and lawn in the median. Plantings in outlying areas include eucalyptus groves, california peppers, pines, and willows. Existing planting and dedicated right-of-way form a foundation on which to build a landscape character unique to Centre City Parkway. The city has developed a landscape master plan and design guidelines to assure existing landscape preservation and enhancement of scenic landscape qualities of this entry.

### Purpose:

To set guidelines for the development of a continuous and cohesive parkway, to contribute to overall community identity and civic pride, and to enhance existing parkway character.

The goal of these guidelines is to unify the parkway into an integrated entity, strengthening its impact as a gateway into Escondido. Individual developer's efforts, combined with the landscape development of the parkway by the city, will contribute to the creation of an intentional overall streetscape character and theme. This theme will incorporate the preservation and supplementation of existing plantings, the addition of canopy and accent trees, flowering shrubs, accents, and groundcover. The existing linear arrangement of roadside plantings will be reformed with the addition of curvilinear underplantings to soften parkway appearance.

### Scope of Guidelines:

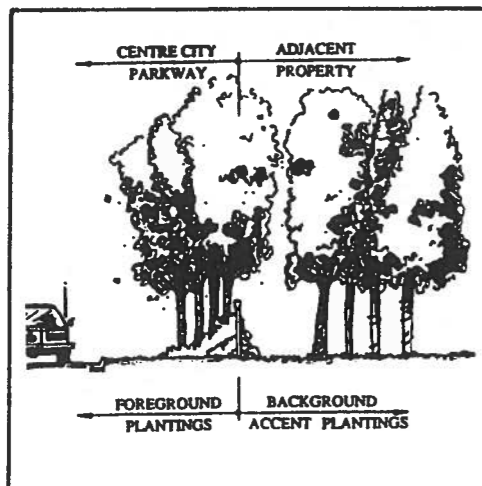
The Centre City Parkway Design Guidelines define area limits, set parameters, and make recommendations for new development. Aspects of site design, setbacks, building orientation, property boundaries, grading, design, parking, vehicular and pedestrian circulation, fencing, right-of-way landscape, adjacent property

landscape, existing plantings, parking landscape, irrigation, and maintenance are addressed in the guidelines.

- **General** - The Centre City Parkway Study area extends North and South from the center of Escondido to join interstate 15 at each end. The Design Guidelines apply to all properties contiguous to Centre City Parkway, and all properties that are within the Centre City Parkway visual corridor. The visual corridor is generally defined as all areas which are viewed from Centre City Parkway. Extending the Design Guideline application beyond physical boundaries into a visual definition will provide a broader, more unified, integrated parkway treatment. Developers can be assured that their neighbors will uphold the same quality of standards that they met, and that individual development will contribute to a coordinated design plan.

- **Site Development** - Building and street relationships should be designed to present the optimum naturalistic parkway environment. Site elements compose the structure on which planting is applied. By enhancing Centre City Parkway, neighboring properties will have increased real estate value. Site guidelines apply to building siting, property boundaries, grading and drainage, vehicular access, parking, bicycle access, pedestrian access, lighting, and signage.

- **Landscape Development** - Landscape development is the primary component of parkway enhancement. While plantings within the public right-of-way will be designed in accordance with the master plan, it remains for the landscape of sites adjacent to the right-of-way to provide background and additional accent areas for the parkway plantings. Naturalistic plantings extending beyond the parkway boundaries will complete the parkway design. Landscape guidelines will include requirements for plantings in the public right-of-way and plantings on adjacent sites, with separate guidelines for commercial use areas, residential use areas, slopes, flat areas, parking, and irrigation.



Landscape plantings on sites adjacent to the Parkway should visually extend the Parkway plantings.

## Design Review

### Procedures:

All properties in the Centre City Parkway corridor will be subject to city review by the Planning Department for conformance to the Centre City Parkway Master Plan and Design Guidelines.

- Review the Centre City Parkway Master Plans available through the Parks and Recreation Department. These 1"= 40' scale plans identify plant massing, tree and shrub locations and suggested plant varieties for all areas of the parkway right-of-way. Properties adjacent to the parkway should be planted with similar species in conjunction with right-of way plantings.
- Review the Design Guidelines for the general, site, and landscape requirements of future development along Centre City Parkway. The guidelines set standards for building siting, grading, drainage, access, lighting, planting, and irrigation.
- Submit working drawings to City of Escondido Planning Department for design review and approval. Plans will be checked for master plan and design guideline conformance. Areas such as siting, setbacks, property boundaries, grading, drainage, parking, access, lighting, signage, fencing, landscape right-of-way, adjacent landscape, screening, and irrigation will be reviewed. The Planning Department will return redlined sets and comments to the developer, who, in turn, will be required to revise plans per City direction prior to building permit issuance.

## SITE DEVELOPMENT GUIDELINES:

The main directive of these guidelines is to enhance Centre City Parkway as a city entry and consequentially, to enhance the city image. Therefore, our focus is on sites in the visual corridor and their relationships with Centre City Parkway. The desired result is

to develop a natural setting within an urban context featuring naturalistic, random plantings moving through a variety of open and enclosed spaces. This goal can only be accomplished through developer cooperation and harmony of sites within the confines of a narrow right-of-way. All aspects of site design will affect the success of Centre City Parkway enhancement, including, building, setbacks, property boundaries, grading, drainage, parking, access, lighting, signage, and fencing.

### Street and Side

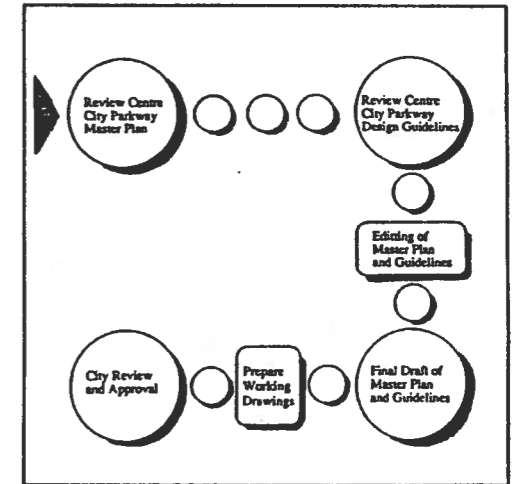
#### Yard Setbacks:

Minimum side and rear yard setbacks for properties along the parkway shall be as described in the City Zoning Code for the specific zoning of the property. Additional street yard setbacks are encouraged from Centre City Parkway to dedicate additional land to parkway landscaping and minimize building impact on the street. Additional side yard setbacks are encouraged to distance buildings from each other and allow for a natural buffer between architecture, conveying a lower architectural density as perceived from the street.

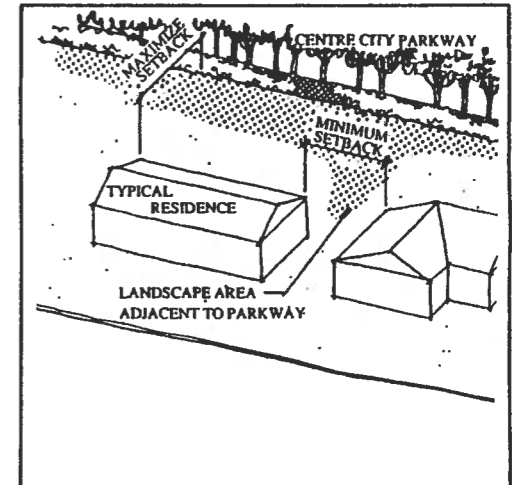
- Additional street yard setbacks from Centre City Parkway are encouraged
- Provide rear yard screening to create parkway enclosure
- Additional side yard setbacks from adjacent buildings are encouraged.
- Provide side yard screening of residential uses and blank building facades to break up monotonous planes and create privacy.
- Setbacks shall be landscaped similar to and in harmony with Parkway landscaping

#### Siting:

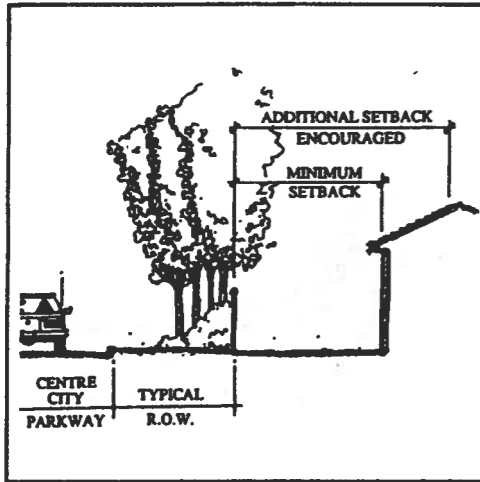
Building orientation has direct impacts on parkway appearance and function. Building orientation towards Centre City Parkway increases commercial signage and building visibility along Centre City Parkway. Since the desired effect is to create a natural amenity within the city, a high signage and building visibility profile is undesirable. Loading and utility areas are usually associated with the rear or sides of buildings. As they are generally unsightly, they



Plans for the development of properties within the Centre City Parkway corridor are subject to review by the City Planning Department for conformance with these guidelines.



Additional rear and side yard setbacks for increased landscape plantings are encouraged.



Additional setbacks from Centre City Parkway will minimize the visual impacts of development on the corridor.

should be oriented away from Centre City Parkway. The following parameters will maximize beneficial building / roadway relationships.

- Buildings should not front on Centre City Parkway, unless alternative access is unavailable.
- Buildings facades fronting Centre City Parkway shall be articulated with variable massing, windows, and materials. No blank walls or plain facades are acceptable facing the parkway.
- Loading, Utility, Storage, and Service Areas shall be oriented away from Centre City Parkway.
- Loading, Utility, Storage, and Service Areas shall be integrated into the site, building, and landscape design. Screen with earth berming, building wall extensions, and/or planting.
- Telephone and power lines should be located underground.

### Property Boundaries:

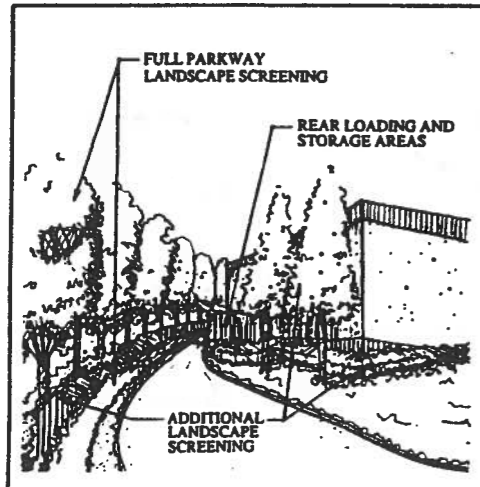
Centre City Parkway master plan designs for landscape continuity and flow as experienced through vehicular movement. Our goal is

to create a landscaped, naturalistic environment for driving pleasure. Therefore, the physical delineation of individual property lines should be minimized so that the parkway appears to be one continuous space.

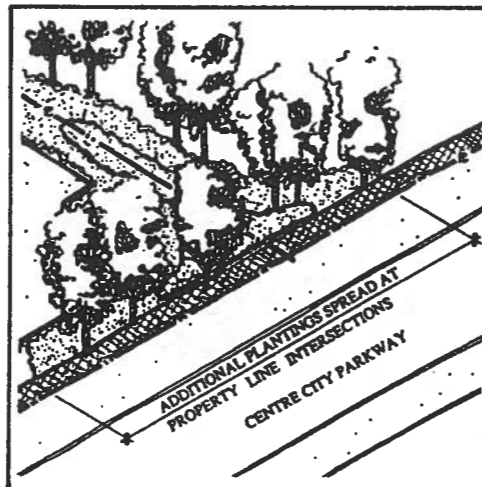
- Adjacent property boundaries shall not be obvious from Centre City Parkway.
- Allow for smooth visual transition between lots.
- Limit visible fencing, walls, linear plantings, and shrub rows between properties.
- Necessary defined boundaries (fences, wall, etc..) should be screened and softened with vines, undulating shrub masses, and trees.

### Grading:

Off-site grading will greatly impact the appearance of Centre City Parkway, and its perception as a naturalistic or manufactured setting. As stated previously, it is our intent to create a soft, landscaped environment within the hardscaped, linear context of the roadway. Therefore, grading should be sensitive to the lay of the land, and imitate natural hillside character. Through the erosion process, hillside grades roll out at the top and toe of the slope, with the steepest gradient in the mid-section.



Loading, utility, storage, and service areas should be integrated into the site, building, and landscape design.



Plantings at adjacent property boundaries should not accentuate the property lines.

Elevated lands adjacent to the parkway will enclose the roadway, while depressed sites may fall below visibility and lend themselves to distant views. In particular areas, especially south of Country Club Lane, spectacular views exist. Sites down grade from Centre City Parkway should reserve view corridors and enframe views with plant material consistent to master plan, but by no means block distant valley and mountain views. Grading should be utilized to enhance enclosure and/or to emphasize distant views.

- In order to provide parkway enclosure, adjacent site grades should rise from Centre City Parkway. Earth berming adjacent to the parkway will provide enclosure, especially in narrow right-of-ways. This effect can be accentuated through landscape plantings with layered heights of plant material from smallest to largest simulating a hillside effect.

- Buildings should be sited to fit within existing landform without excessive grading. Building grade should balance cut and fill, buildings on slopes should utilize multi-level plans to minimize site impact and grading.
- Vary gradients and roll slopes, utilizing slopes between 2:1 to 5:1. Constructed grading shall be softened and contoured for a natural appearance.
- No manufactured slopes greater than 2:1 will be allowed. Where rock is encountered, specific areas may be cut at greater than 2:1, but the overall slope shall not exceed 2:1.
- Revegetate disturbed areas in accordance with or sympathetic to master plan.
- Slope planting is required to stabilize disturbed earth and to visually repair graded slope. Meet city slope planting requirements. Utilize naturalized landform planting - see Landscape Development Guidelines: Adjacent Lot Landscape Requirements - Slopes.

### Drainage:

*Drainage plans for property improvements along Centre City Parkway shall be approved by the City's Engineering Department. Existing drainage patterns along Centre City Parkway should not be disturbed without City approval. (Generally, in the downtown area, regional drainage flows from east to west to Centre City Parkway roadside ditches, and west from Centre City Parkway to adjacent streets.) However, present drainage facilities along Centre City Parkway were designed prior to 1970 and do not meet current drainage requirements.. New developments along Centre City Parkway will need to upgrade existing drainage facilities to current design standards.*

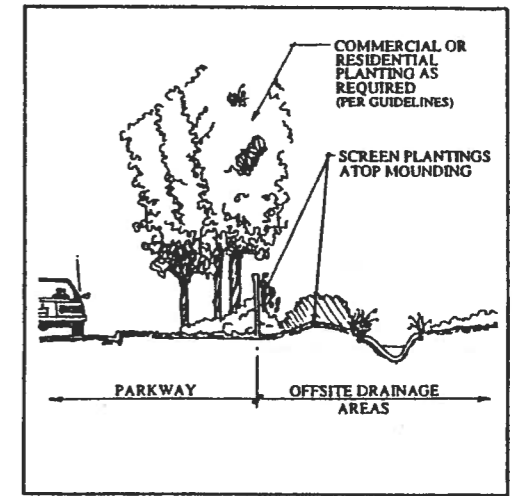
- Site storm drainage must meet city storm drainage standards.
- Developer should abandon existing ditches located in the Centre City Parkway right-of-way. All existing roadside ditches will be upgraded and piped to meet current design standards.
- On adjacent sites, concrete ditches are acceptable as long as they are concealed from parkway view. Screening may be accomplished through a use of shrubs and earth mounding. (See Landscape Development Guidelines: Screening.)

### Vehicular Access:

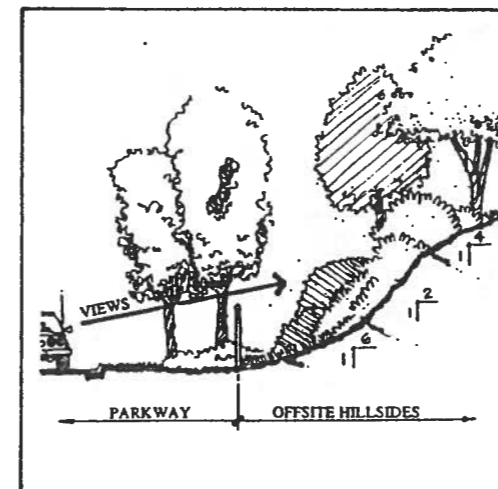
*The City Council has expressed its desire to retain limited access to Centre City Parkway. Vehicular access to sites adjacent to Centre City Parkway shall be from frontage roads or crossing streets only. Special exceptions may occur if an existing driveway off of Centre City Parkway is upgraded during development into an access drive, or if alternative means of access do not exist. All specific roadway access plans shall be approved by the City's Traffic Engineering Department. Landscape plans for the areas adjacent to proposed driveway entrances shall be approved by the City's Planning Department.*

Additional ingress and egress lanes are discouraged because they:

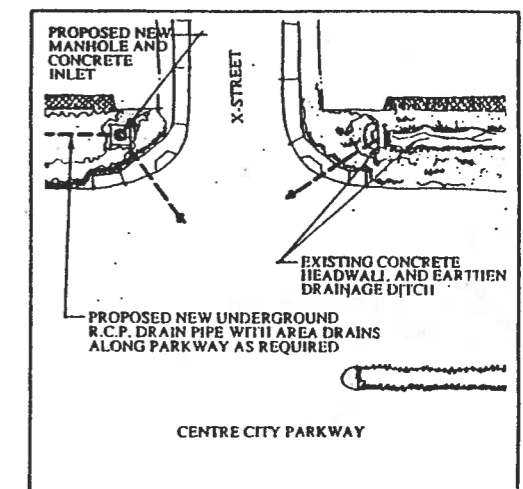
- Increase traffic conflicts and decreased traffic safety of Centre City Parkway
- Reduce existing mature vegetation along Centre City Parkway
- Increase commercial signage along Centre City Parkway
- Increase commercial visibility along Centre City Parkway
- Reduce the probability of establishing mature landscaped street walls



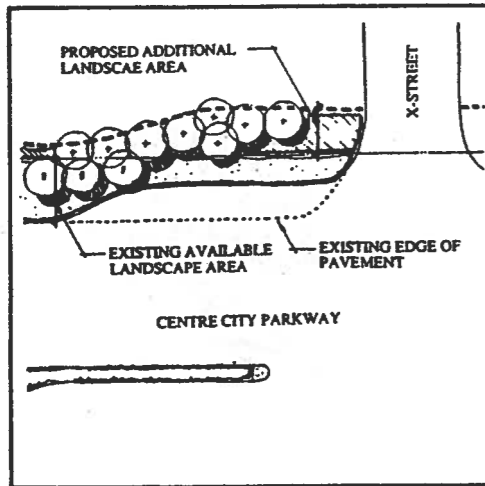
Adjacent drainage ditches should be screened from Parkway views.



Adjacent slopes should be graded using varied gradients for a contoured natural appearance.



Existing roadside ditches should be upgraded and piped to meet current design standards.



Additional landscape setbacks should be provided to offset landscape area lost to acceleration and deceleration lanes.

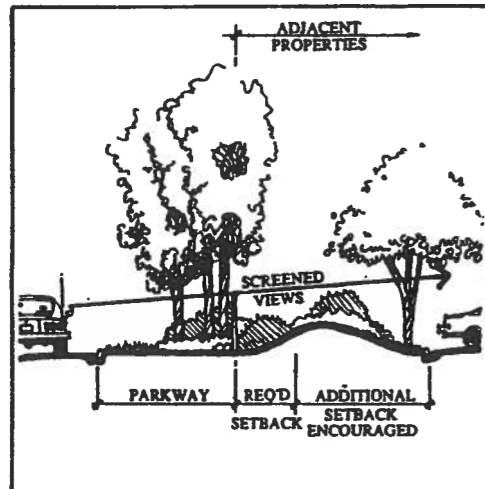
Substantial landscape material sizes are required to continue the existing landscape street wall. The street wall is the framework for the parkway, it offers the enclosure that is so essential to the parkway definition in an urban context. Without it, the roadway would lose its character as a landscaped parkway, and merely be highway-like in appearance and strip commercial in function.

- When ingress or egress lanes are permitted, additional landscape setbacks should be provided to offset landscape area lost to acceleration and deceleration lanes

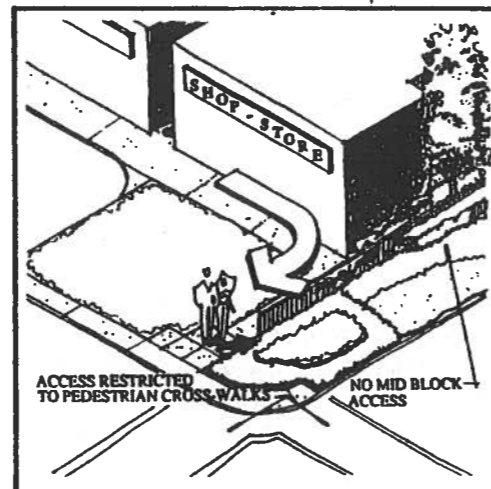
### Parking:

*Parking for properties along the Parkway shall be provided as required and detailed by City Standards. Parking lots should at least meet applicable setback requirements, however, additional setbacks from Centre City Parkway are encouraged for increased landscaping and screening. Parking lots should be screened out of parkway view with a combination of earth berming and planting.*

- Screen parking lots with landscaping and earth berming
- Layer planting screen as described in Landscape Development Guidelines: Adjacent Lot Landscape Requirements - Slopes



Parking areas should be screened with plantings and berming.



Pedestrian access to Centre City Parkway should be limited to intersection crossings.

- Utilize earth berming between parking area and Centre City Parkway where appropriate
- Landscaping will soften visual impact of parking lot surface paving
  - Provide planted parking islands
  - Tree spacing from each parking stall shall not exceed a 30' radius.

### Bicycle Access:

*Centre City Parkway has been designated as a regional bicycle route on the San Diego Area Governments Regional Bicycle Route map. Existing pavement widths accommodate bicycle travel in the 8'-0" paved shoulder, although it is not specifically marked as a bicycle path. Centre City Parkway is an appropriate bicycle route because of limited access, and therefore reduced potential vehicular conflicts, and its function as a north-south connector.*

- Bicycle access to sites along Centre City Parkway shall be limited to access roads. Cross traffic and bicycle/automobile conflicts shall be minimized. As discussed in the Vehicular Access section, all vehicular access from Centre City Parkway will be discouraged.
- It is strongly encouraged that developers of commercial site parcels adjacent to the parkway provide bicycle parking within site interiors.

### Pedestrian Access:

*Centre City Parkway is not a designated pedestrian collector due to conflicts with highway speed and vehicular traffic. As such, there are no sidewalks along Centre City Parkway. Pedestrian movement along the parkway shall be discouraged. Fencing on the right-of-way line will inhibit access to adjacent sites. Pedestrians will require access to commercial sites from collector and cross streets .*

- Pedestrian crossings along Centre City Parkway shall be limited to intersections.
- Mid-block access points to commercial sites are not permitted.
- Low level night lighting should be provided for pedestrian movement along sidewalks parallel to collector and crossing streets.

### Lighting:

Lighting shall comply with the Lighting Ordinance requirements available through the City of Escondido Planning Department. In general, lighting along the parkway edge, except at drives and intersections, should be minimized.

- Lighting shall comply with the Lighting Ordinance requirements.
- Lighting along parkway edge shall be minimized.

### Signage:

Roadway oriented signage is in conflict with the intent of Centre City Parkway landscape improvements. All signage should be oriented towards parkway access or collector streets. Signage and building orientation towards Centre City Parkway increases the perception of the Parkway as a commercially oriented highway. Since the desired effect is to create a natural amenity within the city, a high signage and building visibility profile is undesirable. Signage shall comply with current city ordinances. Check with city planning department for status.

- Signage shall comply with current city ordinances.
- Signage orientation should be towards vehicular entries on crossing or collector streets.
- Signage shall be well integrated with parkway and parking lot landscaping (including mature trees) to avoid visual conflicts that may result in the otherwise unnecessary trimming or removal of landscaping. (Ord. 96-32)
- Freestanding signs for businesses adjacent to Centre City Parkway shall be oriented toward the vehicular entries on cross streets or the vehicular entries from Centre City Parkway, if any. (Ord. 96-32)

### Fencing:

Fencing on right-of-way lines is required as a safety feature to restrict pedestrian mid-block crossings and movement along this high speed arterial. All existing fencing shall be replaced as designated on the master plan.

- Fencing is required on Centre City Parkway right-of-way line.
- The developer should replace all existing fencing with master plan specified fencing:

- 4'-0" height wrought iron fencing will be utilized at intersections and at all commercial sites. Fencing should be softened by planting with vines or shrubs.
- 6'-0" height chain link fencing will be used in residential mid-blocks. Fencing is to be softened with vine, shrub, and tree plantings.
- Residential sound walls will be located where required by City Ordinance. Undulate walls to break up line and allow for planting pockets of trees along length.

## LANDSCAPE DEVELOPMENT GUIDELINES:

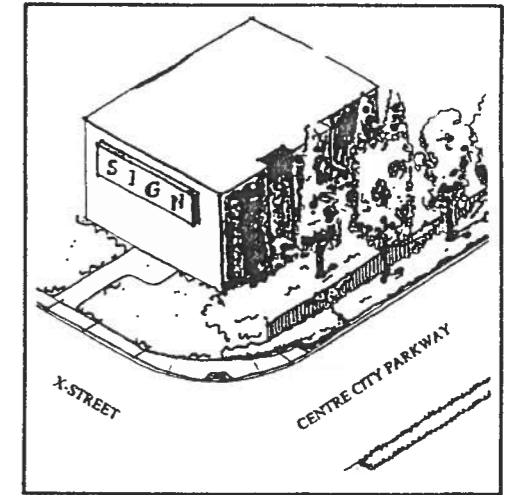
Landscape development is the primary component of parkway enhancement. Landscaping will complete the design structured by site elements, and therefore finalize Centre City Parkway beautification. While plantings within the public right-of-way will be installed as shown in the master plan, the overall parkway image will be completed with additional plantings on adjacent sites. Naturalistic plantings extending beyond the parkway boundaries will carry out the parkway design. Landscape guidelines include requirements for plantings in the public right-of-way and plantings on adjacent sites, with specific recommendations for commercial areas, residential uses, slopes, flat areas, parking, and irrigation.

### Right-of-Way

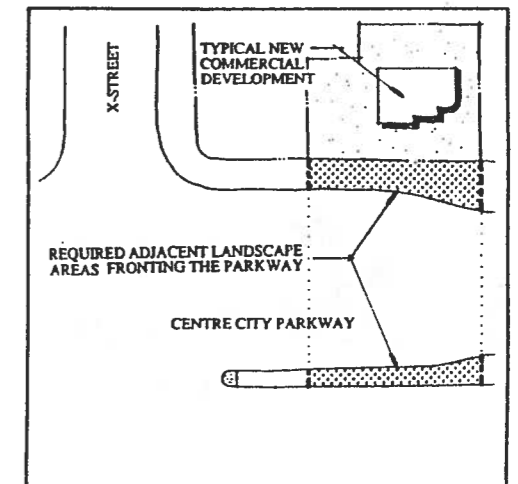
### Landscape

### Requirements:

Developers will be responsible for landscaping and irrigating the right of way adjacent to their construction site and the parkway median across from it. If the median has been already upgraded to the requirements of the master plan and guidelines, the developer will only be required to develop the adjacent parkway right-of way. Exact areas of responsibility will be determined during initial review



Signage orientation should be towards vehicular entries on crossing or collector streets.

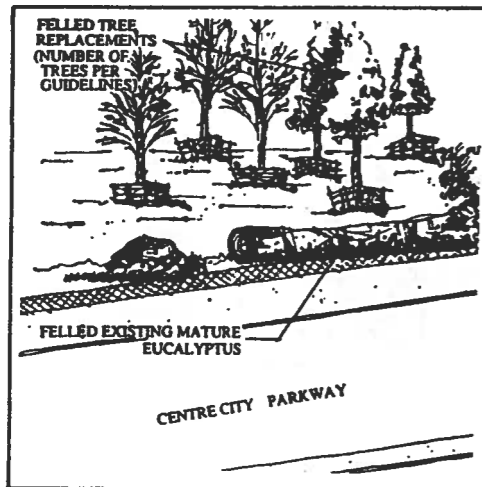


Developers will be responsible for planting and irrigating the right of way adjacent to their construction, and the parkway median across from it.



LEGEND		SECTION A			
E - EXISTING PLANTINGS O - PROPOSED PLANTINGS X - EXISTING PLANTINGS TO BE REMOVED		PARKWAYS			
		ADJACENT PLANTINGS	HYPERMARTIN	COMMERCIAL CORNER	RESIDENTIAL ADJACENT
BOTANICAL NAME	COMMON NAME				
<b>CENTRAL THEME TREES</b>					
ALANTHUS ALTERRIMA	TREE OF HEAVEN				
EUCALYPTUS CAMALDULIDENSIS	RED OLM	E			
EUCALYPTUS CITRIZODORA	LEMON SCENTED OLM				
EUCALYPTUS CLARICALYZE	BUDAI OLM				
EUCALYPTUS GLOBULUS	BLUR OLM				
EUCALYPTUS LEBMANNI	SHINY YAU				
EUCALYPTUS MELLIODORA	HONEY SCENTED OLM				
EUCALYPTUS NIGRUM	WILLOW LEAFED POPEWOMAN				
EUCALYPTUS SIDICORYLON	RED BOMBARD				
EUCALYPTUS TORQUATA	CORAL OLM				
PICTA N. NITIDA	INDIAN LABEL PINE VARIETY				
PRUNUS ELAENICA	MOORELLA PINE				

Select plants to be used in areas adjacent to the Parkway from the master plan plant list.



Existing trees within the right of way are to be preserved. A replacement compensation policy has been developed to discourage existing plant removal.

of the project by the planning department. A unified, continuous cohesive design for the parkway right-of-way was developed in the Centre City Parkway Master Plan. Developers who are required to install plantings within adjacent public right-of-way as a part of their project should follow the master plan to insure the success of parkway redevelopment.

- Exact areas of responsibility will be determined during initial review of the project by the planning department.
- New developments should carry out master plan planting design, incorporating plant groupings and massing as designated on the master plan. Review master plans, available through Parks and Recreation Department, at project commencement.
- Utilize master plan plant list per particular location for suggested plant palettes. Select recommended plants for planting design.

### Existing Plantings:

Mature existing plantings form the skeleton on which to build parkway improvements. The mature eucalyptus, purple leaf plum and oleander plantings in the center of town establish the character of the parkway, as we know it. Without them, the street would be another strip development roadway. These plantings are generally forty years old, and all effort must be made to preserve and protect them as a cultural and historical resource. Mature tree replacement is not a feasible alternative, since the time element involved in growing sizable specimens would deter an even exchange of plant material for several decades. Obviously, plants of this size are not available at nurseries.

- Unless they are designated for removal on the master plan, existing plantings (trees, shrubs, vines, and groundcovers) shall be preserved and maintained. A replacement compensation policy has been designed to discourage existing plant removal.
- Existing plants which must be removed should be compensated with same plant genus and species at these minimum sizes:

Trees	Removal	Replacement	Estimated cost (1989)
	Under 6" caliper	24" box	\$265
	6"+ caliper	36" box	\$750
	12"+ caliper	48" box	\$1000
	18"+ caliper	(2) 48" box	\$2000
	24"+ caliper	(3) 48" box*	\$3000
	30" caliper or above	(3) 60" box*	\$6000

Shrubs Replace at 15 gallon, minimum

Vines Replace at 5 gallon, minimum

Groundcover Replace with flatted material @ 8" o.c.

Turfgrass Replace with sod

\* additional plantings may also be required at the City's discretion

All replacement trees must be box sizes. If a desired tree is unavailable at the specified size as designated in the plant replacement list, substitutes may be made to add up to or exceed double the designated box inches. For example, (4) 24" box trees may be substituted for (1) 48" box tree, contingent upon City approval.

- Maintenance of planted material should include watering, weeding, pruning, and pest control to prevent disease.

## Adjacent Lot Landscape

### Requirements:

*These parameters will apply to sites immediately adjacent to the Parkway, or identified as within the Centre City Parkway visual corridor. Landscape in these areas will carry out the Master Plan theme with landscape plantings and are essential to the success of Centre City Parkway beautification.*

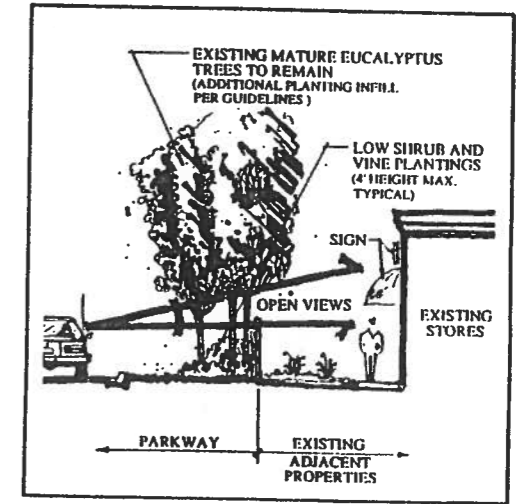
- **Screening:** Screening in adjacent lots will be required to enclose the parkway and block objectionable views.
- **Commercial Use Areas-** In commercial areas it is most important that the planting scheme for Centre City Parkway be carried through in order to accomplish a naturalistic theme.
  - Mature vertical height along Centre City Parkway shall be under 4'-0" height or greater than 15'-0" height. Planting of this height will allow for open views to commercial buildings and building signage while screening views to parking areas.
  - Storage, refuse and loading areas shall receive full height screening from parkway views.

**Residential Areas** - Residential lot landscape should provide screening to buffer traffic and provide privacy.

- Complete screening of residential lots shall be provided. Views to storage areas and back yards shall be screened for the benefit of parkway appearance and enclosure.
- Screening will provide privacy, reduce noise and headlight glare to enhance residential character.
- Screening will be comprised of dense plantings in the 0'-15' range.

- **Flat Planting Areas** - 3:1 slope or less:

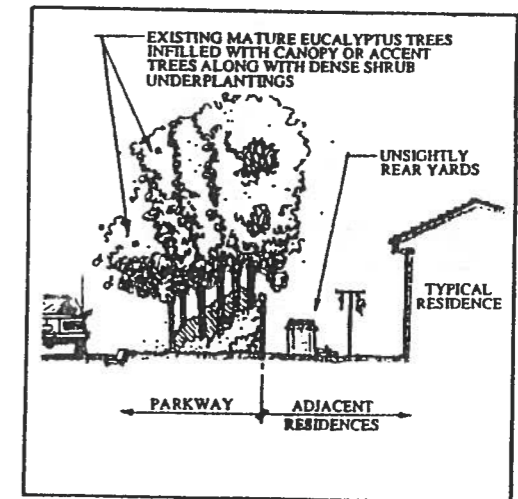
- Planting shall extend lines of right of way planting to complete the planting design.
- Plant massing should flow continuously in and out of right-of-way. Extend boundaries of parkway beyond right of way.
- Lot interiors should use similar plant species and theme, to tie into a naturalistic character. Ground cover should transition through right of way.
- Utilize plant layering of trees, shrubs, and groundcovers for a variety of colors, textures, and sizes.



Plantings along commercial areas should be less than 4' and/or over 15' high to maintain intermediate off-site views.

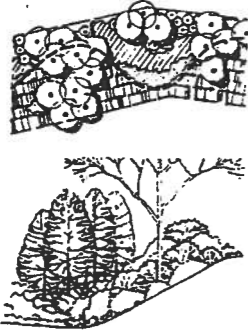
- **Slope Planting Areas** - 3:1 slope or greater:

- Slope planting shall meet or exceed city requirements, generally, they are: for slopes between 3'-5' vertical feet, non-irrigated ground cover is required. For slopes 5' vertical or greater, (3) 5 gallon shrubs and (3) 15 gallon trees [or (8) 5 gallon trees] are required per 1000 sq. ft. In addition, groundcover and irrigation are required.
  - A naturalistic planting aesthetic shall be accomplished to compliment parkway character. Utilize natural, informal groupings of trees and undulating plant masses of varying heights to minimize manufactured slope appearance.
  - Layer trees, shrubs, and groundcovers with a variety of colors, textures, and sizes to create depth and interest in plantings.
- Minimum plant sizes for all areas shall be as follows: 15 gallon trees and 5 gallon shrubs and vines.

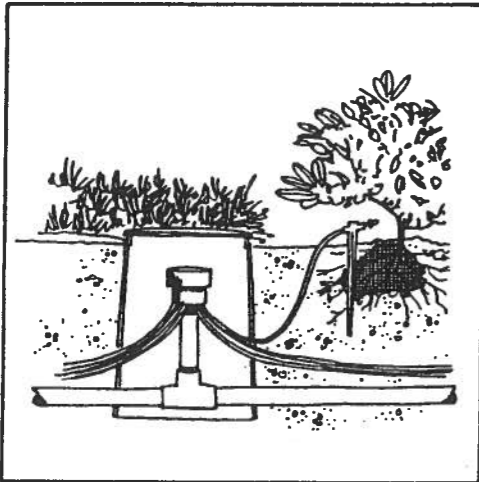


Plantings along residential areas should completely screen views from the Parkway.

SLOPE PLANTING - 3:1 OR GREATER, LAYER TREES, SHRUBS, AND GROUNDCOVERS WITH A VARIETY OF COLORS, TEXTURES, AND SIZES TO CREATE THE EFFECT OF A HORIZONTALLY AND VERTICALLY UNDULATING SLOPE TERRAIN.



Layering of plantings on slopes will help to further the impression of a horizontally and vertically undulating slope terrain.



Irrigation systems should be designed for water conservation.

### Irrigation:

*Permanent, underground, automatic irrigation systems should be installed to cover all planted areas. Right-of-way and median irrigation should be developed per the Centre City Parkway Master Plan.*

- If planting within the public right-of-way is required, developer is responsible for installing a separate, automatic irrigation system for areas within the Centre City Parkway right-of-way and median. The developer should coordinate the design of these systems with the City Parks and Recreation Department.
- Low precipitation rate heads should be utilized to allow for maximized water efficiency and to reduce water runoff.
- Use flood or drip irrigation heads where applicable.
- Use triangular head spacing for full and efficient irrigation coverage.
- Anti-drain valves should be used to minimize water runoff after valve closure.
- Automatic controllers, backflow prevention devices and required pressure regulators should be installed as required in the master plan.
- Automatic valves should be installed in valve boxes.
- Pop-up heads on swing joints should be used where possible to prevent damage from vehicular traffic.
- After a 90 day maintenance period and city acceptance of work, the city will assume maintenance of irrigation systems and plantings within the parkway right-of-way and median.

### Maintenance:

*The ultimate success of Centre City Parkway beautification lies in the ability of responsible parties to maintain the new landscape. Without the required maintenance and care, prior construction efforts would be lost to inevitable weeds, overgrowth, pests, and disease. Centre City Parkway right-of-way maintenance responsibilities will generally transfer from the developer to the city upon city acceptance of the project after an initial maintenance period is completed. In some cases, the City may require the developer to maintain that portion of the right-of-way adjacent to his project.*

- Maintenance outside Centre City Parkway right-of-way will be the developer's responsibility.
- The City of Escondido will generally assume the maintenance of Centre City Parkway right-of-way planting after a 90 day contractor maintenance period and city walk-through and acceptance of the project.
- In all cases, the City will assume maintenance of the landscaped median.

