



CITY of ESCONDIDO

COUNCIL MEETING AGENDA

WEDNESDAY, JULY 19, 2023

3:30 PM - Closed Session (Parkview Conference Room)

5:00 PM - Regular Session

Escondido City Council Chambers, 201 North Broadway, Escondido, CA 92025

WELCOME TO YOUR CITY COUNCIL MEETING

We welcome your interest and involvement in the legislative process of Escondido. This agenda includes information about topics coming before the City Council and the action recommended by City staff.

MAYOR

Dane White

DEPUTY MAYOR

Joe Garcia (District 2)

COUNCILMEMBERS

Consuelo Martinez (District 1)

Christian Garcia (District 3)

Michael Morasco (District 4)

CITY MANAGER

Sean McGlynn

CITY ATTORNEY

Michael McGuinness

CITY CLERK

Zack Beck

HOW TO WATCH

The City of Escondido provides three ways to watch a City Council meeting:

In Person



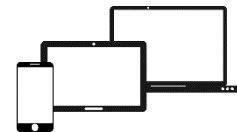
201 N. Broadway

On TV



Cox Cable Channel 19 and U-verse Channel 99

Online



www.escondido.org



CITY of ESCONDIDO

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WEDNESDAY, JULY 19, 2023

HOW TO PARTICIPATE

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

In Person



Fill out Speaker Slip and Submit to City Clerk

In Writing



<https://escondido-ca.municodemeetings.com>

ASSISTANCE PROVIDED

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





CITY of ESCONDIDO

COUNCIL MEETING AGENDA

WEDNESDAY, JULY 19, 2023

CLOSED SESSION

3:30 PM

CALL TO ORDER

1. Roll Call: C. Garcia, J. Garcia, Martinez, Morasco, White

ORAL COMMUNICATIONS

In addition to speaking during particular agenda items, the public may address the Council on any item which is not on the agenda provided the item is within the subject matter jurisdiction of the City Council. State law prohibits the Council from discussing or taking action on such items, but the matter may be referred to the City Manager/staff or scheduled on a subsequent agenda. Speakers are limited to only one opportunity to address the Council under Oral Communications.

CLOSED SESSION

- I. **CONFERENCE WITH LABOR NEGOTIATORS (Government Code § 54957.6)**
 - a. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Police Officers' Association Sworn Personnel Bargaining Unit
 - b. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Police Officers' Association Non-Sworn Personnel Bargaining Unit
 - c. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Firefighters' Association Safety and Non-safety Bargaining Unit
 - d. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: ECEA Unit (SUP)
 - e. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Maintenance and Operations Bargaining Unit (Teamsters Local 911 and ACE)



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WEDNESDAY, JULY 19, 2023

II. **CONFERENCE WITH REAL PROPERTY NEGOTIATORS** (Government Code § 54956.8)

- a. Property: 272 E. Via Rancho Pkwy (North County Mall)
Agency Negotiator: Sean McGlynn, City Manager or designee
Negotiating Parties: Larry Green, L. Green Investment & Development, LLC
Under Negotiation: Price and Terms of Potential Ground Lease (former Nordstrom)
- b. Property: 272 E. Via Rancho Pkwy, Escondido (North County Mall)
Agency Negotiator: Sean McGlynn, City Manager or designee
Negotiating Parties: Steerpoint Capital
Under Negotiation: Price and Terms of Ground Lease Amendment

III. **CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION** (Government Code § 54956.9(d)(1))

- a. *Touchstone MF Fund I, LLC v. City of Escondido*
San Diego Superior Court Case No. 37-2020-00020856-CU-BC-NC

ADJOURNMENT



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WEDNESDAY, JULY 19, 2023

REGULAR SESSION

5:00 PM Regular Session

MOMENT OF REFLECTION

City Council agendas allow an opportunity for a moment of silence and reflection at the beginning of the evening meeting. The City does not participate in the selection of speakers for this portion of the agenda, and does not endorse or sanction any remarks made by individuals during this time. If you wish to be recognized during this portion of the agenda, please notify the City Clerk in advance.

FLAG SALUTE

The City Council conducts the Pledge of Allegiance at the beginning of every City Council meeting.

CALL TO ORDER

Roll Call: C. Garcia, J. Garcia, Martinez, Morasco, White

PRESENTATION

Badge Pinning Ceremony - Fire Chief John Tenger

CLOSED SESSION REPORT

ORAL COMMUNICATIONS

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CONSENT CALENDAR

Items on the Consent Calendar are not discussed individually and are approved in a single motion. However, Council members always have the option to have an item considered separately, either on their own request or at the request of staff or a member of the public.

1. AFFIDAVITS OF PUBLICATION, MAILING, AND POSTING (COUNCIL/RRB) -



CITY of ESCONDIDO

COUNCIL MEETING AGENDA

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2. APPROVAL OF WARRANT REGISTER (COUNCIL)

Request approval for City Council and Housing Successor Agency warrant numbers:

- 374431 – 374606 dated June 14, 2023
- 374607 – 374830 dated June 21, 2023
- 374831 – 374998 dated June 28, 2023

Staff Recommendation: Approval (Finance Department: Christina Holmes)

3. APPROVAL OF MINUTES: Regular Meetings of June 14, 2023 and June 21, 2023

4. WAIVER OF READING OF ORDINANCES AND RESOLUTIONS –

5. SETTING SPECIAL TAX LEVY FOR COMMUNITY FACILITIES DISTRICT NO. 2000-01 (HIDDEN TRAILS)

Request the City Council adopt Resolution 2023-80, setting the Special Tax Levy for Community Facilities District No. 2000-01 (Hidden Trails)(the “District”) for Fiscal Year 2023/24.

Staff Recommendation: Approval (Finance Department: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance

a) Resolution No. 2023-80

6. SETTING SPECIAL TAX LEVY FOR COMMUNITY FACILITIES DISTRICT NO. 2006-01 (EUREKA RANCH)

Request the City Council adopt Resolution 2023-81, setting the Special Tax Levy for Community Facilities District No. 2006-01 (Eureka Ranch) (the “District”) for Fiscal Year 2023-24.

Staff Recommendation: Approval (Finance Department: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance

a) Resolution No. 2023-81

7. SETTING SPECIAL TAX LEVY FOR COMMUNITY FACILITIES DISTRICT NO. 2020-2 (THE VILLAGES)

Request the City Council adopt Resolution 2023-83, setting the Special Tax Levy for Community Facilities District No. 2020-2 (The Villages)(The “District”) for Fiscal Year 2023/24.

Staff Recommendation: Approval (Finance Department: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance

a) Resolution 2023-83



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8. SETTING SPECIAL TAX LEVY FOR COMMUNITY FACILITIES DISTRICT NO. 2022-1 (ECLIPSE/MOUNTAIN HOUSE)

Request the City Council adopt Resolution 2023-84, setting the Special Tax Levy for Community Facilities District No. 2022-1(Eclipse/Mountain House) (the “District”) for Fiscal Year 2023-24.

Staff Recommendation: Approval (Finance Department: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance

a) Resolution No. 2023-84

9. AWARD PURCHASE OF FUELS FOR FISCAL YEAR 2024

Request the City Council adopt Resolution No. 2023-92, approving the purchase of unleaded gasoline and diesel fuel from SC Fuels, Inc. in the amount of \$1,550,000 utilizing a Cooperative Purchase Agreement between the City of San Diego and SC Fuels, RFP No. 10089315-18-K, pursuant to Escondido Municipal Code Chapter 10, Article 5, Section 10-91.

Staff Recommendation: Approval (Public Works Department: Joseph Goulart, Director of Public Works)

Presenter: Jeramiah Jennings, Fleet Maintenance Superintendent

a) Resolution No. 2023-92

10. LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT FINAL ENGINEER'S REPORT FOR FISCAL YEAR 23/24

Request the City Council approve Resolution Number 2023-87 approving the Assessment Engineer’s Report and the annual levy and collection of assessments for the City of Escondido Landscape Maintenance Assessment District (“LMD”) (Attachment “1”, LMD Map) for Zones 1 through 38 for 2023/2024 fiscal year.

Staff Recommendation: Approval (Development Services Department: Andrew Firestone, Development Services Director, and Julie Procopio, City Engineer)

Presenter: Brad Mason, Landscape Project Manager

a) Resolution No. 2023-87



CITY of ESCONDIDO

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11. CONSULTING AGREEMENT WITH FEHR & PEERS TO PREPARE A MOBILITY ELEMENT UPDATE INCLUDING A COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY AND VOUCHER AGREEMENT WITH CALSTART FOR FUNDING A COMMUNITY TRANSPORTATION NEEDS ASSESSMENT

Request the City Council take the following actions: Adopt Resolution No. 2023-91 authorizing the Mayor to execute, on behalf of the City, a Consulting Agreement with Fehr & Peers to prepare the Mobility Element Update including a Comprehensive Active Transportation Strategy and Community Transportation Needs Assessment in an amount not to exceed \$525,340; and adopt Resolution No. 2023-69 authorizing the Mayor to execute, on behalf of the City, a Voucher Agreement with CALSTART, to receive \$100,000 through Clean Mobility Options, to fund the preparation of a Community Transportation Needs Assessment by Fehr & Associates.

Staff Recommendation: Approval (Development Services Department: Andrew Firestine, Development Services Director and Julie Procopio, City Engineer)

Presenter: Edd Alberto, City Traffic Engineer

a) Resolution No. 2023-91

b) Resolution No. 2023-69

12. APPROVE CHANGE ORDER TO COMPLETE ADDITIONAL WORK FOR THE STORM DRAIN REHABILITATION PROJECT, PHASE III

Request the City Council adopt Resolution No. 2023-90 authorizing a change order with Sancon Technologies, Inc. in an amount not to exceed \$551,361.23 to add rehabilitation of two 66" storm drain pipelines to the Storm Drain Rehabilitation, Phase III project ("Project").

Staff Recommendation: Approval (Development Services Department: Andrew Firestine, Director of Development Services and Julie Procopio, City Engineer)

Presenter: Jonathan Schauble, Principal Civil Engineer

a) Resolution No. 2023-90

13. SAN DIEGO DROWNING PREVENTION FOUNDATION GRANT - \$3,000

Request the City Council adopt Resolution No. 2023-79 authorizing the Director of Communications & Community Services to receive a \$3,000 grant from the San Diego Drowning Prevention Foundation.

Staff Recommendation: Approval (Community Services: Joanna Axelrod, Deputy City Manager/Director of Communications and Community Services)

Presenter: Robert Rhoades, Deputy Director of Community Services

a) Resolution No. 2023-79



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14. LIBRARY CRITICAL INFRASTRUCTURE PROJECT MANAGEMENT CONSULTING AGREEMENT WITH GRIFFIN STRUCTURES

Request the City Council adopt Resolution No. 2023-86, authorizing the Mayor to execute a Consulting Agreement with Griffin Structures in the amount of \$798,000 for the project and construction management services related to the Escondido Public Library Critical Infrastructure and Modernization Project ("Project").

Staff Recommendation: Approval (Communications & Community Services Department: Joanna Axelrod, Deputy City Manager/Director of Communications & Community Services)

Presenter: Joanna Axelrod, Deputy City Manager/Director of Communications & Community Services

a) Resolution No. 2023-86

15. REVIEW AND UPDATE OF CITY COUNCIL INTERAGENCY AND SUBCOMMITTEE ASSIGNMENTS

Request the City Council ratify members to serve on the Mayor/Council boards and subcommittees per the attached listing.

Staff Recommendation: Approval (City Clerk's Office: Zack Beck, City Clerk)

Presenter: Zack Beck, City Clerk

PUBLIC HEARING

16. EAST VALLEY SPECIFIC PLAN

Request the City Council establish the East Valley Specific Plan by adopting Resolution No. 2023-85, certifying the Program Environmental Impact Report prepared for the East Valley Specific Plan; and adopting Ordinance No. 2023-10, approving the East Valley Specific Plan and rezoning the East Valley Specific Plan area from General Commercial (CG), Hospital Professional (HP), and Commercial Professional (CP), to Specific Plan (S-P).

Staff Recommendation: Approval (Development Services Department: Andrew Firestone, Director of Development Services)

Presenter: Adam Finestone, City Planner

a) Resolution No. 2023-85

b) Ordinance No. 2023-10 (First Reading and Introduction)



CITY of ESCONDIDO

COUNCIL MEETING AGENDA

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CURRENT BUSINESS

17. CITY OF ESCONDIDO'S WRITTEN RESPONSE TO THE SAN DIEGO COUNTY GRAND JURY REPORT TITLED "HOUSING IN SAN DIEGO COUNTY"

Request the City Council adopt Resolution No. 2023-78 approving the written response of the City of Escondido to the 2022/2023 San Diego County Grand Jury Report titled "Housing in San Diego County."

Staff Recommendation: Approval (City Attorney's Office: Michael McGuinness, City Attorney; Development Services Department: Andrew Firestine, Director of Development Services)

Presenter: Michael McGuinness, City Attorney

a) Resolution No. 2023-78

18. COOL ZONE PRACTICES

Request the City Council receive and file a presentation on Cool Zone Practices.

Staff Recommendation: Receive and File (City Clerk's Office: Zack Beck, City Clerk)

Presenter: Zack Beck, City Clerk

FUTURE AGENDA

19. FUTURE AGENDA

The purpose of this item is to identify issues presently known to staff or which members of the City Council wish to place on an upcoming City Council agenda. Council comment on these future agenda items is limited by California Government Code Section 54954.2 to clarifying questions, brief announcements, or requests for factual information in connection with an item when it is discussed.

Staff Recommendation: None (City Clerk's Office: Zack Beck)

COUNCILMEMBERS SUBCOMMITTEE REPORTS AND OTHER REPORTS

CITY MANAGER'S WEEKLY ACTIVITY REPORT

The most current information from the City Manager regarding Economic Development, Capital Improvement Projects, Public Safety, and Community Development. This report is also available on the City's website, www.escondido.org.



CITY of ESCONDIDO

COUNCIL MEETING AGENDA

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ORAL COMMUNICATIONS

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ADJOURNMENT

UPCOMING MEETING SCHEDULE

Wednesday, August 09, 2023 4:00 & 5:00 PM Regular Meeting, *Council Chambers*
Wednesday, August 16, 2023 4:00 & 5:00 PM Regular Meeting, *Council Chambers*

SUCCESSOR AGENCY

Members of the Escondido City Council also sit as the Successor Agency to the Community Development Commission, Escondido Joint Powers Financing Authority, and the Mobilehome Rent Review Board.



A F F I D A V I T S
O F
I T E M
P O S T I N G -

- PHG20-0028: EAST VALLEY SPECIFIC PLAN



CITY OF ESCONDIDO
 OFFICE OF THE CITY CLERK
 201 NORTH BROADWAY
 ESCONDIDO, CA 92025-2798
 760-839-4617

Item 1.

NOTICE OF PUBLIC HEARING

The Escondido City Council will hold a public hearing in the City Council Chambers, Escondido City Hall, 201 N. Broadway, Escondido, California at **5 p.m.** on **Wednesday, July 19, 2023**, to consider the item listed below:

PHG20-0028: EAST VALLEY SPECIFIC PLAN

REQUEST: The proposed East Valley Specific Plan (“EVSP”) would provide a forward-looking vision for the future of the EVSP Area in central Escondido. The EVSP would identify goals, policies, design standards, and implementation strategies for categories such as land use, mobility, and parks and open space opportunities. The EVSP is intended to provide guidance for private development and public investment in the EVSP Area, consistent with the adopted Escondido General Plan. The EVSP Area would be redesigned and rezoned from existing commercial and office uses to mixed-use and high-density residential uses to encourage new housing opportunities, improve economic vibrancy, and allow for flexibility in use and implementation as the EVSP Area changes over time. The Project proposes a buildout of approximately 6,164 residential dwelling units, approximately 1,683,587 square feet of commercial space (office and retail), up to 25 acres of parkland and open space, and approximately 123,084 square feet of community services. The proposal also includes the certification of a Program Environmental Impact Report (“PEIR”) prepared for the Project.

PROPERTY SIZE AND LOCATION: The EVSP area is comprised of approximately 191 acres centered around East Valley Parkway, generally bounded by the alley south of East Grand Avenue to the south, South Hickory and South Fig streets to the west, the Escondido Creek Flood Control Channel to the north, and Harding Street to the east.

ENVIRONMENTAL STATUS: A draft PEIR was prepared for the Project and made available for a 45-day public review period from March 30, 2023, through May 15, 2023. The draft PEIR identified potential impacts to air quality, biological resources, cultural and Tribal Cultural Resources, and noise. The environmental analysis concluded that mitigation for impacts to air quality, biological resources, and cultural and tribal cultural resources would reduce them to a less than significant level. Impacts to noise would remain significant and unavoidable.

If you challenge this item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

PUBLIC COMMENT: To submit comments in writing, please do so at the following link: <https://escondido-ca.municodemeetings.com/bc-citycouncil/webform/public-comment>. All comments received from the public will be made a part of the record of the meeting.

The City of Escondido remains committed to complying with the Americans with Disabilities Act (ADA). Qualified individuals with disabilities who wish to participate in City programs, services, or activities and who need accommodations are invited to present their requests to the City by filing out a Request for Accommodations Form or an Inclusion Support Request Form for Minors, or by calling 760-839-4643, preferably at least 72 hours in advance of the event or activity. Forms can be found on the City’s website at: <https://www.escondido.org/americans-with-disabilities-act>.

The staff report will be available on the City’s website at <https://escondido-ca.municodemeetings.com/> after Thursday, July 13, 2023. **For additional information, please contact Adam Finestone, City Planner, at 760-839-6203, or via email at afinestone@escondido.org, and refer to Case No. PHG20-0028.**

DocuSigned by:

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Zack Beck, City Clerk
 DATED: July 6, 2023

Published in THE ESCONDIDO TIMES-ADVOCATE:
 07/06/23



STAFF REPORT

July 19, 2023
File Number 0400-40

SUBJECT

APPROVAL OF WARRANT REGISTER (COUNCIL)

DEPARTMENT

Finance

RECOMMENDATION

Request approval for City Council and Housing Successor Agency warrant numbers:

374431 – 374606 dated June 14, 2023
374607 – 374830 dated June 21, 2023
374831 – 374998 dated June 28, 2023

Staff Recommendation: Approval (Finance Department: Christina Holmes)

FISCAL ANALYSIS

The total amount of the warrants for the following periods are as follows:

June 8 – June 14, 2023, is \$5,911,954.98
June 15 – June 21, 2023, is \$3,383,868.29
June 22 – June 28, 2023, is \$1,587,913.77

BACKGROUND

The Escondido Municipal Code Section 10-49 states that warrants or checks may be issued and paid prior to audit by the City Council, provided the warrants or checks are certified and approved by the Director of Finance as conforming to the current budget. These warrants or checks must then be ratified and approved by the City Council at the next regular Council meeting.



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

CLOSED SESSION

4:00 PM

CALL TO ORDER

1. Roll Call: C. Garcia, J. Garcia, Martinez, Morasco, White

ORAL COMMUNICATIONS

None.

CLOSED SESSION

- I. **CONFERENCE WITH LABOR NEGOTIATORS (Government Code Section § 54957.6)**
 - a. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Police Officers' Association Sworn Personnel Bargaining Unit
 - b. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Police Officers' Association Non-Sworn Personnel Bargaining Unit
 - c. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Firefighters' Association Safety and Non-safety Bargaining Unit
 - d. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: ECEA Unit (SUP)
 - e. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Maintenance and Operations Bargaining Unit (Teamsters Local 911 and ACE)

ADJOURNMENT

Mayor White adjourned the meeting at 4:50 p.m.

MAYOR

CITY CLERK



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

REGULAR SESSION

5:00 PM Regular Session
Mobilehome Rent Review Board

MOMENT OF REFLECTION

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FLAG SALUTE

The City Council conducts the Pledge of Allegiance at the beginning of every City Council meeting.

CALL TO ORDER

Roll Call: C. Garcia, J. Garcia, Martinez, Morasco, White

CLOSED SESSION REPORT

ORAL COMMUNICATIONS

Ed Gallo – Expressed appreciation for Code Enforcement.

Evelyn Langston – Requested additional “cool zones” in Escondido.

Jackie Abrams – Requested additional “cool zones” in Escondido.

CONSENT CALENDAR

Motion: Morasco; Second: C. Garcia; Approved: 5-0

1. AFFIDAVITS OF PUBLICATION, MAILING, AND POSTING (COUNCIL/RRB) –
2. APPROVAL OF WARRANT REGISTER (COUNCIL) -
Request the City Council approve the City Council and Housing Successor Agency warrant numbers:
 - 374038 – 374236 dated May 31, 2023.

Staff Recommendation: Approval (Finance Department: Christina Holmes)



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

3. APPROVAL OF MINUTES: None

4. WAIVER OF READING OF ORDINANCES AND RESOLUTIONS –

5. LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT PRELIMINARY ENGINEER'S REPORT FOR FISCAL YEAR 23/24

Request the City Council approve Resolution numbers 2023-66 and 2023-67 to initiate proceedings for the annual levy of assessments for the City of Escondido Landscape Maintenance Assessment District (LMD) and approve the Preliminary Engineer's report for LMD Zones 1 through 38. (File Number 0685-10)

Staff Recommendation: Approval (Development Services Department: Andrew Firestine, Director of Development Services and Julie Procopio, City Engineer)

Presenter: Brad Mason, Landscape Project Manager

a) Resolution No. 2023-66

b) Resolution No. 2023-67

6. PUBLIC SERVICES AGREEMENT FOR LANDSCAPE MAINTENANCE DISTRICT (LMD) ZONES

Request the City Council adopt Resolution No. 2023-68, authorizing the Mayor to execute a Public Services Agreement with Makelele Systems Landscape & Maintenance, Inc. for Landscape Maintenance Services for the City of Escondido LMD. (File Number 0600-10; A-3458)

Staff Recommendation: Approval (Development Services Department: Andrew Firestine, Director of Development Services and Julie Procopio, City Engineer)

Presenter: Brad Mason, Landscape Project Manager

a) Resolution No. 2023-68

7. CELL TOWER LEASE AGREEMENT WITH CELLCO PARTNERSHIP ON CITY OWNED PROPERTY LOCATED AT 1359 WEST 11TH AVENUE

Request the City Council adopt Resolution No. 2023-74, authorizing the Mayor to execute a Lease Agreement with Cellco Partnership, dba Verizon Wireless, for continued use of a cellular tower and telecommunication equipment on the City owned property located at 1359 West 11th Avenue. (File Number 0600-10; A-3461)

Staff Recommendation: Approval (City Manager Department: Jennifer Schoeneck, Deputy Director of Economic Development)



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

Presenter: Vince McCaw, Real Property Manager

a) Resolution No. 2023-74

PUBLIC HEARINGS

8. SHORT-FORM RENT INCREASE APPLICATION FOR WESTWINDS MOBILEHOME PARK (FILE NO. 0697-20-10323)

Request that the Escondido Mobilehome Rent Review Board adopt RRB Resolution No. 2023-57, reviewing and approving the Westwinds Mobilehome Park Short-Form Application. (File Number 0697-20)

Staff Recommendation: Approval (Development Services Department: Andrew Firestine, Director of Development Services)

Presenter: Eric Bunge, Management Analyst

a) Resolution No. RRB 2023-57

Motion: J. Garcia; Second: Morasco; Approved: 5-0

9. PL22-0134/PL22-0154 – ASH STREET TENTATIVE SUBDIVISION MAP AND ANNEXATION/REORGANIZATIONS

Request the City Council adopt Resolution No. 2023-70, approving a Tentative Subdivision Map and Annexation/Reorganization for a 20-unit residential subdivision located at 0 Ash Street (APN: 224-130-10-00) ("Project"). Ancillary to the Project, a property at 508 Stanley Avenue would also be annexed into the City of Escondido. The request also includes the adoption of a Final Mitigated Negative Declaration prepared for the Project pursuant to the California Environmental Quality Act (CEQA). (File Number 0800-10; 0850-20)

Staff Recommendation: Approval (Development Services Department: Andrew Firestine, Director of Development Services)

Presenter: Ivan Flores, Associate Planner

a) Resolution No. 2023-70

Dave Ferguson – Expressed support for this item and objected to including the project in the North Broadway Deficiency Area.

Maria Escobedo – Expressed opposition to this item.

Kwafi Reed – Expressed support for this item.



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

Saddle Place Residence – Expressed opposition to this item.

Motion to approve: Morasco; Second: C. Garcia; Approved: 5-0

CURRENT BUSINESS

10. AMERICAN RESCUE PLAN ACT (ARPA) STATUS

Request the City Council receive an update on the American Rescue Plan Act funds and approve the Budget Adjustment Request. (File Number 0430-80)

Staff Recommendation: Approval (Finance Department: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance

Dan Forster – Expressed support for this item.

Motion: Morasco; Second: Martinez; Approved: 5-0

11. COUNCIL ADOPTION OF THE ESCONDIDO ANNEX TO THE 2023 SAN DIEGO COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

Request the City Council adopt Resolution No. 2023-64, adopting the revised Escondido Annex to the Multi-Jurisdictional Hazard Mitigation Plan. (File Number 0220-30)

Staff Recommendation: Approval (Fire Department: Rick Vogt, Fire Chief)

Presenter: Jeff Murdock, Emergency Disaster Preparedness Manager

a) Resolution No. 2023-64

Motion: Morasco; Second: J. Garcia; Approved: 5-0

12. CITY WEBSITE CONSOLIDATION, UPGRADE, AND CIVIC ENGAGEMENT PROJECT UPDATE AND APPROVAL

Request the City Council adopt Resolution No. 2023-71 authorizing the Mayor to execute a Master Services Agreement with CivicPlus for implementation and hosting of the City's new website. The five-year contract total is \$232,706.23. (File Number 0600-10; A-3462)

Staff Recommendation: Approval (Communications Department: Joanna Axelrod, Deputy City Manager/Director of Communications and Community Services)

Presenter: Teresa Collins, Deputy Director of Communications

a) Resolution No. 2023-71



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

Motion: Martinez; Second: Morasco; Approved: 5-0

13. CONSIDERATION OF THE TINY TOTS PROGRAM

Request the City Council provide direction as to whether the Tiny Tots Program should be included in the Fiscal Year 23-24 Recreation Operating Budget. (File Number 1120-70)

Staff Recommendation: Provide Direction (Community Services Department: Joanna Axelrod, Deputy City Manager/Director of Community Services and Community Services)

Presenter: Robert Rhoades, Deputy Director of Community Services

Tom Cowan – Expressed support for the Tiny Tots program.

Melanie Johnson – Expressed support for the Tiny Tots program.

Monica Gonzalez – Expressed support for the Tiny Tots program.

Wesley Sherman – Expressed support for the Tiny Tots program.

Susan Serrano – Expressed support for the Tiny Tots program.

Bethany Gogo – Expressed support for the Tiny Tots program.

Franchesca Spensieri – Expressed support for the Tiny Tots program.

Zaira Saldana – Expressed support for the Tiny Tots program.

Motion to extend the Tiny Tots program for one year and end the Tiny Tots program in Fiscal Year 24/25: Martinez; Second: J. Garcia; Approved: 3-2 (Morasco, C. Garcia – No)

FUTURE AGENDA

14. FUTURE AGENDA

The purpose of this item is to identify issues presently known to staff or which members of the City Council wish to place on an upcoming City Council agenda. Council comment on these future agenda items is limited by California Government Code Section 54954.2 to clarifying questions, brief announcements, or requests for factual information in connection with an item when it is discussed.

Staff Recommendation: None (City Clerk's Office: Zack Beck)

Morasco – Impacts of State Law on campaign contribution limits.

Martinez - Heat resiliency resources



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

COUNCILMEMBERS SUBCOMMITTEE REPORTS AND OTHER REPORTS

CITY MANAGER’S WEEKLY ACTIVITY REPORT

The most current information from the City Manager regarding Economic Development, Capital Improvement Projects, Public Safety, and Community Development. This report is also available on the City’s website, www.escondido.org.

ORAL COMMUNICATIONS

None.

ADJOURNMENT

Mayor White adjourned the meeting at 7:48 p.m.

MAYOR

CITY CLERK



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

CLOSED SESSION 4:00 PM

CALL TO ORDER

1. Roll Call: C. Garcia, J. Garcia, Martinez, Morasco, White

ORAL COMMUNICATIONS

In addition to speaking during particular agenda items, the public may address the Council on any item which is not on the agenda provided the item is within the subject matter jurisdiction of the City Council. State law prohibits the Council from discussing or taking action on such items, but the matter may be referred to the City Manager/staff or scheduled on a subsequent agenda. Speakers are limited to only one opportunity to address the Council under Oral Communications.

CLOSED SESSION

- I. **CONFERENCE WITH LABOR NEGOTIATORS (Government Code Section § 54957.6)**
 - a. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Police Officers' Association Sworn Personnel Bargaining Unit
 - b. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Police Officers' Association Non-Sworn Personnel Bargaining Unit
 - c. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Firefighters' Association Safety and Non-safety Bargaining Unit
 - d. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: ECEA Unit (SUP)
 - e. Agency Representative: Sean McGlynn, City Manager, or designee
Employee Organization: Maintenance and Operations Bargaining Unit (Teamsters Local 911 and ACE)

Items 1 (a through e) pulled from the agenda by staff.

- II. **CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION (Government Code § 54956.9(d)(1))**

- a. *All Persons Interested in the Matter of the Issuance and Sale of Pension Obligation Bonds*
San Diego Superior Court Case No. 37-2022-00025425-CU-PT-NC



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

ADJOURNMENT

Mayor White adjourned the meeting at 4:35 p.m.

MAYOR

CITY CLERK



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

REGULAR SESSION

5:00 PM Regular Session

MOMENT OF REFLECTION

City Council agendas allow an opportunity for a moment of silence and reflection at the beginning of the evening meeting. The City does not participate in the selection of speakers for this portion of the agenda, and does not endorse or sanction any remarks made by individuals during this time. If you wish to be recognized during this portion of the agenda, please notify the City Clerk in advance.

FLAG SALUTE

The City Council conducts the Pledge of Allegiance at the beginning of every City Council meeting.

CALL TO ORDER

Roll Call: C. Garcia, J. Garcia, Martinez, Morasco, White

PROCLAMATION

Chief Vogt Retirement

PRESENTATIONS

Eagle Scout Preston Brown

CLOSED SESSION REPORT

ORAL COMMUNICATIONS

Yusseff Miller – Requested the Council reduce the amount of pesticides used in Escondido.

Jackie Abrams – Thanked the City Attorney’s Office for assisting with an issue.

John Bottoroff – Requested the City Council ban smoking.

Suzanne Hume – Requested the City Council ban smoking.

CALENDAR



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

Motion: C. Garcia; Second: Martinez; Approved: 5-0

1. **AFFIDAVITS OF PUBLICATION, MAILING, AND POSTING (COUNCIL/RRB) -**

2. **APPROVAL OF WARRANT REGISTER (COUNCIL)**

Request approval for City Council and Housing Successor Agency warrant numbers

- 374237 – 374430 dated June 7, 2023.

Staff Recommendation: Approval (Finance Department: Christina Holmes)

3. **APPROVAL OF MINUTES: Regular Meeting of June 7, 2023**

4. **WAIVER OF READING OF ORDINANCES AND RESOLUTIONS –**

5. **FISCAL YEAR 2023-24 POLICE TOW SERVICE CONTRACTS**

Request the City Council adopt Resolution No. 2023-75 authorizing the Mayor to execute Police Tow Service Contracts with Al's Towing, Inc.; A-Z Enterprises, Inc.; Allied Gardens Towing, Inc.; and Johnathan's Towing, Inc. to provide police tow services. (File Numbers 0600-10; A-3563-A; A3563-B; A-3563-C; A-3563-D)

Staff Recommendation: Approval (Police Department: Edward Varso, Chief of Police)

Presenter: Edward Varso, Chief of Police

a) Resolution No. 2023-75

Revan Tamaru – Expressed opposition to this item.

Hector Ramos – Expressed opposition to this item.

Motion: J. Garcia; Second: Morasco; Approved: 5-0

PUBLIC HEARINGS

6. **FISCAL YEAR 2023/24 OPERATING BUDGET ADOPTION**

Request the City Council adopt Resolution No. 2023-58 approving the Fiscal Year 2023/24 Annual Operating Budget and adopt Resolution No. 2023-59 approving the Appropriations Limit (Gann Limit) for Fiscal Year 2023/24. (File Number 0430-30)

Staff Recommendation: Approval (Finance Department: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

a) Resolution No. 2023-58

b) Resolution No. 2023-59

Motion: Morasco; Second: J. Garcia; Approved: 5-0

7. FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM AND FISCAL YEAR 2023/24 CAPITAL IMPROVEMENT PROGRAM BUDGET STATUS AND ADOPTION OF THE 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Request the City Council adopt Fiscal Years 2023/24 – 2027/2028 Five-Year Capital Improvement Program and the Fiscal Year 2023/24 Capital Improvement Program Budget; adopt the Regional Transportation Improvement Program for Fiscal Years 2024 through 2028; and adopt the RMRA FY 23/24 project list. (File Number 0430-30)

Staff Recommendation: Approval (Finance Department: Christina Holmes, Director of Finance)

Presenter: Michelle Collett, Revenue Manager

a) Resolution No. 2023-60

b) Resolution No. 2023-73

c) Resolution No. 2023-77

Motion: Martinez; Second: C. Garcia; Approved: 5-0

CURRENT BUSINESS

8. CHANGE ORDERS, AMENDMENT, AND BUDGET ADJUSTMENT FOR THE RECYCLED WATER EASTERLY AGRICULTURE DISTRIBUTION SYSTEM PROJECT

Request the City Council take the following actions: Adopt Resolution No. 2023-65, authorizing change orders to the Public Improvement Agreement with S.C. Valley Engineering, Inc., in the amount of \$1,897,645.76 for the Recycled Water Easterly Agriculture Distribution System Project (“Project”). Adopt Resolution No. 2023-63, authorizing a Second Amendment to the Consulting Agreement with Reilly CM, Inc., in the amount of \$1,141,434.95 for construction management services for the Project. Approve a Budget Adjustment in the amount of \$5,000,000. (File Number 0600-10; A-3371-1)

Staff Recommendation: Approval (Utilities Department: Christopher W. McKinney, Deputy City Manager/Director of Utilities)

Presenter: Angela Morrow, Deputy Director of Utilities



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

a) Resolution No. 2023-65

b) Resolution No. 2023-63

Motion: C. Garcia; Second: J. Garcia; Approved: 5-0

9. PUBLIC COMMENT POLICY

Request the City Council consider and provide direction to staff regarding the City of Escondido’s (“City”) current public comment policy. (File Number 0610-90)

Staff Recommendation: Provide Direction (City Clerk’s Office: Zack Beck, City Clerk)

Presenter: Zack Beck, City Clerk

Pam Albergo – Expressed support for maintaining the current public comment policy.

Patricia Borchmann – Expressed support for maintaining the current public comment policy.

Chris Nava – Expressed support for maintaining the current public comment policy.

Georgine Tomasi – Expressed support for maintaining the current public comment policy.

10. MEMORANDUM OF UNDERSTANDING AND PUBLIC SERVICES AGREEMENT WITH ESCONDIDO COMPACT

Request the City Council adopt Resolution No 2023-76, authorizing the Mayor to execute, on behalf of the City, a Public Services Agreement and enter into a Memorandum of Understanding with Escondido COMPACT, a California nonprofit public benefit corporation, for intervention and prevention services for at-risk youth in the community. (File Number 0600-10; A-3564)

Staff Recommendation: Approval (Police Department: Edward Varso, Chief of Police)

Presenter: Edward Varso, Chief of Police; Lisa Rodelo, Deputy Director of Police Support Services

a) Resolution No. 2023-76

Motion: J. Garcia; Second: C. Garcia; Approved: 5-0



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

11. COUNTY OF SAN DIEGO HARM REDUCTION SERVICES PROGRAM

Request the City Council provide direction regarding the County’s Harm Reduction Application. (File Number 0145-20)

Staff Recommendation: Provide Direction (Fire Department: Rick Vogt, Fire Chief; Police: Edward Varso, Chief of Police)

Presenters: John Tenger, Deputy Fire Chief; Edward Varso, Chief of Police

Jackie Clarke – Expressed opposition to the County’s Harm Reduction Application.

Betsy Wemyss – Expressed opposition to the County’s Harm Reduction Application.

Christiana Simon – Expressed opposition to the County’s Harm Reduction Application.

Marsha Teas – Expressed opposition to the County’s Harm Reduction Application.

Gary Cass – Expressed opposition to the County’s Harm Reduction Application.

Robert Netherton – Expressed opposition to the County’s Harm Reduction Application.

Brian Melonakos – Expressed opposition to the County’s Harm Reduction Application.

Kathleen Melonoakos – Expressed opposition to the County’s Harm Reduction Application.

Elizabeth Fallon – Expressed opposition to the County’s Harm Reduction Application.

Honey Burke – Expressed opposition to the County’s Harm Reduction Application.

Yussef Miller – Expressed opposition to the County’s Harm Reduction Application.

Emily Sheeder – Expressed opposition to the County’s Harm Reduction Application.

Betsy Wemyss– Expressed opposition to the County’s Harm Reduction Application.

Barbara A Rollins– Expressed opposition to the County’s Harm Reduction Application.

Brandon Brooks – Expressed support for the County’s Harm Reduction Application.

Bruce Pfefferkorn – Expressed opposition to the County’s Harm Reduction Application.

Catherine Day – Expressed opposition to the County’s Harm Reduction Application.

Charles Curley – Expressed opposition to the County’s Harm Reduction Application.



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

Christiana Simon– Expressed opposition to the County’s Harm Reduction Application.

Corey Baca – Expressed opposition to the County’s Harm Reduction Application.

Dave Schmitt – Expressed opposition to the County’s Harm Reduction Application.

James Brammer – Expressed opposition to the County’s Harm Reduction Application.

Jeanette Fuller – Expressed opposition to the County’s Harm Reduction Application.

Jennifer Greene – Expressed support for the County’s Harm Reduction Application.

Kathleen Meehan – Expressed opposition to the County’s Harm Reduction Application.

Kelly Birkel – Expressed opposition to the County’s Harm Reduction Application.

Mary Walsh – Expressed opposition to the County’s Harm Reduction Application.

Nicole Pless - Expressed support for the County’s Harm Reduction Application.

Patricia Haag– Expressed opposition to the County’s Harm Reduction Application.

Randi Tieken – Expressed opposition to the County’s Harm Reduction Application.

Robert Wendt – Expressed opposition to the County’s Harm Reduction Application.

Sean Patrick Hall – Expressed opposition to the County’s Harm Reduction Application.

Shakiba Tahmoresi – Expressed opposition to the County’s Harm Reduction Application.

Sheila Kinder – Expressed opposition to the County’s Harm Reduction Application.

Shelly Byrne – Expressed opposition to the County’s Harm Reduction Application.

Tamela Ridley – Expressed opposition to the County’s Harm Reduction Application.

Tobee Jackson – Expressed opposition to the County’s Harm Reduction Application.

Trudy Vargas – Expressed opposition to the County’s Harm Reduction Application.

Vicki Jason – Expressed opposition to the County’s Harm Reduction Application.

Aaron Bunn – Expressed opposition to the County’s Harm Reduction Application.



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

Marty Backer – Expressed opposition to the County’s Harm Reduction Application.

Ricki Garrett – Expressed opposition to the County’s Harm Reduction Application.

Kare Grube – Expressed opposition to the County’s Harm Reduction Application.

Ed Gallo – Expressed opposition to the County’s Harm Reduction Application.

Council Direction: The City Council will submit a letter in opposition to the County Harm Reduction Program.

FUTURE AGENDA

12. FUTURE AGENDA

The purpose of this item is to identify issues presently known to staff or which members of the City Council wish to place on an upcoming City Council agenda. Council comment on these future agenda items is limited by California Government Code Section 54954.2 to clarifying questions, brief announcements, or requests for factual information in connection with an item when it is discussed.

Staff Recommendation: None (City Clerk's Office: Zack Beck)

Mayor White – Resolution opposing Rapid Route 71.

COUNCILMEMBERS SUBCOMMITTEE REPORTS AND OTHER REPORTS

CITY MANAGER’S WEEKLY ACTIVITY REPORT

The most current information from the City Manager regarding Economic Development, Capital Improvement Projects, Public Safety, and Community Development. This report is also available on the City’s website, www.escondido.org.

ORAL COMMUNICATIONS

None.



CITY of ESCONDIDO

COUNCIL MEETING MINUTES

ADJOURNMENT

Mayor White adjourned the meeting at 8:27 p.m.

MAYOR

CITY CLERK



STAFF REPORT

ITEM NO. 4

SUBJECT

WAIVER OF READING OF ORDINANCES AND RESOLUTIONS –

ANALYSIS

The City Council/RRB has adopted a policy that is sufficient to read the title of ordinances at the time of introduction and adoption, and that reading of the full text of ordinances and the full text and title of resolutions may be waived.

Approval of this consent calendar item allows the City Council/RRB to waive the reading of the full text and title of all resolutions agendized in the Consent Calendar, as well as the full text of all ordinances agendized in either the Introduction and Adoption of Ordinances or General Items sections. **This particular consent calendar item requires unanimous approval of the City Council/RRB.**

Upon approval of this item as part of the Consent Calendar, all resolutions included in the motion and second to approve the Consent Calendar shall be approved. Those resolutions removed from the Consent Calendar and considered under separate action may also be approved without the reading of the full text and title of the resolutions.

Also, upon the approval of this item, the Mayor will read the titles of all ordinances included in the Introduction and Adoption of Ordinances section. After reading of the ordinance titles, the City Council/RRB may introduce and/or adopt all the ordinances in one motion and second.

RECOMMENDATION

Staff recommends that the City Council/RRB approve the waiving of reading of the text of all ordinances and the text and title of all resolutions included in this agenda. Unanimous approval of the City Council/RRB is required.

Respectfully Submitted,

Zack Beck
City Clerk



STAFF REPORT

July 19, 2023
File Number 0685-10

SUBJECT

SETTING SPECIAL TAX LEVY FOR COMMUNITY FACILITIES DISTRICT NO. 2000-01 (HIDDEN TRAILS)

DEPARTMENT

Finance

RECOMMENDATION

Request the City Council adopt Resolution 2023-80, setting the Special Tax Levy for Community Facilities District No. 2000-01 (Hidden Trails)(the “District”) for Fiscal Year 2023/24

Staff Recommendation: Approval (Finance: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance

FISCAL ANALYSIS

A Special Tax is levied annually on land within Community Facilities District No. 2000-01 (Hidden Trails) and collected through the County of San Diego Treasurer-Tax Collector’s Office. The funds from the Special Tax are used to meet debt service obligations from the issuance of bonds and fund administrative expenses for the District.

PREVIOUS ACTION

The City Council approved the establishment of Community Facilities District No. 2000-01 (Hidden Trails) on September 20, 2000, and has annually thereafter adopted a resolution setting the annual Special Tax Levy. Prior year’s Resolution No. 2022-86 was adopted on July 20, 2022.

BACKGROUND

At the request of the property owner/developer and pursuant to the City’s Statement of Goals and Policies Regarding the Establishment of Community Facilities Districts, Community Facilities District No. 2000-01 (Hidden Trails) was formed and bonds issued for the purpose of acquiring certain backbone facilities including street, water and sewer facilities which were constructed within the Hidden Trails development as authorized in Section 6 of the Resolution of Formation No. 2000-241R adopted in March of 2000. As required, the proceeds of the bonds were used only for such authorized purposes. As of September 30, 2005, all proceeds were expended, and the projects completed. As of July 1, 2023, \$1,375,000 of principal remain outstanding and the bonds mature on September 1, 2031.



CITY of ESCONDIDO

STAFF REPORT

According to the Rate and Method of Apportionment of Special Taxes for Community Facilities District No. 2000-01 (Hidden Trails), a Special Tax shall be levied annually on land within the District and collected in the same manner and at the same time as ordinary ad valorem property taxes. The City is responsible for annually determining the Special Tax liability for each parcel within the District and for providing this information to the County of San Diego in August of every year.

A Maximum Special Tax Rate was established for developed residential property and undeveloped property. The amount of the Maximum Special Tax Rates and Proposed Actual Special Tax Rates for Fiscal Year 2023/24 are attached as Exhibit "A" to Resolution No. 2023-80.

A comparative analysis of the annual Special Tax Levy Calculation for Fiscal Year 2023/24 is presented on Attachment "1". As noted in the analysis, the 2023-24 Special Tax Levy requirement decreased from \$210,561.18 by 2.38% in the amount of \$5,010.30 or an average of \$17.28 per parcel.

RESOLUTIONS

- A. Resolution No. 2023-80
- B. Resolution No. 2023-80 Exhibit "A" CFD 2000-01 (Hidden Trails) Special Tax Rates

ATTACHMENTS

- A. Attachment "1" - CFD 2000-01 (Hidden Trails) Special Tax Levy Comparative Analysis

City of Escondido CFD 2000-01 (Hidden Trails)
Special Tax Levy Comparative Analysis (Fund 727)
Tax Year 2023-24

| Description | Actuals | | Estimated | Proposed / | | Change from Prior Year | |
|--|---------------------|------------|-----------------------|----------------------|---------------------|------------------------|--------|
| | FY 2021-22 | FY 2022-23 | Actuals FY 2022-23 | Budget FY 2023-24 | \$ | % | |
| Beginning Balance (07/01) | \$173,650.43 | | \$177,208.85 | | \$177,592.92 | | |
| Revenue | | | | | | | |
| Special Taxes | 206,304.47 | | 209,315.82 | | | | |
| Interest | 709.46 | | 596.26 | | | | |
| | <u>\$207,013.93</u> | | <u>\$209,912.08</u> | | <u>\$0.00</u> | | |
| Expenditures | | | | | | | |
| Cost of Bonded Indebtedness: | | | | | | | |
| Interest Due 09/01 Reported Fiscal Year 9/1/2021 | 36,484.38 | 9/1/2022 | 34,471.88 | 9/1/2023 | 31,971.88 | | |
| Principal Due 09/01 Reported Fiscal Year 9/1/2021 | 115,000.00 | 9/1/2022 | 125,000.00 | 9/1/2023 | 125,000.00 | | |
| Interest Due 03/01 Reported Fiscal Year 3/1/2022 | 34,471.88 | 3/1/2023 | 31,971.88 | 3/1/2024 | 29,471.88 | | |
| Interest Due 09/01 Pending Year Obligation | | | | 9/1/2024 | 29,471.88 | | |
| Principal Due 09/01 Pending year Obligation | | | | 9/1/2024 | 130,000.00 | | |
| Total Principal and Interest Due from Annual Levy | <u>\$185,956.26</u> | | <u>\$191,443.76</u> | | <u>\$345,915.64</u> | | |
| Cost of Collection (Proposed Fiscal Year Shown at Maximum) | 17,499.25 | | 18,084.25 | | 24,379.89 | | |
| Available Cash Account Balances to Reduce Levy | - | | - | | 12,850.00 | | |
| | <u>\$17,499.25</u> | | <u>\$18,084.25</u> | | <u>\$37,229.89</u> | | |
| Total Annual Expenditures | 203,455.51 | | 209,528.01 | | 383,145.53 | | |
| Ending Balance (6/30) | <u>177,208.85</u> | | <u>177,592.92</u> | | <u>(205,552.61)</u> | | |
| Calculated Annual Special Tax Requirement | \$204,942.20 | | \$210,563.33 | | \$205,552.61 | | |
| Approved / Proposed Levy as Allocated among 290 Parcels | <u>\$207,378.16</u> | | <u>\$210,561.18</u> | | <u>\$205,550.88</u> | <u>(\$5,010.30)</u> | -2.38% |
| Average Levy per Dwelling Unit | <u>\$715.10</u> | | <u>\$726.07</u> | | <u>\$708.80</u> | <u>(\$17.28)</u> | -2.38% |

RESOLUTION NO. 2023-80

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, ACTING AS LEGISLATIVE BODY OF COMMUNITY FACILITIES DISTRICT NO. 2000-01 (HIDDEN TRAILS), PROVIDING FOR THE LEVY OF AN ANNUAL SPECIAL TAX FOR SUCH COMMUNITY FACILITIES DISTRICT FOR FISCAL YEAR 2023-24

WHEREAS, the City Council of the City of Escondido, California (the “Legislative Body”), has initiated proceedings, held a public hearing, conducted an election, and received a favorable vote from the qualified electors to authorize the levy of a Special Tax in a Community Facilities District, all as authorized pursuant to the terms and provisions of the “Mello-Roos Community Facilities Act of 1982,” being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the “Act”). This Community Facilities District is designated as Community Facilities District No. 2000-01 (Hidden Trails) (the “District”); and

WHEREAS, this Legislative Body, by the adoption of the Ordinance No. 2000-30 (the “Ordinance”) pursuant to Section 53340 of the Government Code of the State of California, has authorized the levy of Special Taxes (as such term is defined in the Ordinance) within the District to finance authorized facilities; and

WHEREAS, Government Code Section 53340 provides that this legislative body may provide, by resolution, for the levy of the Special Taxes in the current tax year at the same rates or at a lower rate than the rate provided for in the Ordinance, if such resolution is adopted and a certified list of all parcels subject to the Special Tax levy including the amount of the Special Tax to be levied on each parcel for the current tax year (the “Certified Parcel List”) is timely filed by the clerk or other official designated by this legislative body with the Auditor of the County of San Diego (the “County Auditor”) on or before August 10 of the applicable tax year.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, acting as the legislative body of Community Facilities District No. 2000-01 (Hidden Trails), as follows:

1. That the above recitations are true.
2. That this legislative body hereby authorizes and provides for the levy of the Special Tax within the District on those Taxable Properties (as such term is defined in the Ordinance) within the District for Fiscal Year 2023-24 so long as the rates of such Special Tax are the same rates or lower rates than the rates provided for in the Ordinance. The Proposed Special Tax Rates for the District for Fiscal Year 2023-24 are contained on Exhibit "A" attached to this Resolution and incorporated by this reference. After adoption of this Resolution, the Finance Director of the City, or Finance Director's designee, may make any necessary modifications to these Special Tax Rates to correct any errors, omissions or inconsistencies in the listing or categorization of parcels to be taxed or in the amounts to be charged to any category of parcels; provided, however, that any such modifications shall not result in an increase in the Special Tax applicable to any category of parcels and can only be made prior to the submission of the tax rolls to the County Auditor.
3. That the Finance Director is hereby designated and directed to prepare and submit a Certified Parcel List to the County Auditor on or before August 10, or such later date to which the County Auditor may agree, setting forth the amount of the Special Tax to be levied on each Taxable Property within the District calculated pursuant to the Ordinance and subject to the limitations set forth in Section 2 above.
4. That the Special Tax shall be collected in the same manner as ordinary ad valorem property taxes are collected, and shall be subject to the same penalties and same procedure and sale in cases of any delinquency for ad valorem taxes, and the Treasurer-Tax Collector of the County of San Diego is hereby authorized to deduct reasonable administrative costs incurred in collecting any said Special Tax. Any Special Taxes that may not be collected on the County of San Diego ("County") tax roll shall be

collected through a direct billing procedure by the Treasurer of the City of Escondido, or his/her designee, acting for and on behalf of the District.

5. That the County Auditor is hereby directed to enter in the next County assessment roll on which taxes will become due, opposite each lot or parcel of land affected in a space marked "public improvements, special tax" or by any other suitable designation, the installment of the Special Tax.

6. That the County Auditor shall then, at the close of the tax collection period, promptly render to the District a detailed report showing the amount and/or amounts of such Special Tax installments, interest, penalties and percentages so collected and from what property collected, and also provide a statement of any percentages retained for the expense of making any such collection.

Exhibit "A"

**City of Escondido
Community Facilities District 2000-01
(Hidden Trails)**

Special Tax Rates for Fiscal Year 2023/24

| Land Use Categories | Description | Assigned Special Tax | Proposed Actual Special Tax* |
|---------------------|----------------------|------------------------|------------------------------|
| Category 1** | Residential Property | \$0.39 per square foot | \$0.2643 per square foot |
| Category 2** | Other Property | \$2,861 per net acre | \$1,938 per net acre |
| Category 3 | Undeveloped Property | \$3,290 per net acre | \$0.00 per net acre |

* Special Tax rates shown above have been rounded to decimals shown, actual tax rates are not rounded.

** The Proposed Actual Special Tax shown above is the authorized levy for the current fiscal year. The submitted actual levy may be reduced as directed by the Finance Director.



STAFF REPORT

July 19, 2023
File Number 0685-10

SUBJECT

SETTING SPECIAL TAX LEVY FOR COMMUNITY FACILITIES DISTRICT NO. 2006-01 (EUREKA RANCH)

DEPARTMENT

Finance

RECOMMENDATION

Request the City Council adopt Resolution 2023-81, setting the Special Tax Levy for Community Facilities District No. 2006-01 (Eureka Ranch) (the "District") for Fiscal Year 2023-24

Staff Recommendation: Approval (Finance: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance

FISCAL ANALYSIS

A Special Tax is levied annually on land within Community Facilities District No. 2006-01 (Eureka Ranch) and collected through the County of San Diego Treasurer-Tax Collector's Office. The funds from the Special Tax are used to meet debt service obligations from the issuance of bonds and fund administrative expenses for the District.

PREVIOUS ACTION

The City Council approved the establishment of Community Facilities District No. 2006-01 (Eureka Ranch) on September 27, 2006, and has annually thereafter adopted a resolution setting the annual Special Tax Levy. Prior year's Resolution No. 2022-85 was adopted on July 20, 2022.

BACKGROUND

At the request of the property owner/developer and pursuant to the City's Statement of Goals and Policies Regarding the Establishment of Community Facilities Districts, Community Facilities District No. 2006-01 (Eureka Ranch) was formed and bonds were issued for the purpose of providing street, storm drain and sewer improvements as well as utility undergrounding within the Eureka Ranch development and East Valley Parkway area as authorized in Section 6 of the Resolution of Formation No. 2006-227 adopted in September of 2006. As required, the proceeds of the bonds were held in a separate account and used only for such authorized purposes. As of June 30, 2013, all proceeds were expended, and the projects completed. As of July 1, 2023, \$10,570,000 of principal remain outstanding and the bonds mature on September 1, 2036.



CITY of ESCONDIDO

STAFF REPORT

According to the Rate and Method of Apportionment of Special Taxes for Community Facilities District No. 2006-01 (Eureka Ranch), a Special Tax shall be levied annually on land within the District and collected in the same manner and at the same time as ordinary ad valorem property taxes. The City is responsible for annually determining the Special Tax liability for each parcel within the District and for providing this information to the County of San Diego in August of every year.

A Maximum Special Tax Rate was established for developed residential property and undeveloped property. The amount of the Maximum Special Tax Rates and Proposed Actual Special Tax Rates for FY2023/24 are attached as Exhibit “A” to Resolution No. 2023-81.

A comparative analysis of the annual Special Tax Levy Calculation for FY2023/24 is presented on Attachment A. As noted in the analysis, the FY2023/24 Special Tax Levy requirement decreased from \$1,055,175.48 by 4.17% in the amount of \$43,967.20 or an average of \$130.08 per parcel.

The delinquency contingency provision for the FY2023/24 levy calculation increased by \$6,301.12. This increase was due to realization of an increase in the actual FY2022/23 delinquency rate (from 0.57% to 1.13%).

RESOLUTIONS

- A. Resolution No. 2023-81
- B. Resolution No. 2023-81 Exhibit “A” CFD 2006-01 (Eureka Ranch) Special Tax Rates

ATTACHMENTS

- A. Attachment “A” - CFD 2006-01 (Eureka Ranch) Special Tax Levy Comparative Analysis

City of Escondido CFD 2006-01 (Eureka Ranch)
Special Tax Levy Comparative Analysis (Fund 728)
Tax Year 2023-24

| Description | Actuals | | Estimated Actuals | | Proposed / Budget | | Change from Prior Year | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-------------------|-----------------------|------------------------|-------|
| | FY 2021-22 | | FY 2022-23 | | FY 2023-24 | | \$ | % |
| Beginning Balance (07/01) | \$839,320.92 | | \$829,862.47 | | \$814,072.47 | | | |
| Revenue | | | | | | | | |
| Special Taxes | 1,057,858.86 | | 1,053,453.50 | | | | | |
| Interest | 3,151.44 | | 2,499.75 | | | | | |
| | <u>\$1,061,010.30</u> | | <u>\$1,055,953.25</u> | | <u>\$0.00</u> | | | |
| Expenditures | | | | | | | | |
| Cost of Bonded Indebtedness: | | | | | | | | |
| Interest Due 09/01 Reported Fiscal Year | 9/1/2021 | 268,000.00 | 9/1/2022 | 258,000.00 | 9/1/2023 | 244,875.00 | | |
| Principal Due 09/01 Reported Fiscal Year | 9/1/2021 | 500,000.00 | 9/1/2022 | 525,000.00 | 9/1/2023 | 550,000.00 | | |
| Interest Due 03/01 Reported Fiscal Year | 3/1/2022 | 258,000.00 | 3/1/2023 | 244,875.00 | 3/1/2024 | 231,125.00 | | |
| Interest Due 09/01 Pending Year Obligation | | | | | 9/1/2024 | 231,125.00 | | |
| Principal Due 09/01 Pending year Obligation | | | | | 9/1/2024 | 575,000.00 | | |
| Total Principal and Interest Due from Annual Levy | | <u>\$1,026,000.00</u> | | <u>\$1,027,875.00</u> | | <u>\$1,832,125.00</u> | | |
| Cost of Collection (Proposed Fiscal Year Shown at Maximum) | | 44,468.75 | | 43,868.25 | | 56,009.65 | | |
| Available Cash Account Balances to Reduce Levy | | | | | | 12,800.00 | | |
| Contingency for Delinquency (Proposed Current Year Only) | | | | | | 12,281.54 | | |
| | | <u>44,468.75</u> | | <u>\$43,868.25</u> | | <u>\$81,091.19</u> | | |
| Total Annual Expenditures | | 1,070,468.75 | | 1,071,743.25 | | 1,913,216.19 | | |
| Ending Balance (6/30) | | <u>829,862.47</u> | | <u>814,072.47</u> | | <u>(1,099,143.72)</u> | | |
| Calculated Annual Special Tax Requirement | | \$1,060,547.72 | | \$1,055,176.28 | | \$1,099,143.72 | | |
| Approved / Proposed Levy as Allocated among 338 Parcels | | <u>\$1,057,764.43</u> | | <u>\$1,055,175.48</u> | | <u>\$1,099,142.68</u> | <u>\$43,967.20</u> | 4.17% |
| Average Levy per Dwelling Unit | | <u>\$3,129.48</u> | | <u>\$3,121.82</u> | | <u>\$3,251.90</u> | <u>\$130.08</u> | 4.17% |

RESOLUTION NO. 2023-81

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, ACTING AS LEGISLATIVE BODY OF COMMUNITY FACILITIES DISTRICT NO. 2006-01 (EUREKA RANCH), PROVIDING FOR THE LEVY OF AN ANNUAL SPECIAL TAX FOR SUCH COMMUNITY FACILITIES DISTRICT FOR FISCAL YEAR 2023-24

WHEREAS, the City Council of the City of Escondido, California (the “Legislative Body”), has initiated proceedings, held a public hearing, conducted an election, and received a favorable vote from the qualified electors to authorize the levy of a Special Tax in a Community Facilities District, all as authorized pursuant to the terms and provisions of the “Mello-Roos Community Facilities Act of 1982,” being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the “Act”). This Community Facilities District is designated as Community Facilities District No. 2006-01 (Eureka Ranch) (the “District”); and

WHEREAS, this Legislative Body, by the adoption of the Ordinance No. 2006-32 (the “Ordinance”) pursuant to Section 53340 of the Government Code of the State of California, has authorized the levy of Special Taxes (as such term is defined in the Ordinance) within the District to finance authorized facilities; and

WHEREAS, Government Code Section 53340 provides that this legislative body may provide, by resolution, for the levy of the Special Taxes in the current tax year at the same rates or at a lower rate than the rate provided for in the Ordinance, if such resolution is adopted and a certified list of all parcels subject to the Special Tax levy including the amount of the Special Tax to be levied on each parcel for the current tax year (the “Certified Parcel List”) is timely filed by the clerk or other official designated by this legislative body with the Auditor of the County of San Diego (the “County Auditor”) on or before August 10 of the applicable tax year.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, acting as the legislative body of Community Facilities District No. 2006-01 (Eureka Ranch), as follows:

1. That the above recitations are true.
2. That this legislative body hereby authorizes and provides for the levy of the Special Tax within the District on those Taxable Properties (as such term is defined in the Ordinance) within the District for Fiscal Year 2023-24 so long as the rates of such Special Tax are the same rates or lower rates than the rates provided for in the Ordinance. The Proposed Special Tax Rates for the District for Fiscal Year 2023-24 are contained on Exhibit "A" attached to this Resolution and incorporated by this reference. After adoption of this Resolution, the Finance Director of the City, or Finance Director's designee, may make any necessary modifications to these Special Tax Rates to correct any errors, omissions or inconsistencies in the listing or categorization of parcels to be taxed or in the amounts to be charged to any category of parcels; provided, however, that any such modifications shall not result in an increase in the Special Tax applicable to any category of parcels and can only be made prior to the submission of the tax rolls to the County Auditor.
3. That the Finance Director is hereby designated and directed to prepare and submit a Certified Parcel List to the County Auditor on or before August 10, or such later date to which the County Auditor may agree, setting forth the amount of the Special Tax to be levied on each Taxable Property within the District calculated pursuant to the Ordinance and subject to the limitations set forth in Section 2 above.
4. That the Special Tax shall be collected in the same manner as ordinary ad valorem property taxes are collected, and shall be subject to the same penalties and same procedure and sale in cases of any delinquency for ad valorem taxes, and the Treasurer-Tax Collector of the County of San Diego is hereby authorized to deduct reasonable administrative costs incurred in collecting any said Special Tax. Any Special Taxes that may not be collected on the County of San Diego ("County") tax roll shall be

collected through a direct billing procedure by the Treasurer of the City of Escondido, or his/her designee, acting for and on behalf of the District.

5. That the County Auditor is hereby directed to enter in the next County assessment roll on which taxes will become due, opposite each lot or parcel of land affected in a space marked "public improvements, special tax" or by any other suitable designation, the installment of the Special Tax.

6. That the County Auditor shall then, at the close of the tax collection period, promptly render to the District a detailed report showing the amount and/or amounts of such Special Tax installments, interest, penalties and percentages so collected and from what property collected, and also provide a statement of any percentages retained for the expense of making any such collection.

Exhibit "A"

**City of Escondido
 Community Facilities District No. 2006-01
 (Eureka Ranch)**

Special Tax Rates for Fiscal Year 2023/24

| Tax Class | Building Square Footage ("BSF") | Assigned Special Tax | Proposed Actual Special Tax* |
|------------------------------------|--|-----------------------------|-------------------------------------|
| Residential Property**: | | | |
| Tax Class 1 | > 3,600 | \$1.214 per BSF | \$0.9623 per BSF |
| Tax Class 2 | 3,251 – 3,600 | \$1.275 per BSF | \$1.0107 per BSF |
| Tax Class 3 | 2,851 – 3,250 | \$1.350 per BSF | \$1.0701 per BSF |
| Tax Class 4 | 2,551 – 2,850 | \$1.407 per BSF | \$1.1153 per BSF |
| Tax Class 5 | ≤ 2,550 | \$1.526 per BSF | \$1.2096 per BSF |
| Non-Residential Property**: | | | |
| Tax Class 6 | NA | \$20,750.00 per Acre | \$16,447.71 per Acre |
| Undeveloped Property | NA | \$20,750.00 per Acre | \$0.00 per Acre |

* Special Tax Rates shown above have been rounded to decimals shown, actual tax rates are not rounded.

** The Proposed Actual Special Tax shown above is the authorized levy for the current fiscal year. The submitted actual levy may be reduced as directed by the Finance Director.



STAFF REPORT

July 19, 2023
File Number 0685-10

SUBJECT

SETTING SPECIAL TAX LEVY FOR COMMUNITY FACILITIES DISTRICT NO. 2020-2 (The Villages)

DEPARTMENT

Finance

RECOMMENDATION

Request the City Council adopt Resolution 2023-83, setting the Special Tax Levy for Community Facilities District No. 2020-2 (The Villages)(The “District”) for Fiscal Year 2023/24

Staff Recommendation: Approval (Finance: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance

FISCAL ANALYSIS

A Special Tax is levied annually on land within Community Facilities District No. 2020-2 (The Villages) and collected through the County of San Diego Treasurer-Tax Collector’s Office. The funds from the Special Tax are used to meet debt service obligations from the issuance of bonds and pay administrative expenses for the District.

PREVIOUS ACTION

The Villages Project was approved by the City Council on November 15, 2017.

On May 13, 2020, the City Council adopted Resolution No. 2020-45 approving the establishment of Community Facilities District No. 2020-2 (The Villages) and authorizing the Council to annually adopt a resolution setting the Special Tax Levy.

On July 21, 2021, the City Council adopted Resolution No. 2021-78, setting the Special Tax Levy for Community Facilities District No. 2020-2 (The Villages) for Fiscal Year 2021/22 on 216 developed lots located in The Villages Project.

On July 20, 2022, the City Council adopted Resolution No. 2022-88, setting the Special Tax Levy for Community Facilities District No. 2020-2 (The Villages) for Fiscal Year 2022/23 on 380 developed lots located in The Villages Project.



CITY of ESCONDIDO

STAFF REPORT

BACKGROUND

A Community Facilities District (CFD) is a special taxing district that is formed at the request of a project proponent with the approval of the local jurisdiction. CFD's were established in State Government Code in 1982 (also referred to as the Mello-Roos Act) to provide an alternate method for private property owners to finance the acquisition, construction and maintenance of certain public capital facilities, and/or to cover the related cost of ongoing services.

CFD No. 2020-2 was formed on May 13, 2020, to fund the public facilities fees associated with the Villages Project ("Project"), a development that includes 380 residential homes; recreational, social, and community amenities in a Village Center; and approximately 48.9 acres of permanent open space with active greenbelts and 3.5 acres of parks. On June 29, 2022, Special Tax Bonds of \$11,945,000 were issued. Total outstanding principal on the bonds as of July 1, 2023 is not changed and the bonds mature on September 1, 2052.

A Maximum Special Tax Rate was established for developed residential property and undeveloped property. The amount of the Maximum Special Tax Rates and Proposed Actual Special Tax Rates for Fiscal Year 2023/24 is attached as Exhibit "A" to Resolution No. 2023-83. The Special Taxes received by the City will be deposited to a separate fund held by the Bank of New York, acting as Trustee, to be used for annual administrative expenses and fund the authorized facilities or future bond debt service payments.

A comparative analysis of the annual Special Tax Levy Calculation for FY2023/24 is presented on Attachment A. As noted in the analysis, the FY2022/23 Special Tax Levy requirement decreased from \$691,665.12 by 11.62% in the amount of \$80,352.88 or an average of \$211.45 per parcel.

The delinquency contingency provision for the FY 2023/24 levy calculation is \$10,218.60. This is based on the actual FY 2022/23 2nd installment delinquent summary date 5/17/23.

RESOLUTIONS

- A. Resolution 2023-83
- B. Resolution No. 2023-83 Exhibit "A" CFD 2020-2 (The Villages) Special Tax Rates

ATTACHMENTS

- A. Attachment "1" - CFD 2020-01 (The Villages) Special Tax Levy Comparative Analysis

City of Escondido CFD 2020-01 (The Villages)
Special Tax Levy Comparative Analysis (Fund 730)
Tax Year 2023-24

| Description | Actuals FY 2021-22 | Estimated Actuals FY 2022-23 | Proposed / Budget FY 2023-24 | Change from Prior Year | |
|--|-----------------------|------------------------------------|------------------------------------|------------------------|---------|
| | | | | \$ | % |
| Beginning Balance (07/01) | \$0.00 | \$558,185.61 | \$396,502.83 | | |
| Revenue | | | | | |
| Special Taxes | 390,255.79 | 749,088.42 | | | |
| Prepayment of Special Taxes | 166,405.71 | | | | |
| Interest | 1,524.11 | 1,061.77 | | | |
| | <u>\$558,185.61</u> | <u>\$750,150.19</u> | <u>\$0.00</u> | | |
| Expenditures | | | | | |
| Cost of Bonded Indebtedness: | | | | | |
| Interest Due 09/01 Reported Fiscal Year | | 9/1/2022 66,361.11 | 9/1/2023 298,625.00 | | |
| Principal Due 09/01 Reported Fiscal Year | | 9/1/2022 0.00 | 9/1/2023 20,000.00 | | |
| Interest Due 03/01 Reported Fiscal Year | | 3/1/2023 298,625.00 | 3/1/2024 298,125.00 | | |
| Interest Due 09/01 Pending Year Obligation | | | 9/1/2024 298,125.00 | | |
| Principal Due 09/01 Pending year Obligation | | | 9/1/2024 35,000.00 | | |
| Total Principal and Interest Due from Annual Levy | \$0.00 | \$298,625.00 | \$949,875.00 | | |
| Cost of Collection (Proposed Fiscal Year Shown at Maximum) | 0.00 | 44,218.75 | 57,222.00 | | |
| Transfer to Cash with Fiscal Agent Reserve Account | | 568,989.22 | | | |
| Available Cash on Deposit in Fiscal Agent Admin Account | | | (20,000.00) | | |
| Available Cash Account Balances to Reduce Levy | | | 10,500.00 | | |
| Contingency for Delinquency (Proposed Current Year Only) | - | - | 10,218.60 | | |
| | <u>\$0.00</u> | <u>\$613,207.97</u> | <u>\$57,940.60</u> | | |
| Total Annual Expenditures | 0.00 | 911,832.97 | 1,007,815.60 | | |
| Ending Balance (6/30) | <u>558,185.61</u> | <u>396,502.83</u> | <u>(611,312.77)</u> | | |
| Calculated Annual Special Tax Requirement | \$1,060,547.72 | \$223,342.01 | \$611,312.77 | | |
| Approved / Proposed Levy as Allocated among 380 Parcels | <u>\$476,406.30</u> | <u>\$691,665.12</u> | <u>\$611,312.24</u> | <u>(\$80,352.88)</u> | -11.62% |
| Average Levy per Dwelling Unit | <u>\$1,642.78</u> | <u>\$1,820.17</u> | <u>\$1,608.72</u> | <u>(\$211.45)</u> | -11.62% |

RESOLUTION NO. 2023-83

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, ACTING AS LEGISLATIVE BODY OF COMMUNITY FACILITIES DISTRICT NO. 2020-2 (THE VILLAGES), PROVIDING FOR THE LEVY OF AN ANNUAL SPECIAL TAX FOR SUCH COMMUNITY FACILITIES DISTRICT FOR FISCAL YEAR 2023-24

WHEREAS, the City Council of the City of Escondido, California (the “Legislative Body”), has initiated proceedings, held a public hearing, conducted an election, and received a favorable vote from the qualified electors to authorize the levy of a Special Tax in a Community Facilities District, all as authorized pursuant to the terms and provisions of the “Mello-Roos Community Facilities Act of 1982,” being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the “Act”). This Community Facilities District is designated as Community Facilities District No. 2020-2 (The Villages) (the “District”); and

WHEREAS, this Legislative Body, by the adoption of the Ordinance No. 2020-11 (the “Ordinance”) pursuant to Section 53340 of the Government Code of the State of California, has authorized the levy of Special Taxes (as such term is defined in the Ordinance) within the District to finance authorized facilities; and

WHEREAS, Government Code Section 53340 provides that this legislative body may provide, by resolution, for the levy of the Special Taxes in the current tax year at the same rates or at a lower rate than the indexed rates provided for in the Ordinance, if such resolution is adopted and a certified list of all parcels subject to the Special Tax levy including the amount of the Special Tax to be levied on each parcel for the current tax year (the “Certified Parcel List”) is timely filed by the clerk or other official designated by this legislative body with the Auditor of the County of San Diego (the “County Auditor”) on or before August 10 of the applicable tax year.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, acting as the legislative body of Community Facilities District No. 2020-2 (The Villages), as follows:

1. That the above recitations are true.
2. That this legislative body hereby authorizes and provides for the levy of the Special Tax within the District on those Taxable Properties (as such term is defined in the Ordinance) within the District for Fiscal Year 2023-24 so long as the rates of such Special Tax are the same rates or lower rates than the rates provided for in the Ordinance. The Proposed Special Tax Rates for the District for Fiscal Year 2023-24 are contained on Exhibit "A" attached to this Resolution and incorporated by this reference. After adoption of this Resolution, the Finance Director of the City, or Finance Director's designee, may make any necessary modifications to these Special Tax Rates to correct any errors, omissions or inconsistencies in the listing or categorization of parcels to be taxed or in the amounts to be charged to any category of parcels; provided, however, that any such modifications shall not result in an increase in the Special Tax applicable to any category of parcels and can only be made prior to the submission of the tax rolls to the County Auditor.
3. That the Finance Director is hereby designated and directed to prepare and submit a Certified Parcel List to the County Auditor on or before August 10, or such later date to which the County Auditor may agree, setting forth the amount of the Special Tax to be levied on each Taxable Property within the District calculated pursuant to the Ordinance and subject to the limitations set forth in Section 2 above.
4. That the Special Tax shall be collected in the same manner as ordinary ad valorem property taxes are collected, and shall be subject to the same penalties and same procedure and sale in cases of any delinquency for ad valorem taxes, and the Treasurer-Tax Collector of the County of San Diego is hereby authorized to deduct reasonable administrative costs incurred in collecting any said Special Tax. Any Special Taxes that may not be collected on the County of San Diego ("County") tax roll shall be

collected through a direct billing procedure by the Treasurer of the City of Escondido, or his/her designee acting for and on behalf of the District.

5. That the County Auditor is hereby directed to enter in the next County assessment roll on which taxes will become due, opposite each lot or parcel of land affected in a space marked "public improvements, special tax" or by any other suitable designation, the installment of the Special Tax.

6. That the County Auditor shall then, at the close of the tax collection period, promptly render to the District a detailed report showing the amount and/or amounts of such Special Tax installments, interest, penalties and percentages so collected and from what property collected, and also provide a statement of any percentages retained for the expense of making any such collection.

Exhibit "A"

**City of Escondido
 Community Facilities District No. 2020-2
 (The Villages)**

Special Tax Rates for Fiscal Year 2023-24

| Land Use Category | Developed Floor Area | Assigned Special Tax ⁽¹⁾⁽²⁾ | Proposed Actual Special Tax ⁽²⁾⁽³⁾ |
|-----------------------------|----------------------|--|---|
| Residential Property | | | |
| 1 | > 3,199 sqft | \$2,906.64 per DU ⁽⁴⁾ | \$2,044.06 per DU ⁽⁴⁾ |
| 2 | 2,950 to 3,199 sqft | \$2,820.69 per DU ⁽⁴⁾ | \$1,983.62 per DU ⁽⁴⁾ |
| 3 | 2,700 to 2,949 sqft | \$2,724.12 per DU ⁽⁴⁾ | \$1,915.70 per DU ⁽⁴⁾ |
| 4 | 2,450 to 2,699 sqft | \$2,618.00 per DU ⁽⁴⁾ | \$1,841.08 per DU ⁽⁴⁾ |
| 5 | 2,200 to 2,449 sqft | \$2,503.38 per DU ⁽⁴⁾ | \$1,760.48 per DU ⁽⁴⁾ |
| 6 | 1,950 to 2,199 sqft | \$2,218.98 per DU ⁽⁴⁾ | \$1,560.48 per DU ⁽⁴⁾ |
| 7 | 1,700 to 1,949 sqft | \$2,194.57 per DU ⁽⁴⁾ | \$1,543.30 per DU ⁽⁴⁾ |
| 8 | 1,450 to 1,699 sqft | \$1,999.31 per DU ⁽⁴⁾ | \$1,406.00 per DU ⁽⁴⁾ |
| 9 | < 1,450 sqft | \$1,877.27 per DU ⁽⁴⁾ | \$1,320.16 per DU ⁽⁴⁾ |
| Non-Residential | | | |
| 10 | NA | \$25,836.16 per Acre | \$18,167.99 per Acre |
| Backup Special Tax | | | |
| SUB16-009A | NA | 2,823.24 per Lot | \$0.00 per Lot |
| SUB16-009B | NA | 2,651.44 per Lot | \$0.00 per Lot |
| SUB16-009C | NA | 2,169.20 per Lot | \$0.00 per Lot |
| Undeveloped Property | | | |
| NA | NA | \$25,836.16 per Acre | \$0.00 per Acre |

- (1) The Assigned Special Tax Rates have been increased by 2% from the tax rates established at the time of formation in accordance with the formation documents.
- (2) Special Tax Rates shown above have been rounded to decimals shown, actual tax rates are not rounded.
- (3) The Proposed Actual Special Tax shown above is the authorized levy for the current fiscal year. The submitted actual levy may be reduced as directed by the Finance Director.
- (4) Dwelling unit or "DU" is as defined in the formation documents.



STAFF REPORT

July 19, 2023
File Number 0685-10

SUBJECT

SETTING SPECIAL TAX LEVY FOR COMMUNITY FACILITIES DISTRICT NO. 2022-1 (ECLIPSE/MOUNTAIN HOUSE)

DEPARTMENT

Finance

RECOMMENDATION

Request the City Council adopt Resolution 2023-84, setting the Special Tax Levy for Community Facilities District No. 2022-1(Eclipse/Mountain House) (the “District”) for Fiscal Year 2023-24.

Staff Recommendation: Approval/ Receive and File (Finance: Christina Holmes, Director of Finance)

Presenter: Christina Holmes, Director of Finance

FISCAL ANALYSIS

A Special Tax will be levied annually on land within Community Facilities District No. 2022-1 (Eclipse/Mountain House) and collected through the County of San Diego Treasurer-Tax Collector’s Office. The funds from the Special Tax will be used to meet the requirements established at the time of formation of the District.

PREVIOUS ACTION

On May 13, 2021 the City Council authorized a Deposit Account and Reimbursement Agreement between the City of Escondido and CWC Escondido 113, LLC which established the Eclipse (formerly known as Del Prado) zone of the project.

On August 31, 2021 the City Council authorized the First Amendment to Deposit Account and Reimbursement Agreement between the City of Escondido and CWC Escondido 113, LLC to include the additional project Mountain House in the CFD No 2022-1.

The City Council approved the establishment of Community Facilities District No. 2022-01 (the Eclipse/Mountain House project) on March 2, 2022, and has annually thereafter adopted a resolution setting the annual Special Tax Levy. Prior year’s Resolution No. 2022-106 was adopted on July 20, 2022.



CITY of ESCONDIDO

STAFF REPORT

BACKGROUND

A Community Facilities District (“CFD”) is a special taxing district that is formed at the request of a project proponent with the approval of the local jurisdiction. CFD's were established in State Government Code in 1982 (also referred to as the Mello-Roos Act) to provide an alternate method for private property owners to finance the acquisition, construction and maintenance of certain public capital facilities, and/or to cover the related cost of ongoing services.

CFD 2022-1 was formed on March 2, 2022, to fund the public facilities fees associated with the Eclipse/Mountain House Project. The CFD was formed with two distinct zones. Zone A originally contained 81 of the total 113 townhomes in the Eclipse project. The remaining 32 townhomes were annexed into Zone A of this CFD in December of 2022. Zone B contains the Mountain House project which includes 36 residential lots. Zone A and Zone B are currently under construction and it is anticipated that when the majority of the units within the entire CFD are either under construction or completed CFD bonds will be issued.

Under the Funding Agreement with CWC Escondido 113, LLC and TTLC CalWest, LLC, approved March 2, 2022, prior to the issuance of bonds the Assigned Special Tax is to be levied on all parcels classified as Developed Property. A lot located within the Project that has a Building Permit issued prior to March 1 of the previous fiscal year in which the Special Tax is being levied is classified as Developed Property. There are 83 Developed lots in the Project that had building permits issued before March 1, 2023 that will be assessed the Special Tax Levy in FY2023/24. The special tax rate is governed by the Rate and Method of Apportionment of Special Tax (“RMA”) established at the time CFD No. 2022-1 was formed. The Assigned Special Tax rate defined in the RMA is based on the Land Use Category of each property.

A Maximum Special Tax Rate was established for developed residential property and undeveloped property. The amount of the Maximum Special Tax Rates and Proposed Actual Special Tax Rates for FY2023/24 are attached as Exhibit “A” to Resolution No. 2023-84.

RESOLUTIONS

- a. Resolution No. 2023-84
- b. Resolution No. 2023-84 Exhibit “A” CFD 2022-1 (Eclipse/Mountain House) Special Tax Rates

RESOLUTION NO. 2023-84

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, ACTING AS LEGISLATIVE BODY OF COMMUNITY FACILITIES DISTRICT NO. 2022-1 (ECLIPSE/MOUNTAIN HOUSE), PROVIDING FOR THE LEVY OF AN ANNUAL SPECIAL TAX FOR SUCH COMMUNITY FACILITIES DISTRICT FOR FISCAL YEAR 2023-24

WHEREAS, the City Council of the City of Escondido, California (the “Legislative Body”), has initiated proceedings, held a public hearing, conducted an election, and received a favorable vote from the qualified electors to authorize the levy of a Special Tax in a Community Facilities District, all as authorized pursuant to the terms and provisions of the “Mello-Roos Community Facilities Act of 1982,” being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the “Act”). This Community Facilities District is designated as Community Facilities District No. 2022-1 (Eclipse/Mountain House) (the “District”); and

WHEREAS, this Legislative Body, by the adoption of the Ordinance No. 2022-10 (the “Ordinance”) pursuant to Section 53340 of the Government Code of the State of California, has authorized the levy of Special Taxes (as such term is defined in the Ordinance) within the District to finance authorized facilities; and

WHEREAS, Government Code Section 53340 provides that this legislative body may provide, by resolution, for the levy of the Special Taxes in the current tax year at the same rates or at a lower rate than provided for in the Ordinance, if such resolution is adopted and a certified list of all parcels subject to the Special Tax levy including the amount of the Special Tax to be levied on each parcel for the current tax year (the “Certified Parcel List”) is timely filed by the clerk or other official designated by this legislative body with the Auditor of the County of San Diego (the “County Auditor”) on or before August 10 of the applicable tax year.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, acting as the legislative body of Community Facilities District No. 2022-1 (Eclipse/Mountain House), as follows:

1. That the above recitations are true.
2. That this legislative body hereby authorizes and provides for the levy of the Special Tax within the District on those Taxable Properties (as such term is defined in the Ordinance) within the District for Fiscal Year 2023-24 so long as the rates of such Special Tax are the same rates or lower rates than the rates provided for in the Ordinance. The Proposed Special Tax Rates for the District for Fiscal Year 2023-24 are contained on Exhibit "A" attached to this Resolution and incorporated by this reference. After adoption of this Resolution, the Finance Director of the City, or Finance Director's designee, may make any necessary modifications to these Special Tax Rates to correct any errors, omissions or inconsistencies in the listing or categorization of parcels to be taxed or in the amounts to be charged to any category of parcels; provided, however, that any such modifications shall not result in an increase in the Special Tax applicable to any category of parcels and can only be made prior to the submission of the tax rolls to the County Auditor.
3. That the Finance Director is hereby designated and directed to prepare and submit a Certified Parcel List to the County Auditor on or before August 10, or such later date to which the County Auditor may agree, setting forth the amount of the Special Tax to be levied on each Taxable Property within the District calculated pursuant to the Ordinance and subject to the limitations set forth in Section 2 above.
4. That the Special Tax shall be collected in the same manner as ordinary ad valorem property taxes are collected, and shall be subject to the same penalties and same procedure and sale in cases of any delinquency for ad valorem taxes, and the Treasurer-Tax Collector of the County of San Diego is hereby authorized to deduct reasonable administrative costs incurred in collecting any said Special Tax. Any Special Taxes that may not be collected on the County of San Diego ("County") tax roll shall be

collected through a direct billing procedure by the Treasurer of the City of Escondido, or his/her designee acting for and on behalf of the District.

5. That the County Auditor is hereby directed to enter in the next County assessment roll on which taxes will become due, opposite each lot or parcel of land affected in a space marked "public improvements, special tax" or by any other suitable designation, the installment of the Special Tax.

6. That the County Auditor shall then, at the close of the tax collection period, promptly render to the District a detailed report showing the amount and/or amounts of such Special Tax installments, interest, penalties and percentages so collected and from what property collected, and also provide a statement of any percentages retained for the expense of making any such collection.

**City of Escondido Community Facilities District No. 2022-1
 (Eclipse / Mountain House)**

Special Tax Rates for Fiscal Year 2023/24

| Land Use Category | Developed Floor Area | Unit⁽¹⁾ | Assigned Special Tax | Proposed Actual Special Tax ⁽²⁾ |
|--------------------------------|--------------------------------|---------------------------|-----------------------------|---|
| Zone A (Eclipse) | | | | |
| Developed Property | | | | |
| 1 | Less than 1,200 square feet | DU | \$2,249.20 | \$2,249.20 |
| 2 | 1,200 to 1,400 square feet | DU | \$2,371.25 | \$2,371.25 |
| 3 | Greater than 1,400 square feet | DU | \$2,615.42 | \$2,615.42 |
| 4 | Non-Residential | PDU | \$2,558.01 | \$2,558.01 |
| Backup Special Tax | | | | |
| NA | NA | DU | \$2,589.52 | \$0.00 |
| Undeveloped Property | | | | |
| NA | NA | PDU | \$2,589.52 | \$0.00 |
| Zone B (Mountain House) | | | | |
| Developed Property | | | | |
| 1 | Residential or Non-Residential | Lot | \$1,790.42 | \$1,790.42 |
| Backup Special Tax | | | | |
| NA | NA | Lot | \$1,841.57 | \$0.00 |
| Undeveloped Property | | | | |
| NA | NA | Lot | \$1,841.57 | \$0.00 |

- 1) Types of units are as defined in the formation documents; Dwelling Unit or "DU", Projected Dwelling Unit or "PDU" and Lot.
- 2) The Proposed Actual Special Tax shown above is the authorized levy for the current fiscal year. The submitted actual levy may be reduced as directed by the Finance Director.



STAFF REPORT

July 19, 2023

File Number 0600-10; A-3465

SUBJECT

AWARD PURCHASE OF FUELS FOR FISCAL YEAR 2024

DEPARTMENT

Public Works Department, Fleet Services

RECOMMENDATION

Request the City Council adopt Resolution No. 2023-92, approving the purchase of unleaded gasoline and diesel fuel from SC Fuels, Inc. in the amount of \$1,550,000 utilizing a Cooperative Purchase Agreement between the City of San Diego and SC Fuels, RFP No. 10089315-18-K, pursuant to Escondido Municipal Code Chapter 10, Article 5, Section 10-91.

Staff Recommendation: Approval (Public Works, Fleet Services: Joseph Goulart, Director of Public Works)

Presenter: Jeramiah Jennings, Fleet Maintenance Superintendent

FISCAL ANALYSIS

Sufficient funds are available and were approved in the Fiscal Year ("FY") 2024 Operating Budget for Public Works, Fleet Services. The funding for annual fuel purchases is in Account No. 5111-653-715 for unleaded gasoline in the amount of \$1,075,00, and in Account No. 5113-653-715 for diesel fuel in the amount of \$475,000.

PREVIOUS ACTION

On July 13th, 2022, per City of Escondido ("City") Resolution No. 2022-67, the City Council awarded SC Fuels, Inc. the FY 2023 fuel contract.

BACKGROUND

The City is a participating agency in a City of San Diego sponsored fuel purchasing consortium. This consortium consists of almost every government agency in San Diego County. By creating a fuel purchasing consortium, local agencies, along with the City of San Diego, benefit from collective fuel purchasing. The City of San Diego bids and administers the fuel purchasing contract and local agencies assist by providing annual throughput numbers collectively. This enables a greater purchasing position for all participating San Diego area agencies. Additionally, this consortium process helps other smaller agencies from having to go out to bid on their own while also increasing their purchasing power.



CITY of ESCONDIDO

STAFF REPORT

Fleet Services is requesting approval to purchase unleaded gasoline, renewable diesel, and clear diesel fuel from SC Fuels through a Cooperative Purchase Agreement with the City of San Diego along with other public agencies throughout San Diego County. SC Fuels was awarded the City of San Diego contract in 2019 and has provided exceptional customer service to the City. Fleet Services has budgeted funds totaling \$1,550,000 for this purchase in Account No. 5111-653-715 for unleaded gasoline, and Account No. 5113-653-715 for diesel fuel, previously approved in the FY 2024 budget.

This is an efficient and economical procurement for bulk gasoline and diesel fuels. On average, the City saves between \$0.60 and \$0.80 per gallon from regular pump prices, as well as reduces the staff time to annually procure this commodity. Local supplier prices are regularly checked for competitive prices, but the Cooperative Purchase Agreement rates attained by this consortium through SC Fuels has proven to continually provide better economy.

In order to assist in achieving Climate Action Plan goals, Fleet Services has implemented priority delivery requests for Renewable Diesel Fuel (R99), which is a drop-in replacement for clear petroleum diesel fuel (dependent on local availability). Renewable diesel fuel is similar to biodiesel where it is derived from nonpetroleum renewable resources such as natural fats, vegetable oils, and greases but due to hydrogenation, there are no cold temperature gelling or storage issues as found with biodiesel. Renewable diesel will substantially reduce carbon emissions and improve air quality without sacrificing power, performance, or driving range.

RESOLUTIONS

1. Resolution No. 2023-92
2. Resolution No. 2023-92 Exhibit "A"

RESOLUTION NO. 2023-92

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, AUTHORIZING THE PURCHASE OF UNLEADED AND DIESEL FUELS FROM SC FUELS

WHEREAS, the City of Escondido (“City”) desires to purchase automotive fuels for its vehicles; and

WHEREAS, the City wishes to purchase automotive fuels from SC Fuels utilizing the cooperative purchase agreement RFP No. 10089315-18-K with the City of San Diego; and

WHEREAS, in accordance with Escondido Municipal Code Chapter 10, Article 5, Section 10-91, the City may utilize a cooperative purchase contract, which has been conducted in a competitive manner by the state, county or any public or municipal agency; and

WHEREAS, the City of San Diego Purchasing Agreement with SC Fuels contains a Public Agency Clause with renewable extensions; and

WHEREAS, the City of San Diego facilitates this consortium; and

WHEREAS, most local government agencies within San Diego County participate in this consortium by providing their annual fuel throughput; and

WHEREAS, the Public Works Director recommends the approval of the purchase of fuels from SC Fuels, in the amount of \$1,075,000 for Unleaded Gasoline, and \$475,000 for renewable diesel (R99) and clear Diesel fuel; and

WHEREAS, sufficient funds for said purchase have been approved in the Fleet Services Fiscal Year 2024 operating budget; and

WHEREAS, this City Council desires at this time and deems it to be in the best public interest to award the purchase of automotive fuels from SC Fuels.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California as follows:

1. That the above recitations are true.
2. That the City Council accepts the recommendation of the Director of Public Works to purchase automotive fuels from SC Fuels.
3. That the City Council approves the purchase of unleaded gasoline and diesel fuel from SC Fuels, utilizing the City of San Diego Purchasing Agreement, as detailed in Exhibit "A", which is attached to this Resolution and incorporated by this reference.



Request for Proposal (RFP) for Fuel

Solicitation Number: 10089315-18-K

Solicitation Issue Date: May 18, 2018

Questions and Comments Due: 12:00 p.m., June 6, 2018

Proposal Due Date and Time (Closing Date): 2:00 p.m., June 25, 2018

Contract Terms: Five (5) years year from Effective Date, as defined in Article I, Section 1.2 of the City's General Contract Terms and Conditions.

City Contact: Brent Krohn, Supervising Procurement Contracting Officer, 1200 Third Avenue, Suite 200, San Diego, CA 92101
BKrohn@sandiego.gov, (619) 236-6044

Submissions: Respondent is required to provide three (3) original, four (4) copies, and one (1) electronic copy (e.g. thumb drive or CD) of their response as described herein.

Completed and signed RFP signature page is required, with most recent addendum listed as acknowledgement of all addenda issued.

Note: Emailed submissions will not be accepted.

CONTRACT RESULTING FROM REQUEST FOR PROPOSAL NUMBER 10089315-18-K, Fuel

This Contract (Contract) is entered into by and between the City of San Diego, a municipal corporation (City), and the successful proposer to Request for Proposal (RFP) # 10089315-18-K, Fuel (Contractor).

RECITALS

On or about 5/18/2018, City issued an RFP to prospective proposers on services to be provided to the City. The RFP and any addenda and exhibits thereto are collectively referred to as the "RFP." The RFP is attached hereto as Exhibit A.

City has determined that Contractor has the expertise, experience, and personnel necessary to provide the goods and services.

City wishes to retain Contractor to provide various fuels as further described in the Scope of Work, attached hereto as Exhibit B. (Goods and Services).

For good and valuable consideration, the sufficiency of which is acknowledged, City and Contractor agree as follows:

ARTICLE I CONTRACTOR SERVICES

1.1 Scope of Work. Contractor shall provide the Goods and Services to City as described in Exhibit B which is incorporated herein by reference. Contractor will submit all required forms and information described in Exhibit A to the Purchasing Agent before providing Goods and Services.

1.2 General Contract Terms and Provisions. This Contract incorporates by reference the General Contract Terms and Provisions, attached hereto as Exhibit C.

ARTICLE II DURATION OF CONTRACT

2.1 Term. This Contract shall be for a period of Five (5) years beginning on the Effective Date. The term of this Contract shall not exceed five years unless approved by the City Council by ordinance.

2.2 Effective Date. This Contract shall be effective on the date it is executed by the last Party to sign the Contract, and approved by the City Attorney in accordance with San Diego Charter Section 40.

**ARTICLE III
COMPENSATION**

3.1 Amount of Compensation. City shall pay Contractor for delivery of Goods rendered in accordance with the winning Price Proposal Spreadsheet. (Attachment 1)

**ARTICLE IV
WAGE REQUIREMENTS**

4.1 Reserved.

**ARTICLE V
CONTRACT DOCUMENTS**

5.1 Contract Documents. The following documents comprise the Contract between the City and Contractor: this Contract and all exhibits thereto, the RFP; the Notice to Proceed; and the City's written acceptance of exceptions or clarifications to the RFP, if any.

5.2 Contract Interpretation. The Contract Documents completely describe the Goods and Services to be provided. Contractor will provide any Goods and Services that may reasonably be inferred from the Contract Documents or from prevailing custom or trade usage as being required to produce the intended result whether or not specifically called for or identified in the Contract Documents. Words or phrases which have a well-known technical or construction industry or trade meaning and are used to describe Goods and Services will be interpreted in accordance with that meaning unless a definition has been provided in the Contract Documents.

5.3 Precedence. In resolving conflicts resulting from errors or discrepancies in any of the Contract Documents, the Parties will use the order of precedence as set forth below. The 1st document has the highest priority. Inconsistent provisions in the Contract Documents that address the same subject, are consistent, and have different degrees of specificity, are not in conflict and the more specific language will control. The order of precedence from highest to lowest is as follows:

- 1st Any properly executed written amendment to the Contract
- 2nd The Contract
- 3rd The RFP and the City's written acceptance of any exceptions or clarifications to the RFP, if any
- 4th Contractor's Pricing

5.4 Counterparts. This Contract may be executed in counterparts which, when taken together, shall constitute a single signed original as though all Parties had executed the same page.

5.5 Public Agencies. Other public agencies, as defined by California Government Code section 6500, may choose to use the terms of this Contract, subject to Contractor's acceptance. The City is not liable or responsible for any obligations related to a subsequent Contract between Contractor and another public agency.

ARTICLE VI ADDITIONAL CONTRACT INFORMATION

6.1 Contract Administrator. In addition to the information provided in Section T. Contract Administration of Exhibit B, The Fleet Services Department (Department) is the administrator for the day to day requirements of this contract. Contractor shall provide the Goods and Services under the direction of a designated representative of the Department as follows:

Alia Khouri, Director, Fleet Services
2740 Caminito Chollas, Suite
ekhouri@sandiego.gov

6.2 City Holidays. The City observes the following holidays:

New Year's Day
Martin Luther King, Jr. Day
Presidents' Day
Cesar Chavez day
Memorial Day
Independence Day
Labor Day
Veterans' Day
Thanksgiving Day
Christmas Day

6.3 Additional Insurance Requirements. In addition to the insurance requirements in Article VII of Exhibit C, the Contractor shall provide the following:

6.3.1. Commercial General Liability

Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury, and personal and advertising injury with limits **no less than two million dollars (\$2,000,000) per occurrence with a four million dollar (\$4,000,000) annual aggregate.**

6.3.2 Commercial Pollution Liability Insurance

Contractor shall procure and maintain at its expense or cause its subcontractor to procure and maintain, Contractors Pollution Liability Insurance including contractual liability coverage to cover liability arising out of the collection, cleanup, removal, storage, disposal or handling of hazardous wastes, E-wastes, Universal Wastes or toxic chemicals, materials, substances, or any other pollutants by the Contractor or any subcontractor in an amount not less than five million dollars (\$5,000,000) per occurrence for bodily injury and property damage and with a ten million dollar (\$10,000,000) annual aggregate. **As an alternative, seven million dollars (\$7,000,000) per occurrence for bodily injury and property damage and with a seven million dollar (\$7,000,000) annual aggregate is acceptable.** All costs of defense shall be outside the limits of the policy. Any such insurance provided by a subcontractor must be approved separately in writing by the City. Approval of a substitution of a subcontractor's insurance shall require a certification by the Contractor that all activities for which Contractors Pollution Liability Insurance will provide coverage will be performed exclusively by the subcontractor providing the insurance. The deductible shall not exceed \$25,000 per claim. Contractual liability

shall include coverage of tort liability of another party to pay for bodily injury or property damage to a third person or organization. There shall be no endorsement or modification of the coverage limiting the scope of coverage for either “insured vs. insured” claims or contractual liability. Occurrence based policies shall be procured before the Scope of Work commences and shall be maintained for the duration of the Contract. Claims Made policies shall be procured before the Scope of Services commences, shall be maintained for the duration of the Contract, and shall include a 12 month extended Claims Discovery Period applicable to the Contract or the existing policy or policies must continue to be maintained for 12 months after the completion of the Scope of Work under the Contract without advancing the retroactive date. Except as provided for under California law, the policy or policies must provide that the City is entitled to thirty (30) days prior written notice (10 days for cancellation due to non-payment of premium) of cancellation or nonrenewal of the policy or policies.

6.3.3 Contractors Hazardous Transporters Pollution Liability Insurance

Including contractual liability coverage to cover liability arising out of transportation of hazardous wastes, petroleum products and wastes, or toxic, materials, substances, or any other pollutants by the Contractor or any subcontractor in an amount not less than two million (\$2,000,000) limit per occurrence/aggregate for bodily injury and property damage. All costs of defense shall be outside the limits of the policy. The deductible shall not exceed \$25,000 per claim. Any such insurance provided by a subcontractor must be approved separately in writing by the City. Approval of the substitution of a subcontractor’s insurance shall require a certification by the Contractor that all activities for which Contractors Hazardous Transporters Pollution Liability Insurance will provide coverage will be performed exclusively by the subcontractor providing the insurance.

Contractual liability shall include coverage of tort liability of another party to pay for bodily injury or property damage to a third person or organization. There shall be no endorsement or modification of the coverage limiting the scope of coverage for either “insured vs. insured” claims or contractual liability. Occurrence based policies shall be procured before the Scope of Services commences and shall be maintained for the duration of the Contract. Claims Made policies shall be procured before the Scope of Services commences, shall be maintained for the duration of the Contract, and shall include a twelve (12) month extended Claims Discovery Period applicable to the Contract or the existing policy or policies must continue to be maintained for twelve (12) months after the completion of the Scope of Services under the Contract without advancing the retroactive date. Except as provided for under California law, the policy or policies must provide that the City is entitled to thirty (30) days prior written notice (10 days for cancellation due to non-payment of premium) of cancellation or non-renewal of the policy or policies.

Required Endorsements. The following endorsements to the policies of insurance are required to be provided to the City before any work is initiated under this contract.

Commercial General Liability Insurance.

Additional Insured. To the fullest extent allowed by law including but not limited to California Insurance Code Section 11580.04, the policy or policies must be endorsed to include as an Insured the City of San Diego and its respected elected officials, officers, employees, agents and representatives with the respect to liability arising out of (a) ongoing operations performed by Contractor or on Contractor’s behalf. (b) Contractor’s products, (c) Contractor’s work, including but not limited to Contractor’s completed operations performed by Contractor or on Contractor’s behalf or (d) premises owned, leased, controlled or used by Contractor.

Schedule proposal instructions may result in the rejection of the proposal as being non-responsive.

2. All prices and notations must be written in ink or typed. Responses must be free of erasures. Corrections must be initialed in ink by the person signing the Proposal. All prices shall be inclusive of all fees and costs of operations to provide the contract materials and/or services, including but not limited to office rent, telephone, facsimile, postage, photocopying, support services and overtime, travel, taxes (except as provided in Section D.3 below) and any other expenses incurred in the course of performing under the terms of this Contract. No other charges will be considered.

Evaluation of Pricing. Price Schedules proposals will be evaluated by calculating the total estimated contract price and converting it to points to be incorporated into a total score for the Proposal as set forth in Exhibit A, Section B. Pricing of this RFP. The total estimated contract price is calculated by modifying the Benchmark Index (described below) by the Market Differential (described below) entered by the Contractor (+ or -) for each delivery location, and multiplying the resulting price per gallon by the estimated quantity of fuel to determine the estimated cost for each delivery location. The sum of the estimated costs for all locations will determine the total estimated contract price. Contractors must enter only one Market Differential for each location based on the vehicle the Contractor will use to deliver the fuel. Multiple entries on one row will prevent the City from calculating the total estimated contract price for the Price Schedule and may result in rejection of the Proposal as non-responsive. The lowest total estimated contract price of all the Proposals that meet the requirements of this RFP will receive the maximum assigned points to this category as set forth in Exhibit A, Section B. Pricing of this RFP. The other Price Schedules will be scored based on how much higher their total estimated contract prices compare with the lowest.

D. PRICE SCHEDULE PROPOSAL – SPECIFIC INSTRUCTIONS

The basis for pricing for motor fuels will be to utilize a formula, consisting of a Benchmark Index and a Market Differential (refer to Section D, paragraph 4 below, for pricing instructions for Renewable Diesel (R99) fuel). Descriptions of the components of this price formula are provided below.

1. Benchmark Index

The City intends to utilize a benchmark index to establish a verifiable baseline fuel price per gallon. Recognizing that there are variations in costs to transport and provide fuel to many regions as specified in this RFP, the benchmark index will be established by market rather than using one index for all Agencies. The benchmark index will be based on data provided by the Oil Price Information Service (OPIS). Specifically, the OPIS “**Gross Unbranded Low Rack with CAR Cost**” for San Diego will be utilized to establish the benchmark for each Rack market, and the 10:00 a.m. EST **gross Unbranded Low Rack with CAR Cost prices** for each fuel product will be the benchmark index. **In the event that Gross Unbranded Low Rack with CAR cost prices are unavailable for a specific fuel, Contractors shall use the Gross Branded Low Rack with Car Cost prices for that specific fuel.** The Unbranded Low Rack is a snapshot of the lowest supplier posting in the OPIS rack market at approximately 10:00 a.m. Eastern Standard Time, Monday. The snapshot includes all price moves from 6:00 p.m. EST the prior day up until the price file is frozen at approximately 10:00 a.m. EST. The snapshot includes the prompt payment discounts offered by suppliers. (Example: The (Date) Unbranded Low Rack encompasses all price moves that were made at 6:00 p.m. EST (date) up until 10:00 a.m.

to be performed, including but not limited to changes in quantities, specifications, place of deliveries and delivery schedules, or methods of shipment. If such changes cause an increase or decrease in the Contractor's cost of, or time required for, performance of any services under this Contract, whether or not changed by any order, an equitable adjustment shall be made and the Contract shall be modified in writing accordingly. Any claim of the Contractor for adjustment under this clause must be asserted in writing within thirty (30) days from the date of receipt by the Contractor of the notification of change unless the Director of Purchasing and Contracting grants a further period of time before the date of final payment under the Contract.

No services for which additional cost or fee will be charged by the Contractor shall be furnished without the prior written authorization of the Purchasing Agent.

The Contract Documents fully express all understandings of the parties concerning the matters therein. No verbal understanding of the parties, their officers, agents or employees shall be valid unless made in the form of a written change agreed to in writing.

6.6 Damage. The Contractor shall be held liable for any damage or citations which may be incurred as a result of any spills or for any contaminated fuel or the issue of the fuel in all tanks at all locations; i.e. Diesel in a gasoline tank. In addition, the City reserves the right to cancel the Contract of any Contractor which, notwithstanding compliance with the procedures set forth herein, delivers in a negligent or careless manner or who under any circumstances, causes a spill while delivering. Contractor shall provide vapor recovery hose when delivering fuel.

Notwithstanding the above, the Contractor shall use reasonable care to avoid damaging existing buildings, equipment, and vegetation on or about premises owned by, or under the control of the City. If the Contractor's failure to use care causes damages, the Contractor shall replace and/or repair the damage at no expense to the City. Failure to replace and/or repair can result in the City deducting cost for repairs from the Contract.

6.7 Cooperation and Disentanglement. Contractor shall cooperate with the City at the expiration of the contract and the incumbent Contractor in order to accomplish a smooth phase-out and transition of responsibility and requirements, if applicable.

6.8 Media. All media, press releases or reports in any which way concerning the City and this Contract are unauthorized without the written permission from the following individuals:

Tim Graham, Supervising Public Information Officer and

Craig Gustafson, Office of the Mayor

6.9 Payment Card Industry Data Security Standards (PCI DSS)

6.9.1 PCI Compliance. Contractor acknowledges and agrees that to the extent that credit card data is collected, processed, stored or transmitted, Contractor must adhere to the Payment Card Industry Data Security Standards (PCI DSS) and must specifically comply with the City PCI requirements described in this Section.

6.9.2 Contractor Compliance with Payment Card Industry Security Standards Council Standards. Contractor must maintain full compliance with all current and applicable Payment Card Industry Security Standards Council Standards (PCI SSC), for all Services performed under this Contract or other contracts managed by Contractor. Contractor acknowledges and agrees

that it will ensure that any subcontractors or other service providers that it uses to assist with performance of this Contract will also maintain full compliance with all current and applicable PCI SSC standards.

6.9.3 Attestation of PCI Compliance. Contractor must, upon request of the City annually on the anniversary of the Effective Date, provide the City with a copy of the Level 1 Service Provider attestation of compliance which must be approved and signed by a qualified security assessor (QSA) company recognized by the PCI SSC. Any deficiencies noted in an annual assessment must be communicated to City, in writing, within thirty (30) days of the report, and include a remediation date in accordance with the PCI SSC's prioritized approach. Any deficiencies noted in an annual assessment must be remediated at Contractor's sole cost and expense.

6.9.4 Contractor Remediation. Contractor must remediate, in a timely manner and at Contractor's sole cost and expense, any outstanding audit finding by Contractor or City's QSA as it relates to Contractor's provision of PCI related hardware or services in compliance with the most current PCI DSS and PCI SSC.

6.9.5 Service Provider Responsibility Matrix. Contractor must complete a Service Provider Responsibility Matrix (Matrix) in either the form provided by City, or in a format approved by City, and account for all management services that will be supplied to the City as they relate to cardholder data that is stored, processed, or transmitted on behalf of City. The Matrix shall be updated in regularly and in a timely manner to reflect any changes in the provision of such management services. Upon its completion, the Matrix is hereby incorporated into the Contract and any updates or revisions to the Matrix will also be incorporated into this Contract without need for an amendment.

6.9.6 Contractor Hardware Inspections, Checklist and Notice of Unauthorized Access. Contractor must physically inspect all kiosk devices, merchant terminals, and related payment hardware, accessible to Contractor, used in the acceptance, transmission, or storage of credit card data, at a frequency determined by the City. Contractor must document all hardware inspections using a checklist in accordance with PCI DSS requirement 9.9 (Checklist), located at:

https://www.pcisecuritystandards.org/document_library?category=pcidss&document=pci_dss

or located at such other website as the PCI SSC may describe from time to time.

6.9.6.1 Contractor must report immediately to the City, via email and phone call, any known device tampering or other breach, intrusion, or unauthorized access to cardholder data stored by or on behalf of Contractor. For purposes of this subsection a, reporting to the City's Information Security Officer (CISO) and the Office of the City Treasurer will be deemed sufficient for notifying the City. Contractor also agrees to assume responsibility for informing all affected individuals in accordance with applicable law.

6.9.6.2 Upon the City's request, Contractor must provide to City a copy of the Checklist.

Item 9.

IN WITNESS WHEREOF, this Contract is executed by City and Contractor acting by and through their authorized officers.

CONTRACTOR

CITY OF SAN DIEGO
A Municipal Corporation

SC Commercial, LLC
Proposer

BY: 

1800 W. Katella Ave. Ste. 400
Street Address

Print Name:

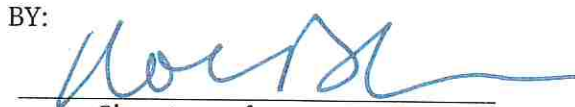
Orange, CA 92867
City

Jeff Sturak
Deputy Chief Operating Officer

(714) 744-7140
Telephone No.

4/22/19
Date Signed

E-Mail

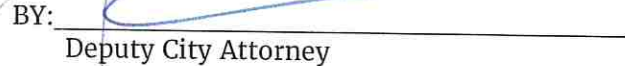
BY: 

Approved as to form this 23rd day of

Signature of
Proposer's Authorized
Representative

APRIL, 20 19.
MARA W. ELLIOTT, City Attorney

Robert W. Bollar
Print Name

BY: 
Deputy City Attorney

Corp. Sec.
Title

3/11/19
Date

RR-312290

**EXHIBIT A
PROPOSAL SUBMISSION AND REQUIREMENTS**

A. PROPOSAL SUBMISSION

1. Timely Proposal Submittal. Proposals must be submitted as described herein to the Purchasing & Contracting Department (P&C).

1.1 Reserved.

1.2 Paper Proposals. The City will accept paper proposals in lieu of eProposals. Paper proposals must be submitted in a sealed envelope to the Purchasing & Contracting Department (P&C) located at 1200 Third Avenue, Suite 200, San Diego, CA 92101. The Solicitation Number and Closing Date must be referenced in the lower left-hand corner of the outside of the envelope. Faxed proposals will not be accepted.

1.3 Proposal Due Date. Proposals must be submitted prior to the Closing Date indicated on the eBidding System. E-mailed and/or faxed proposals will not be accepted.

1.4 Pre-Proposal Conference. No pre-proposal conference will be held for RFP.

1.4.1 Reserved.

1.5 Questions and Comments. Written questions and comments must be submitted electronically via the eBidding System no later than the date specified on the eBidding System. Only written communications relative to the procurement shall be considered. The City's eBidding System is the only acceptable method for submission of questions. All questions will be answered in writing. The City will distribute questions and answers without identification of the inquirer(s) to all proposers who are on record as having received this RFP, via its eBidding System. No oral communications can be relied upon for this RFP. Addenda will be issued addressing questions or comments that are determined by the City to cause a change to any part of this RFP.

1.6 Contact with City Staff. Unless otherwise authorized herein, proposers who are considering submitting a proposal in response to this RFP, or who submit a proposal in response to this RFP, are prohibited from communicating with City staff about this RFP from the date this RFP is issued until a contract is awarded.

2. Proposal Format and Organization. Unless electronically submitted, all proposals should be securely bound and must include the following completed and executed forms and information presented in the manner indicated below:

Tab A - Submission of Information and Forms.

Proposer must submit a completed and signed Contract Signature Page(s) with original, wet signature.

2.1 Exceptions requested by proposer, if any. The proposer must present written factual or legal justification for any exception requested to the Scope of Work, the Contract, or the Exhibits thereto. Any exceptions to the Contract that have not been accepted by the City in writing are deemed rejected. The City, in its sole discretion, may accept some or all of proposer's exceptions, reject proposer's exceptions, and deem the proposal non-responsive, or award the Contract without proposer's proposed exceptions. The City will not consider exceptions addressed elsewhere in the proposal.

2.2 The Contractor Standards Pledge of Compliance Form.

2.3 Equal Opportunity Contracting forms including the Work Force Report and Contractors Certification of Pending Actions.

2.4 Reserved.

2.5 Reserved.

2.6 Manufacturer's Price List.

2.6 Additional Information as required in Exhibit B.

2.7 Reserved.

2.8 Reserved.

2.9 One copy of the safety data sheet (SDS) for each product bid. Only those products whose label and MSDS clearly state the contents, hazard potential, and protective measures required shall be considered for purchase.

Tab B - Executive Summary and Responses to Specifications.

2.10 A title page.

2.11 A table of contents.

2.12 An executive summary, limited to one typewritten page, that provides a high-level description of the proposer's ability to meet the requirements of the RFP and the reasons the proposer believes itself to be best qualified to provide the identified services.

2.13 Proposer's response to the RFP.

Tab C - Cost/Price Proposal (if applicable). Proposers shall submit a cost proposal in the form and format described herein. Failure to provide cost(s) in the form and format requested may result in proposal being declared non-responsive and rejected.

3. Proposal Review. Proposers are responsible for carefully examining the RFP, the Specifications, this Contract, and all documents incorporated into the Contract by reference before submitting a proposal. If selected for award of contract, proposer shall be bound by same unless the City has accepted proposer's exceptions, if any, in writing.

4. Addenda. The City may issue addenda to this RFP as necessary. All addenda are incorporated into the Contract. The proposer is responsible for determining whether addenda were issued prior to a proposal submission. Failure to respond to or properly address addenda may result in rejection of a proposal.

5. Quantities. The estimated quantities provided by the City are not guaranteed. These quantities are listed for informational purposes only. Quantities vary depending on the demands of the City. Any variations from the estimated quantities shall not entitle the proposer to an adjustment in the unit price or any additional compensation.

6. Quality. Unless otherwise required, all goods furnished shall be new and the best of their kind.

6.1 Items Offered. Proposer shall state the applicable trade name, brand, catalog, manufacturer, and/or product number of the required good, if any, in the proposal.

6.2 Brand Names. Any reference to a specific brand name in a solicitation is illustrative only and describes a component best meeting the specific operational, design, performance, maintenance, quality, or reliability standards and requirements of the City. Proposer may offer an equivalent or equal in response to a brand name referenced (Proposed Equivalent). The City may consider the Proposed Equivalent after it is subjected to testing and evaluation which must be completed prior to the award of contract. If the proposer offers an item of a manufacturer or vendor other than that specified, the proposer must identify the maker, brand, quality, manufacturer number, product number, catalog number, or other trade designation. The City has complete discretion in determining if a Proposed Equivalent will satisfy its requirements. It is the proposer's responsibility to provide, at their expense, any product information, test data, or other information or documents the City requests to properly evaluate or demonstrate the acceptability of the Proposed Equivalent, including independent testing, evaluation at qualified test facilities, or destructive testing.

7. Modifications, Withdrawals, or Mistakes. Proposer is responsible for verifying all prices and extensions before submitting a proposal.

7.1 Modification or Withdrawal of Proposal Before Proposal Opening. Prior to the Closing Date, the proposer or proposer's authorized representative may modify or withdraw the proposal by providing written notice of the proposal modification or withdrawal to the City Contact via the eBidding System. E-mail or telephonic withdrawals or modifications are not permissible.

7.2 Proposal Modification or Withdrawal of Proposal After Proposal Opening. Any proposer who seeks to modify or withdraw a proposal because of the proposer's inadvertent computational error affecting the proposal price shall notify the City Contact

identified on the eBidding System no later than three working days following the Closing Date. The proposer shall provide worksheets and such other information as may be required by the City to substantiate the claim of inadvertent error. Failure to do so may bar relief and allow the City recourse from the bid surety. The burden is upon the proposer to prove the inadvertent error. If, as a result of a proposal modification, the proposer is no longer the apparent successful proposer, the City will award to the newly established apparent successful proposer. The City's decision is final.

8. Incurred Expenses. The City is not responsible for any expenses incurred by proposers in participating in this solicitation process.

9. Public Records. By submitting a proposal, the proposer acknowledges that any information submitted in response to this RFP is a public record subject to disclosure unless the City determines that a specific exemption in the California Public Records Act (CPRA) applies. If the proposer submits information clearly marked confidential or proprietary, the City may protect such information and treat it with confidentiality to the extent permitted by law. However, it will be the responsibility of the proposer to provide to the City the specific legal grounds on which the City can rely in withholding information requested under the CPRA should the City choose to withhold such information. General references to sections of the CPRA will not suffice. Rather, the proposer must provide a specific and detailed legal basis, including applicable case law, that clearly establishes the requested information is exempt from the disclosure under the CPRA. If the proposer does not provide a specific and detailed legal basis for requesting the City to withhold proposer's confidential or proprietary information at the time of proposal submittal, City will release the information as required by the CPRA and proposer will hold the City, its elected officials, officers, and employees harmless for release of this information. It will be the proposer's obligation to defend, at proposer's expense, any legal actions or challenges seeking to obtain from the City any information requested under the CPRA withheld by the City at the proposer's request. Furthermore, the proposer shall indemnify and hold harmless the City, its elected officials, officers, and employees from and against any claim or liability, and defend any action brought against the City, resulting from the City's refusal to release information requested under the CPRA which was withheld at proposer's request. Nothing in the Contract resulting from this proposal creates any obligation on the part of the City to notify the proposer or obtain the proposer's approval or consent before releasing information subject to disclosure under the CPRA.

10. Right to Audit. The City Auditor may access proposer's records as described in San Diego Charter section 39.2 to confirm contract compliance.

B. PRICING

1. Fixed Price. All prices shall be firm, fixed, fully burdened, FOB destination, and include any applicable delivery or freight charges, and any other costs required to provide the requirements as specified in this RFP. The lowest total estimated contract price of all the proposals that meet the requirements of this RFP will receive the maximum assigned points to this category as set forth in this RFP. The other price schedules will be scored based on how much higher their total estimated contract prices compare with the lowest:

$$(1 - \frac{\text{(contract price - lowest price)}}{\text{lowest price}}) \times \text{maximum points} = \text{points received}$$

For example, if the lowest total estimated contract price of all proposals is \$100, that proposal would receive the maximum allowable points for the price category. If the total estimated contract price of another proposal is \$105 and the maximum allowable points is 60 points, then that proposal would receive $(1 - ((105 - 100) / 100) \times 60 = 57$ points, or 95% of the maximum points. The lowest score a proposal can receive for this category is zero points (the score cannot be a negative number). The City will perform this calculation for each Proposal.

2. Taxes and Fees. Taxes and applicable local, state, and federal regulatory fees should not be included in the price proposal. Applicable taxes and regulatory fees will be added to the net amount invoiced. The City is liable for state, city, and county sales taxes but is exempt from Federal Excise Tax and will furnish exemption certificates upon request. All or any portion of the City sales tax returned to the City will be considered in the evaluation of proposals.

3. Escalation. An escalation factor is not allowed unless called for in this RFP. If escalation is allowed, proposer must notify the City in writing in the event of a decline in market price(s) below the proposal price. At that time, the City will make an adjustment in the Contract or may elect to re-solicit.

4. Unit Price. Unless the proposer clearly indicates that the price is based on consideration of being awarded the entire lot and that an adjustment to the price was made based on receiving the entire proposal, any difference between the unit price correctly extended and the total price shown for all items shall be offered shall be resolved in favor of the unit price.

C. EVALUATION OF PROPOSALS

1. Award. The City shall evaluate each responsive proposal to determine which proposal offers the City the best value consistent with the evaluation criteria set forth herein. The proposer offering the lowest overall price will not necessarily be awarded a contract.

2. Sustainable Materials. Consistent with Council Policy 100-14, the City encourages use of readily recyclable submittal materials that contain post-consumer recycled content.

3. Evaluation Process.

3.1 Process for Award. A City-designated evaluation committee (Evaluation Committee) will evaluate and score all responsive proposals. The Evaluation Committee may require proposer to provide additional written or oral information to clarify responses. Upon completion of the evaluation process, the Evaluation Committee will recommend to the Purchasing Agent that award be made to the proposer with the highest scoring proposal.

3.2 Reserved.

3.3 Mandatory Interview/Oral Presentation. The City will require proposers to interview and/or make an oral presentation if one or more proposals score within Ten (10) points or less of the proposal with the highest score. Only the proposer with the highest scoring proposal and those proposers scoring within Ten (10) points or less of the highest scoring proposal will be asked to interview and/or make an oral presentation. Interviews and/or oral presentations will be made to the Evaluation Committee in order to clarify the

proposals and to answer any questions. The interviews and/or oral presentations will be scored as part of the selection process. The City will complete all reference checks prior to any oral interview. Additionally, the Evaluation Committee may require proposer's key personnel to interview. Interviews may be by telephone and/or in person. Multiple interviews may be required. Proposers are required to complete their oral presentation and/or interviews within seven (7) workdays after the City's request. Proposers should be prepared to discuss and substantiate any of the areas of the proposal submitted, as well as proposer's qualifications to furnish the subject goods and services. Proposer is responsible for any costs incurred for the oral presentation and interview of the key personnel.

3.4 Discussions/Negotiations. The City has the right to accept the proposal that serves the best interest of the City, as submitted, without discussion or negotiation. Contractors should, therefore, not rely on having a chance to discuss, negotiate, and adjust their proposals. The City may negotiate the terms of a contract with the winning proposer based on the RFP and the proposer's proposal, or award the contract without further negotiation.

3.5 Inspection. The City reserves the right to inspect the proposer's equipment and facilities to determine if the proposer is capable of fulfilling this Contract. Inspection will include, but not limited to, survey of proposer's physical assets and financial capability. Proposer, by signing the proposal agrees to the City's right of access to physical assets and financial records for the sole purpose of determining proposer's capability to perform the Contract. Should the City conduct this inspection, the City reserves the right to disqualify a proposer who does not, in the City's judgment, exhibit the sufficient physical and financial resources to perform this Contract.

3.6 Evaluation Criteria. The following elements represent the evaluation criteria that will be considered during the evaluation process:

| | MAXIMUM EVALUATION POINTS |
|---|---------------------------------|
| A. Responsiveness to the RFP. | 15 |
| 1. Requested information included and thoroughness of response | |
| 2. Understanding of the project and ability to deliver as exhibited in the Executive Summary. | |
| 3. Technical Aspects | |
| B. Staffing Plan. | 15 |
| 1. Qualifications of personnel adequate for requirement | |
| 2. Availability/Geographical location of personnel for required tasks | |
| 3. Clearly defined Roles/Responsibilities of personnel | |
| 4. Documentation proof for Staff who have passed/cleared any security background checks | |
| C. Firm's Capability to provide the services and expertise and Past Performance. | 30 |
| 1. Relevant experience of the Firm and subcontractors | |
| 2. Previous relationship of firm and subcontractors on similar projects | |
| 3. Specific experience on Multi-Protocol Label Switching (MPLS) networks | |
| 4. Other pertinent experience | |

| | MAXIMUM EVALUATION POINTS |
|---|---------------------------------|
| 5. Location in the general geographical area of the project and knowledge of the locality of the Project | |
| 6. Past/Prior Performance | |
| 7. Capacity/Capability to meet The City of San Diego needs in a timely manner | |
| 8. Reference checks | |
| D. Price. | 30 |
| E. Mandatory Demonstration/Presentation. | 10 |
| 1. Equipment | |
| 2. Software | |
| 3. Support Model | |
| 4. Real Time Operation | |
| 5. Thoroughness and Clarity of Presentation | |
| SUB TOTAL MAXIMUM EVALUATION POINTS: | 100 |
| F. Participation by Small Local Business Enterprise (SLBE) or Emerging Local Business Enterprise (ELBE) Firms* | 12 |
| FINAL MAXIMUM EVALUATION POINTS INCLUDING SLBE/ELBE: | 112 |

*The City shall apply a maximum of an additional 12 percentage points to the proposer’s final score for SLBE OR ELBE participation. Refer to Equal Opportunity Contracting Form, Section V.

D. ANNOUNCEMENT OF AWARD

1. Award of Contract. The City will inform all proposers of its intent to award a Contract in writing.

2. Obtaining Proposal Results. No solicitation results can be obtained until the City announces the proposal or proposals best meeting the City’s requirements. Proposal results may be obtained by: (1) e-mailing a request to the City Contact identified on the eBidding System or (2) visiting the P&C eBidding System to review the proposal results. To ensure an accurate response, requests should reference the Solicitation Number. Proposal results will not be released over the phone.

3. Multiple Awards. City may award more than one contract by awarding separate items or groups of items to various proposers. Awards will be made for items, or combinations of items, which result in the lowest aggregate price and/or best meet the City’s requirements. The additional administrative costs associated with awarding more than one Contract will be considered in the determination.

E. PROTESTS. The City’s protest procedures are codified in Chapter 2, Article 2, Division 30 of the San Diego Municipal Code (SDMC). These procedures provide unsuccessful proposers

with the opportunity to challenge the City's determination on legal and factual grounds. The City will not consider or otherwise act upon an untimely protest.

F. REJECTION OF PROPOSALS. The City may reject any and all bids or proposals when to do so is in the best interests of the City, and may re-advertise for bids or proposals.

G. SUBMITTALS REQUIRED UPON NOTICE TO PROCEED LETTER. The successful proposer is required to submit the following documents to P&C **within ten (10) business days** from the date upon the Notice to Proceed letter:

1. Insurance Documents. Evidence of all required insurance, including all required endorsements, as specified in Article VII of the General Contract Terms and Provisions and Article VI, Section 6.3. Additional Insurance Requirements, of this RFP.

2. Taxpayer Identification Number. Internal Revenue Service (IRS) regulations require the City to have the correct name, address, and Taxpayer Identification Number (TIN) or Social Security Number (SSN) on file for businesses or persons who provide goods or services to the City. This information is necessary to complete Form 1099 at the end of each tax year. To comply with IRS regulations, the City requires each Contractor to provide a Form W-9 prior to the award of a Contract.

3. Business Tax Certificate. Unless the City Treasurer determines a business is exempt, all businesses that contract with the City must have a current business tax certificate.

The City may find the proposer to be non-responsive and award the Contract to the next highest scoring responsible and responsive proposer if the apparent successful proposer fails to timely provide the required information or documents.

**EXHIBIT B
 SCOPE OF WORK**

A. SPECIFICATIONS

The City of San Diego (City) is seeking proposals for furnishing Various Fuels to the City and other named participating Agencies as listed below, as a cooperative procurement contract. The City of San Diego has agreed to advertise and solicit this request for proposals for the joint purchase of fuel to obtain the best possible price for all participants. All agencies are responsible for entering into separate agreements with the Contractor provided that the participating public agencies may purchase products and services on the same terms, conditions, and pricing as the City, subject to any applicable local purchasing ordinances and the laws of the State of purchase. These Agencies may or may not decide to purchase fuel from the winning Contractor at their discretion. Submitting a proposal to the City in response to this RFP constitutes separate, irrevocable offers to the City and each of these Agencies to deliver fuel at the prices bid in the Price Proposal Spreadsheet (Attachment 1) and under the terms and conditions of this RFP. In addition, this proposal may be utilized by other educational and governmental Agencies that have not been specifically listed, in accordance with Appendix B of this contract.

| Participating Agency |
|--|
| City of Carlsbad |
| City of Chula Vista |
| Chula Vista Elementary School District |
| City of Coronado |
| City of Escondido |
| City of La Mesa |
| City of Santee |
| County of San Diego |
| Escondido Union High School District |
| La Mesa Spring Valley School District |
| Metropolitan Transit System |
| Port of San Diego |
| Rancho Santa Fe Fire Protection District |
| San Diego Community College District |
| San Diego County Office of Education |
| San Diego Metropolitan Transit System |
| San Diego Unified School District |
| Zoological Society of San Diego (San Diego Zoo and Safari Park) |
| San Dieguito Union High School District |
| South Bay Union School District |
| Sweetwater Authority |
| Sweetwater Union High School District |
| Valley Center-Pauma Unified School District |
| San Diego State University |

All products shall be delivered to the City meeting the specifications as detailed below. Any product not meeting these specifications could necessitate costly repairs to equipment. The Contractor shall be held responsible for all expenses incurred in connection with

substandard products. The City reserves the right to terminate the Contract when products do not meet these specifications.

Conformity of all products to be supplied under this Contract shall meet or exceed all State of California and Federal specifications for unleaded gasoline used in Southern California. All diesel fuels to be supplied under this contract shall meet or exceed California Air Resources Board (CARB) diesel specifications.

The brand names and manufacturer specifications of all fuel(s) proposed shall be furnished with the technical portion of the proposal submittal. If the Contractor is not the refiner of the product being proposed, Contractor shall submit a certification from the refinery that the product to be supplied meets the specifications stated herein, and further, that supply of the product shall conform to these specifications.

1. Gasoline – Unleaded Regular

Regular unleaded gasoline shall be not less than 87 Octane, and shall meet all of the most recent Federal Specifications VVG-1690B and shall meet the limits of ASTM D-4814 or the latest standard established by the Society of Automotive Engineers.

2. Gasoline – Unleaded Mid-Grade

Mid-Grade unleaded gasoline shall be not less than 89 Octane, and shall meet all of the most recent Federal Specifications VVG-1690B, and shall meet the limits of ASTM D-4814 or the latest standard established by the Society of Automotive Engineers.

3. Gasoline – Unleaded Premium

Premium unleaded gasoline shall be not less than 91 Octane, and shall meet all of the most recent Federal Specifications VVG-1690-B, and shall meet the limits of ASTM D-4814 or the latest standard established by the Society of Automotive Engineers.

4. CARB No.2 Ultra Low Sulfur Diesel

| Property | ASTM Test Method or (Other) | General Reference Fuel Specifications | Small Refiner Reference Fuel Specifications |
|------------------------------|-----------------------------|---------------------------------------|---|
| Sulfur | D975 | 15 ppm max | 15 ppm max |
| Lubricity | (Scuffing Load Ball) | 3100 SLBOCLE min. | 3100 SLBOCLE min. |
| Aromatic HC (vol %) | D5186-96 | 10% max | 20% max |
| Polycyclic Aromatic HC (wt%) | D5186-96 | 1.4% max | 4% max |
| Nitrogen Content (ppm) | D4629-96 | 10 ppm max | 90 ppm max |
| Natural Cetane Number | D613-84 | 48 min | 47 min |
| Gravity, API | D287-82 | 33-39 | 33-39 |

| | | | |
|--|-----------------------------|---------------------------------------|---|
| Viscosity at 40° cST | D445-83 | 2.0-4.1 | 2.0-4.1 |
| Flash Point deg. F (min) | D93-80 | 130 | 130 |
| Distillation, deg. F | D86-96 | | |
| IBP | | 340-420 | 340-420 |
| 10% Rec | | 400-490 | 400-490 |
| 50% Rec | | 470-560 | 470-560 |
| 90% Rec | | 550-610 | 550-610 |
| EP | | 580-660 | 580-660 |
| Ash Wt % max | D482 | .01 | .01 |
| Property | ASTM Test Method or (Other) | General Reference Fuel Specifications | Small Refiner Reference Fuel Specifications |
| Cu Strip Corrosion 3-hrs at 122° F max | D130 | 3 | 0.3 |
| Stability, mg/100ml, max | D2274 | 1.0 | 1.0 |

5. No. 2 Diesel Fuel

Shall meet ASTM Standard D-975 for 2-E diesel fuel oil and not more than 0.5 weight percent of sulfur; Water and sediment volume not in excess of 0.05%. Cetane number of 40 or a maximum aromatic content of 35% (see Appendix A).

6. Biodiesel

Biodiesel shall meet the ASTM specification D6751. Biodiesel of B5, B10 and B20 shall be available.

7. Renewable Diesel

Renewable diesel shall meet all of the most recent Federal specifications R99, or the latest standard established by the Society of Automotive Engineers. Please provide a SDS for renewable diesel which is being proposed.

| Property | Units | Min. | Max |
|--|-------------------|-------|-------|
| Cetane number | | 70 | - |
| Density at 15° C | Kg/m ³ | 770.0 | 790.0 |
| Polycyclic aromatic hydrocarbons content | % (m/m) | - | 0.1 |
| Sulfur content | mg/kg | - | 5.0 |
| Flash point | °C | 61 | - |

| | | | |
|--|------------------|---|----------------|
| Carbon residue (on 10% distillation residue) | % (m/m) | - | 0.10 |
| Ash content | % (m/m) | - | 0.001 |
| Water content | mg/kg | - | 200 |
| Total contamination | mg/kg | - | 10 |
| Copper strip corrosion (3h at 50°C) | rating | Class 1 | |
| Oxidation stability | g/m3 | - | 25 |
| Lubricity | µm | - | see footnote b |
| Viscosity at 40°C | mm2/s | 2.00 | 4.00 |
| Distillation 95% (V/V) recovered at | °C | - | 320 |
| Cloud point and CFPP | °C | Max. -5/ -15/ -22/ -34 Cloud point as agreed, report only for CFPP | |
| Properties additional to EN 590 | | | |
| Appearance | Clear and bright | | |
| Color | | 70 | |
| Total aromatics content | % (m/m) | - | 1.0 |
| Distillation FBP | °C | | 330 |
| Acid value | mgKOH/g | | 0.01 |

B. FUEL MEASUREMENT. It is the responsibility of the Contractor to have the delivering driver measure each tank with a fuel gauge stick. These readings shall be taken prior to unloading fuel and after unloading fuel and shall be recorded on delivery receipts. Delivery Receipts are to be electronically sent to a designated, to be determined, email address while Contractor is still on site. Although gauges may be available at each delivery site, each delivery truck must be equipped with a fuel tank gauge stick.

C. PRICE SCHEDULE PROPOSAL – GENERAL INSTRUCTIONS

1. Contractors shall submit their Price Schedule proposal in accordance with the following instructions. Following the Price Schedule proposal instructions will help ensure consistency in the price evaluation process. The Price Schedule proposal (Attachment 1) shall be completed in full and shall be incorporated herein. Any deviations from the Price

Schedule proposal instructions may result in the rejection of the proposal as being non-responsive.

2. All prices and notations must be written in ink or typed. Responses must be free of erasures. Corrections must be initialed in ink by the person signing the Proposal. All prices shall be inclusive of all fees and costs of operations to provide the contract materials and/or services, including but not limited to office rent, telephone, facsimile, postage, photocopying, support services and overtime, travel, taxes (except as provided in Section D.3 below) and any other expenses incurred in the course of performing under the terms of this Contract. No other charges will be considered.

Evaluation of Pricing. Price Schedules proposals will be evaluated by calculating the total estimated contract price and converting it to points to be incorporated into a total score for the Proposal as set forth in Exhibit A, Section B. Pricing of this RFP. The total estimated contract price is calculated by modifying the Benchmark Index (described below) by the Market Differential (described below) entered by the Contractor (+ or -) for each delivery location, and multiplying the resulting price per gallon by the estimated quantity of fuel to determine the estimated cost for each delivery location. The sum of the estimated costs for all locations will determine the total estimated contract price. Contractors must enter only one Market Differential for each location based on the vehicle the Contractor will use to deliver the fuel. Multiple entries on one row will prevent the City from calculating the total estimated contract price for the Price Schedule and may result in rejection of the Proposal as non-responsive. The lowest total estimated contract price of all the Proposals that meet the requirements of this RFP will receive the maximum assigned points to this category as set forth in Exhibit A, Section B. Pricing of this RFP. The other Price Schedules will be scored based on how much higher their total estimated contract prices compare with the lowest.

D. PRICE SCHEDULE PROPOSAL – SPECIFIC INSTRUCTIONS

The basis for pricing for motor fuels will be to utilize a formula, consisting of a Benchmark Index and a Market Differential (refer to Section D, paragraph 4 below, for pricing instructions for Renewable Diesel (R99) fuel). Descriptions of the components of this price formula are provided below.

1. Benchmark Index

The City intends to utilize a benchmark index to establish a verifiable baseline fuel price per gallon. Recognizing that there are variations in costs to transport and provide fuel to many regions as specified in this RFP, the benchmark index will be established by market rather than using one index for all Agencies. The benchmark index will be based on data provided by the Oil Price Information Service (OPIS). Specifically, the OPIS “**Gross Unbranded Low Rack with CAR Cost**” for San Diego will be utilized to establish the benchmark for each Rack market, and the 10:00 a.m. EST **gross Unbranded Low Rack with CAR Cost prices** for each fuel product will be the benchmark index. **In the event that Gross Unbranded Low Rack with CAR cost prices are unavailable for a specific fuel, Contractors shall use the Gross Branded Low Rack with Car Cost prices for that specific fuel.** The Unbranded Low Rack is a snapshot of the lowest supplier posting in the OPIS rack market at approximately 10:00 a.m. Eastern Standard Time, Monday. The snapshot includes all price moves from 6:00 p.m. EST the prior day up until the price file is frozen at approximately 10:00 a.m. EST. The snapshot includes the prompt payment discounts offered by suppliers. (Example: The *(Date)* Unbranded Low Rack encompasses all price moves that were made at 6:00 p.m. EST *(date)* up until 10:00 a.m.

benchmark index in response to this RFP. For the sole purpose of enabling the City to evaluate all proposals consistently, the OPIS 10:00 a.m. EST Unbranded Low Rack in San Diego for **Monday, August 13, 2018** will be used to evaluate the total proposed prices per gallon, including the Market Differential described below. Contractors are required to acknowledge the intended benchmark index and pose any questions regarding the use of the index specified in their response to this RFP.

NOTE: OPIS prices are protected under strict copyright agreements and forwarding printed or electronic OPIS price reports is a violation of Federal copyright law. It is highly encouraged that both suppliers and purchasers of fuel tied to OPIS pricing subscribe to OPIS to verify the prices that are used in fulfilling this contract.

2. Market Differential

The Market Differential is to be proposed by Contractors for each OPIS Rack market (refer to Section C, paragraph 4 below, for price schedule instructions for Renewable Diesel fuel). The Market Differential is to be a four-digit decimal numerical value that is added to or subtracted from the benchmark index for a given fuel product by Rack market. The Market Differential is to include all cost and profit components determined by the Contractor, but should exclude any applicable taxes (see Taxes below). A Price Schedule Proposal Spreadsheet (Attachment 1) in Microsoft Excel electronic format is included, integral component of this RFP. Suppliers are required to use this Price Schedule Proposal Spreadsheet (Attachment 1) to submit their proposed Market Differential for each fuel product by Rack market. This Spreadsheet must be submitted to the City in its Microsoft Excel electronic form, with no changes to the formatting or City-designed nature of the Spreadsheet. Contract Market Differential prices are firm for the term of the contract except that price revisions will be permitted in accordance with the terms and conditions set forth herein. Contractors are required to bid every fuel product in the Price Schedule Proposal Spreadsheet (Attachment 1) for every location indicated. Failure to do so may result in the Contractor's bid being rejected as non-responsive.

3. Taxes

3.1 The collection of federal, state and local taxes on all fuels purchased under this Contract may vary for each Agency that will utilize any contract resulting from this RFP, and the determination of the tax-exempt status of any Agency shall be determined by such Agency. It is the Contractor's responsibility to accurately assess, collect and remit to any taxing authority any fuel taxes after determination by the Agency of its tax-exempt status regarding any and all taxes on motor fuels. Agencies will provide tax-exempt certifications upon request. Any applicable taxes are to be added as a separate line to each invoice submitted under the terms of this RFP, and each applicable tax (e.g., federal, state, etc.) is to be separately identified on the invoice regarding the taxing authority imposing such tax to enable Agencies to assess the accuracy of taxes imposed.

3.2 The price for all fuels under any contract awarded hereunder shall be increased by the amount of any after-imposed tax, unless the legislation, judicial decision or administrative action says otherwise, if the Contractor states in writing that such contract price does not include any contingency for such after-imposed tax. Such increase shall be prospective only and becomes effective upon such written notice. "After-imposed tax" means any new or increased Federal, State and Local excise tax or duty, except social security or other employment taxes, on fuel purchased under any contract awarded hereunder which

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the Contractor is required to pay or bear the burden of as the result of legislation, judicial decision, or administrative action taking effect after the date of contract award.

3.3 The price for all fuels under any contract awarded hereunder shall be decreased by the amount of any after-relieved tax. Such decrease shall be effective when realized. "After-relieved tax" means any amount of federal, state and local excise tax or duty, except social security or other employment taxes, that would otherwise have been payable on fuel purchased under any contract awarded hereunder which the Contractor is not required to pay or bear the burden of, or for which the Contractor obtains a refund or drawback, as the result of legislation, judicial decision or administrative action taking effect after the date of contract award.

3.4 The City of San Diego and any other Agencies that fall into these guidelines, in accordance with IRS notice 88-30, is exempt from paying a federal excise tax on diesel fuel. The City of San Diego and any other Agency, if applicable, will sign a certificate of exemption, to be maintained on file with the successful Contractor for the duration of the Contract.

4. Price Schedule Proposal Instructions – Renewable Diesel Fuel

Proposers shall provide their own method of price per gallon for renewable diesel (R99) fuel based on the estimated usage for **renewable diesel** fuel as indicated in Appendix B, Agency Details. Proposers shall preface their Price Schedule Proposal Schedule (Attachment 1) for **renewable diesel** with a summary explaining the pricing method that is proposed for this contract that will lead to the most beneficial and cost-effective fuel which shall be consistent with all other Price Schedule Proposal instructions, as specified in this RFP, as applicable. If the price per gallon is tied to an index, for purposes of evaluating proposals the price will be calculated based on the index on the date of **Monday, August 13, 2018**. If another method is used, the Proposer must indicate what price the method would yield if the renewable diesel fuel were delivered on **Monday, August 13, 2018**.

5. Spill Fees or Leaking Underground Storage Tank (LUST) Fees

Spill or LUST fees shall be excluded from the Price Schedule Proposal (Attachment 1). However, the successful Proposer must clearly identify any Spill or LUST charges as separate line items on the billing invoice. These charges shall be direct pass-through costs to the City and participating agencies. No markup or profit shall be added to these charges to the City or any participating agency.

E. DELIVERY.

The Contractor shall provide method(s) of delivery for each Agency based on the estimated usage of each Agency as indicated in Appendix B. In doing so, Contractor shall preface their delivery proposal with a summary explaining the method or methods of delivery that are intended for this contract, and that they believe will lead to the most efficient cost-effective and beneficial delivery solutions for all Agencies including but not limited to the following information:

1. Explain details regarding the proposed method or methods of delivery that will be offered to meet the requirements, including but not limited to truck and trailer deliveries, tank/wagon deliveries and wet hose service.

the Contractor is required to pay or bear the burden of as the result of legislation, judicial decision, or administrative action taking effect after the date of contract award.

3.3 The price for all fuels under any contract awarded hereunder shall be decreased by the amount of any after-relieved tax. Such decrease shall be effective when realized. "After-relieved tax" means any amount of federal, state and local excise tax or duty, except social security or other employment taxes, that would otherwise have been payable on fuel purchased under any contract awarded hereunder which the Contractor is not required to pay or bear the burden of, or for which the Contractor obtains a refund or drawback, as the result of legislation, judicial decision or administrative action taking effect after the date of contract award.

3.4 The City of San Diego and any other Agencies that fall into these guidelines, in accordance with IRS notice 88-30, is exempt from paying a federal excise tax on diesel fuel. The City of San Diego and any other Agency, if applicable, will sign a certificate of exemption, to be maintained on file with the successful Contractor for the duration of the Contract.

4. Price Schedule Proposal Instructions – Renewable Diesel Fuel

Proposers shall provide their own method of price per gallon for renewable diesel (R99) fuel based on the estimated usage for biodiesel fuel as indicated in Appendix B, Agency Details. Proposers shall preface their Price Schedule Proposal Schedule (Attachment 1) for renewable diesel with a summary explaining the pricing method that is proposed for this contract that will lead to the most beneficial and cost-effective fuel which shall be consistent with all other Price Schedule Proposal instructions, as specified in this RFP, as applicable. If the price per gallon is tied to an index, for purposes of evaluating proposals the price will be calculated based on the index on the date of Monday, June 18, 2018. If another method is used, the Proposer must indicate what price the method would yield if the renewable diesel fuel were delivered on Monday, June 18, 2018.

5. Spill Fees or Leaking Underground Storage Tank (LUST) Fees

Spill or LUST fees shall be excluded from the Price Schedule Proposal (Attachment 1). However, the successful Proposer must clearly identify any Spill or LUST charges as separate line items on the billing invoice. These charges shall be direct pass-through costs to the City and participating agencies. No markup or profit shall be added to these charges to the City or any participating agency.

E. DELIVERY.

The Contractor shall provide method(s) of delivery for each Agency based on the estimated usage of each Agency as indicated in Appendix B. In doing so, Contractor shall preface their delivery proposal with a summary explaining the method or methods of delivery that are intended for this contract, and that they believe will lead to the most efficient cost-effective and beneficial delivery solutions for all Agencies including but not limited to the following information:

1. Explain details regarding the proposed method or methods of delivery that will be offered to meet the requirements, including but not limited to truck and trailer deliveries, tank/wagon deliveries and wet hose service.

At a minimum, the Contractor must monitor the tanks specified on a daily basis to ensure that a timely delivery is made to insure that the sites being monitored never run out of fuel. Contractor shall also monitor the tanks for usage to make sure the Contractor does not overfill tanks where usage is limited.

Contractor shall also furnish "on demand service" whereby orders for fuel will be requested twenty-four (24) hour notice prior to delivery.

2. State delivery time required after receipt of order for all Agencies. Agencies listed in Appendix B will provide specific delivery schedules and any other applicable information not already provided herein, at the time of making their own contractual arrangements.

3. Split Loads. For purposes of this Contract, "split load" shall be defined as any delivery that contains any combination of fuel types being delivered to multiple tanks at a single location during a single delivery. Split loads or partial shipments to the City or participating Agency where there are multiple tanks within a single delivery site are not acceptable unless prior written approval from the City or participating Agency is received.

The Proposer shall specify how they propose to handle split loads as defined above for the City or any participating Agency having multiple tanks within a single delivery site within their response to this item in their proposal.

4. Delivery Types. For purposes of this Contract, the following delivery types are hereby defined:

4.1 Transport Load is a tanker with a capacity of approximately 8,500 gallons to approximately 9,200 gallons of unleaded gasoline or approximately 7,500 gallons of diesel.

4.2 Short Transport is a bobtail with a capacity of approximately 500 gallons to approximately 4,000 gallons of either unleaded or diesel.

4.3 Tank Wagon is a larger bobtail with a capacity of approximately 4,000 gallons to approximately 5,000 gallons of unleaded or diesel.

5. Delivery Notification

Contractor shall provide an electronic e-mail to specific City personnel (e-mails to be provided separately) which includes the actual price, quantity, and location of all fuel delivered to the site, within twenty-four (24) hours upon fuel drop. The preferred format is an Excel spreadsheet.

Contractor shall also provide an electronic e-mail to the aforementioned specific City personnel on a daily basis which includes the daily fuel price. The daily price e-mail shall be sent daily regardless of whether any deliveries occur that day, and separate of the delivery e-mail.

The above information is required in order to keep the City's Fleet management information system current for computation of daily fleet operating costs, and for reconciliation of delivered amounts. Multiple site deliveries may be contained in each e-mail. The City will keep e-mail contacts updated as changes are made throughout the contract.

6. Delays

Contractor shall immediately notify the City in writing if there are, or it is anticipated, that there will be a delay in performance. The written notice shall include an explanation of the cause for, and a reasonable estimate of the length of the delay. If in the opinion of the City, the delay is material and the circumstances are within the control of the contractor, the City may terminate this Contract as provided in Exhibit C, Article IV Suspension and Termination.

If delays in performance are caused by unforeseen events beyond the control of the parties, such delay may entitle the Contractor to a reasonable extension of time, but such delay shall not entitle the Contractor to damages or additional compensation. Any such extension of time must be approved in writing by the City. The following conditions may constitute such a delay: war; acts of terror; changes in law or government regulation; labor disputes; strikes; earthquakes; fires; floods; adverse weather; inability to obtain materials; equipment or labor; or other specific reasons agreed to between the City and the Contractor, provided, however, that: (a) this provision shall not apply to a delay caused acts or omissions of the Contractor; and (b) a delay caused by the inability to obtain materials, equipment, or labor shall not entitle the Contractor to an extension of time unless the City has received, in a timely manner, documentary proof satisfactory to City of the Contractor's inability to obtain materials, equipment or labor.

Except when caused by the unforeseen events described above, this contract may be terminated if Contractor fails on more than one (1) occasion, at any time during the contract period, to deliver this material within the time stated within the proposal, and it late or non-delivery causes any city facility to run short of fuel or to run the risk of being entirely out of fuel. The City will be the sole judge or whether or not to place an emergency order for this product.

7. Delivery/Freight Charges

All fuel delivery charges are to be included in the Market Differential discussed in this RFP (i.e., the Market Differential must not include cost estimates for delivery). Because of the number and location of storage tanks at each Agency, and the number and location of each agency eligible to utilize this contract delivery charges are anticipated to vary between Agencies, resulting in different Market Differentials for each Agency. When determining delivery charges specific to each Participating Agency, Contractor must identify in its proposal any additional charges for split deliveries at different locations or for loads smaller than tank loads. The City of San Diego and other Participating Agencies reserve the right to add and/or delete delivery sites during the course of this Contract, with delivery charges to new sites being a direct cost pass-through to the Agency.

At a minimum, unless otherwise specified in Appendix B or when other delivery times are specified when an order placed, standard delivery times for the City and participating Agencies will be between 8:00 a.m. and 5:00 p.m., Monday through Friday. Contractor shall notify the City at least 7 days in advance if deliveries cannot be made due to tank farm closure and provide alternative fuel delivery solutions if applicable.

Title to the material and supplies purchased shall pass directly from Contractor to City at F.O.B. Destination point specified for each delivery, subject to the right of City to reject upon inspection. The City, in its sole discretion, may extend the time for delivery. The City may order, in writing, the suspension, delay or interruption of delivery of goods or services.

Time is of the essence and the Contract is subject to termination for failure to deliver on time.

The City of San Diego and other Participating Agencies reserve the right to add and/or delete delivery sites during the course of this Contract, with delivery charges to new sites being a direct cost pass-through to the Agency.

F. EMERGENCY DELIVERY. There may be occasions when emergency fuel deliveries are required by the City to meet public safety needs. Emergency delivery services may include the following: wet hose delivery, after-hour fueling for generators (by site), and coordination with key City staff for County-wide needs.

Successful Contractor will propose a detailed emergency response plan that will be incorporated into this Contract. The emergency response plan should appear as its own tabbed section of the Contractor's proposal document.

G. SAFETY DATA SHEETS (SDS). Contractor shall send with each shipment one (1) copy of the MSDS for each product shipped and shall furnish updates as may be required. Failure to comply with the procedure will be cause for immediate termination of the contract for violation of safety procedures.

H. TEMPERATURE CORRECTIONS. Corrections shall be made on all bulk deliveries of petroleum products in accordance with Table 6B, Generalized Products Volume Correction to 60 degrees F, Copyright 1980 by American Petroleum Institute or most recent revision. Temperature Correction will not be required for deliveries below 5,000 gallons.

I. TEST REPORTS. A test report shall be submitted on request for each product proposed. Testing shall be in accordance with A.S.T.M. Standards. All products supplied by Contractor may be subject to periodic test by independent laboratories at City's option to determine whether or not products being supplied meet specifications. In the event products supplied fail to meet the specifications, Contractor may be required to remove and replace them at their own expense, or make other adjustments as deemed appropriate.

J. DELIVERY TICKETS. The Department Representative for this Contract is identified in the notice of award and is responsible for overseeing and monitoring this Contract.

K. REPORTS. Monthly and/or quarterly statements with specific date ranges as needed shall be furnished as requested by the City referencing fueling data by location (quantities delivered and price). Report formats shall be available electronically and emailed to the Contract Administrator. The preferred format is an Excel spreadsheet.

L. WARRANTY. Contractor warrants to the City that all products supplied shall conform to the requirements hereof and shall be free from defects. In addition to other remedies which may be available, the City may, as its option, require return of any non-conforming or defective product to Contractor and/or require correction or replacement of said product at the location of the product when the defect is discovered, all at the Contractor's sole risk and expense. If the City does not require correction for replacement of non-conforming or defective product, the Contractor shall credit such portion of the payment specified herein or such additional amount as is equitable under the circumstances. City's rights hereunder are in addition to, but not limited by, Contractor's standard warranties.

Inspection and acceptance of items by the City, or payment therefore, shall not relieve the Contractor of its obligation hereunder.

Any supplies or parts thereof corrected or furnished in replacement pursuant to this clause shall also be subject to all the provisions of this clause to the same extent as supplies initially delivered.

M. CUSTOMER SERVICE AND CONTACTS. Contractor shall provide a customer service operation for City customers for handling each type of fuel order anticipated under this Contract, as well as for any other questions including delivery problems, billing or any other issue that may arise during the Contract. The Customer service operation shall include access to a local area coded number (619, 858 and 760), or a toll-free number and provision of an in-house customer service representative who is assigned and dedicated to the City. The in-house customer service representative shall be knowledgeable and responsive relative to contract and customer service issues and available to the City during regular working hours, Monday through Friday, 8:00 a.m. PT to 5:00 p.m. PT.

N. QUALIFICATIONS AND EXPERIENCE. The following information regarding qualifications, experience, and other related information is required to evaluate the Contractor's potential for successfully completing the requirements of this Contract:

1. Provide a company/corporation organization chart including an organization plan for management of the City's program. Contractor/team should designate experienced professional and technical staff to competently and efficiently perform the work, either through their own personnel or suppliers;
2. Description of Contractor's core competency;
3. State number of years Supplier has been in business;
4. Resumes and descriptions of experience of principals/associates who will be assisting in the management of this Contract; and
5. Indicate number of team members by technical disciplines, professional registration, education and experience, which are anticipated to be working on this Contract. Contractor/team must demonstrate a high level of expertise in fuels and fuel delivery. Identify the project team composition, project leadership, reporting responsibilities, and address how sub-contractors will fit into the management structure. Individuals assigned as project managers and account representatives shall not be changed without the prior approval of the City.

O. DESCRIPTION OF ANY CONTRACTOR/TEAM STRENGTHS.

1. Location of office(s);
2. Competitive advantages over competition;
3. Unique service offerings;
4. Computer programs and management systems utilized;
5. Internal and external audit controls;

6. Reporting capabilities;

7. Provide the number, size and location of your company's distribution facility(s), warehouse(s), and retail network, as applicable; and

8. Describe how your company proposes to distribute the products/service based upon the requirements of this Contract. Identify any other companies that will be involved in processing, handling or shipping the products/service to the end user.

P. NEW TECHNOLOGIES. Contractor will provide the City the option to benefit from new technologies and acquire those which could significantly improve the City's carbon offset or goals part of its Climate Action Plan (CAP). Introductions to new technologies shall occur at the regularly scheduled business reviews as determined by the City.

Q. INSPECTION AND ACCEPTANCE. The City's Contract Administrators, or designees, will be responsible for inspecting and accepting all product, work, documents, and information received from the Contractor for the scope of services specified herein.

Inspection and acceptance will occur at the shipment destination unless specified otherwise, and will be determined by the City department shown in the shipping address of the Purchase Order or other duly authorized representative of the City. The City reserves the right to waive a variation in specification if, in the opinion of the City, such variation does not materially change the item or its performance within parameters acceptable to the City.

Risk of loss or damage to deliverables prior to the time of their receipt and acceptance by the City is upon the Contractor. The City has no obligation to accept damaged and/or non-functional deliverables and reserves the right to return or reject them, at the Contractor's expense, damaged and/or non-functional deliverables even though the damage and/or non-function was not apparent or discovered until after receipt.

R. CONTRACT ADMINISTRATION. The City's Fleet Services Department will provide daily oversight of this contract to ensure compliance. The Director of Purchasing and Contracting shall be responsible for all contractual matters and is the only individual authorized to make changes of any kind to the Contract. Contractor shall not rely upon any oral change from anyone, or a written request for change from someone other than the Director of Purchasing and Contracting. All changes will be submitted in writing signed by the Director of Purchasing and Contracting.

1. Purchase Order and Sub-Order

The City of San Diego will issue multiple Purchase Orders to the Contractor for the estimated requirements of various City Departments. This will authorize the acceptance of sub-orders from the various divisions within these City Departments for their specific requirements. Contractor shall complete delivery of material ordered to destinations set forth in the sub-order. Each sub-order shipment shall be accompanied by a copy of a delivery ticket itemizing all materials delivered. Partial shipments are not acceptable when ordered by sub-order.

2. Invoicing and Payment

Contractor shall work directly with the City's Contract Administrators to ensure invoices for services rendered are furnished with the required detail and provided in a timely manner. The City may, at its discretion, terminate this contract when invoicing is delinquent. Payment of invoices shall be tied to the acceptance by the City in accordance with the requirements and specifications of this Contract.

2.1 Invoices must be submitted once per month in duplicate (one copy to be marked "original") to the billing contact listed on a valid City Purchase Order, and shall conform to policies or regulations adopted from time to time by the City of San Diego. Invoices shall be legible and shall contain, as a minimum, the following information:

- a. The Contract number, department (division) and purchase order number;
- b. A complete itemization of all costs including quantities ordered, sub-order (if any), and delivery date, and any other data relative to the shipment. Applicable sales tax and any other applicable governmental fuel fees shall be shown as separate line items;
- c. Invoices must clearly indicate the OPIS (Oil Price Information Service) Benchmark Index per the terms of this Contract for each fuel product delivered as a separate line item on the invoice. Invoices must state as a separate line item the Market Differential for each fuel product sold per the terms of this Contract. The OPIS Benchmark Index and Market Differential for each fuel product sold must be stated on a cost per gallon basis on the invoice, with the number of gallons sold separately stated by fuel product. Invoices shall also include line item adjustments for Temperature on all loads over 5,000 gallons. The extended total sales for each fuel product sold must be identified. Taxes, if any, must be stated on a separate line item on the invoice to derive the total cost to the Participating Agency.

Invoices must show the same number of gallons as the number of gallons on the delivery ticket. When a split load occurs, the amount dropped in each tank must be shown in both inches and gallons. The cumulative amount must equal the amount billed on the invoice.

If confirmation of pricing by the City or any Participating Agency finds any discrepancy with the terms of this Contract, Contractor shall make corrections before payment of invoice or refund of any overpayment for incorrect invoices already paid without any penalty assessed upon the Participating Agency. Any discounts offered under the terms of the Contract shall also be specified;

- d. Evidence of the accepted supplies or services by the City of San Diego, which shall include copies of delivery tickets with tank number, and the delivery location shall accompany each invoice. A copy of the delivery ticket must be signed by the individual accepting delivery.
- e. Unique traceable invoice number(s);
- f. Total Charges billed at this time and date.

2.2 Upon review and approval from the City Department invoices shall be approved for payment and payment shall be carried out by the Office of the City Comptroller.

2.3 Subject to the withholding provisions of the Contract, if any, payment shall be made within thirty (30) days after the City of San Diego's receipt of a properly prepared/approved invoice.

2.4 Contractor shall provide a fully executed W-9 Form to the Director of Purchasing and Contracting. It is the Contractor's responsibility to notify the Director of Purchasing and Contracting of any changes in the remittal address. Failure to provide this information may impact payment of invoices by the City. To ensure that this Form is a current Revision at time of submittal, the Contractor shall download this Form and submit as specified herein. The website to obtain this form is: <http://www.irs.ustreas.gov/pub/irs-pdf/fw9.pdf>.

2.5 The City shall pay the Contractor in arrears for services rendered. Billing shall be in accordance with the Price Schedule Proposal (Attachment 1), allowing for City approved adjustments, if any.

2.6 If applicable, any labor charges for extraordinary services shall be included on the invoice along with a description of the extraordinary work performed and the location/and or section where the work was performed. Contractor must attach written authorization from the Contract Administrator approving all extraordinary work. Failure to do so will result in payment being withheld for such services. The extraordinary labor cost shall be stated on the current Price Schedule Proposal (Attachment 1).

2.7 If applicable, for parts delivered, invoices shall list the manufacturer of the part, manufacturer's published list price, percentage discount applied per the Contract's pricing agreement, and the net price to the City, as well as item description, quantity, and extension.

S. PARKING. If at any time Contractor or its representatives shall be on the premises of the City, then Contractor is responsible for all parking fees, tickets, and permits. Contractor or its representatives shall also obey all parking regulations.

PRICE SCHEDULE PROPOSAL

Estimated Need. The estimated annual quantities provided by the City and the participating agencies in the Price Schedule Proposal (Attachment 1) are not guaranteed. The quantities may vary depending on the demands of the City and the agencies. Any variations from these estimated quantities shall not entitle the Contractor to an adjustment in the unit price or to any additional compensation. The City will total the amount in the Price Schedule Proposal Spreadsheet (Attachment 1) (as described in Exhibit C, Section B. Price Schedule Proposal) to be used in the “Price” evaluation criteria calculation.

Exhibit C



THE CITY OF SAN DIEGO
GENERAL CONTRACT TERMS AND PROVISIONS
APPLICABLE TO GOODS, SERVICES, AND CONSULTANT CONTRACTS

ARTICLE I SCOPE AND TERM OF CONTRACT

1.1 Scope of Contract. The scope of contract between the City and a provider of goods and/or services (Contractor) is described in the Contract Documents. The Contract Documents are comprised of the Request for Proposal, Invitation to Bid, or other solicitation document (Solicitation); the successful bid or proposal; the letter awarding the contract to Contractor; the City's written acceptance of exceptions or clarifications to the Solicitation, if any; and these General Contract Terms and Provisions.

1.2 Effective Date. A contract between the City and Contractor (Contract) is effective on the last date that the contract is signed by the parties and approved by the City Attorney in accordance with Charter section 40. Unless otherwise terminated, this Contract is effective until it is completed or as otherwise agreed upon in writing by the parties, whichever is the earliest. A Contract term cannot exceed five (5) years unless approved by the City Council by ordinance.

1.3 Contract Extension. The City may, in its sole discretion, unilaterally exercise an option to extend the Contract as described in the Contract Documents. In addition, the City may, in its sole discretion, unilaterally extend the Contract on a month-to-month basis following contract expiration if authorized under Charter section 99 and the Contract Documents. Contractor shall not increase its pricing in excess of the percentage increase described in the Contract.

ARTICLE II CONTRACT ADMINISTRATOR

2.1 Contract Administrator. The Purchasing Agent or designee is the Contract Administrator for purposes of this Contract, and has the responsibilities described in this Contract, in the San Diego Charter, and in Chapter 2, Article 2, Divisions 5, 30, and 32.

2.1.1 Contractor Performance Evaluations. The Contract Administrator will evaluate Contractor's performance as often as the Contract Administrator deems necessary throughout the term of the contract. This evaluation will be based on criteria including the quality of goods or services, the timeliness of performance, and adherence to applicable laws, including prevailing wage and living wage. City will provide Contractors who receive an unsatisfactory rating with a copy of the evaluation and an opportunity to respond. City may consider final evaluations, including Contractor's response, in evaluating future proposals and bids for contract award.

2.2 Notices. Unless otherwise specified, in all cases where written notice is required under this Contract, service shall be deemed sufficient if the notice is personally delivered or deposited in the United States mail, with first class postage paid, attention to the Purchasing Agent. Proper notice is effective on the date of personal delivery or five (5) days after deposit in a United States postal mailbox unless provided otherwise in the Contract. Notices to the City shall be sent to:

Purchasing Agent
City of San Diego, Purchasing and Contracting Division
1200 3rd Avenue, Suite 200
San Diego, CA 92101-4195

ARTICLE III COMPENSATION

3.1 Manner of Payment. Contractor will be paid monthly, in arrears, for goods and/or services provided in accordance with the terms and provisions specified in the Contract.

3.2 Invoices.

3.2.1 Invoice Detail. Contractor's invoice must be on Contractor's stationary with Contractor's name, address, and remittance address if different. Contractor's invoice must have a date, an invoice number, a purchase order number, a description of the goods or services provided, and an amount due.

3.2.2 Service Contracts. Contractor must submit invoices for services to City by the 10th of the month following the month in which Contractor provided services. Invoices must include the address of the location where services were performed and the dates in which services were provided.

3.2.3 Goods Contracts. Contractor must submit invoices for goods to City within seven days of the shipment. Invoices must describe the goods provided.

3.2.4 Parts Contracts. Contractor must submit invoices for parts to City within seven calendar (7) days of the date the parts are shipped. Invoices must include the manufacturer of the part, manufacturer's published list price, percentage discount applied in accordance with Pricing Page(s), the net price to City, and an item description, quantity, and extension.

3.2.5 Extraordinary Work. City will not pay Contractor for extraordinary work unless Contractor receives prior written authorization from the Contract Administrator. Failure to do so will result in payment being withheld for services. If approved, Contractor will include an invoice that describes the work performed and the location where the work was performed, and a copy of the Contract Administrator's written authorization.

3.2.6 Reporting Requirements. Contractor must submit the following reports using the City's web-based contract compliance portal. Incomplete and/or delinquent reports may cause payment delays, non-payment of invoice, or both. For questions, please view the City's online tutorials on how to utilize the City's web-based contract compliance portal.

3.2.6.1 Monthly Employment Utilization Reports. Contractor and Contractor's subcontractors and suppliers must submit Monthly Employment Utilization Reports by the fifth (5th) day of the subsequent month.

3.2.6.2 Monthly Invoicing and Payments. Contractor and Contractor's subcontractors and suppliers must submit Monthly Invoicing and Payment Reports by the fifth (5th) day of the subsequent month.

3.3 Annual Appropriation of Funds. Contractor acknowledges that the Contract term may extend over multiple City fiscal years, and that work and compensation under this Contract is contingent on the City Council appropriating funding for and authorizing such work and compensation for those fiscal years. This Contract may be terminated at the end of the fiscal year for which sufficient funding is not appropriated and authorized. City is not obligated to pay Contractor for any amounts not duly appropriated and authorized by City Council.

3.4 Price Adjustments. Based on Contractor's written request and justification, the City may approve an increase in unit prices on Contractor's pricing pages consistent with the amount requested in the justification in an amount not to exceed the increase in the Consumer Price Index, San Diego Area, for All Urban Customers (CPI-U) as published by the Bureau of Labor Statistics, or 5.0%, whichever is less, during the preceding one year term. If the CPI-U is a negative number, then the unit prices shall not be adjusted for that option year (the unit prices will not be decreased). A negative CPI-U shall be counted against any subsequent increases in the CPI-U when calculating the unit prices for later option years. Contractor must provide such written request and justification no less than sixty days before the date in which City may exercise the option to renew the contract, or sixty days before the anniversary date of the Contract. Justification in support of the written request must include a description of the basis for the adjustment, the proposed effective date and reasons for said date, and the amount of the adjustment requested with documentation to support the requested change (e.g. CPI-U or 5.0%, whichever is less). City's approval of this request must be in writing.

ARTICLE IV SUSPENSION AND TERMINATION

4.1 City's Right to Suspend for Convenience. City may suspend all or any portion of Contractor's performance under this Contract at its sole option and for its convenience for a reasonable period of time not to exceed six (6) months. City must first give ten (10) days' written notice to Contractor of such suspension. City will pay to Contractor a sum equivalent to the reasonable value of the goods and/or services satisfactorily provided up to the date of suspension. City may rescind the suspension prior to or at six (6) months by providing Contractor with written notice of the rescission, at which time Contractor would be required to resume performance in compliance with the terms and provisions of this Contract. Contractor will be entitled to an extension of time to complete performance under the Contract equal to the length of the suspension unless otherwise agreed to in writing by the Parties.

4.2 City's Right to Terminate for Convenience. City may, at its sole option and for its convenience, terminate all or any portion of this Contract by giving thirty (30) days' written notice of such termination to Contractor. The termination of the Contract shall be effective upon receipt of the notice by Contractor. After termination of all or any portion of the Contract, Contractor shall: (1) immediately discontinue all affected performance (unless the notice directs

otherwise); and (2) complete any and all additional work necessary for the orderly filing of documents and closing of Contractor's affected performance under the Contract. After filing of documents and completion of performance, Contractor shall deliver to City all data, drawings, specifications, reports, estimates, summaries, and such other information and materials created or received by Contractor in performing this Contract, whether completed or in process. By accepting payment for completion, filing, and delivering documents as called for in this section, Contractor discharges City of all of City's payment obligations and liabilities under this Contract with regard to the affected performance.

4.3 City's Right to Terminate for Default. Contractor's failure to satisfactorily perform any obligation required by this Contract constitutes a default. Examples of default include a determination by City that Contractor has: (1) failed to deliver goods and/or perform the services of the required quality or within the time specified; (2) failed to perform any of the obligations of this Contract; and (3) failed to make sufficient progress in performance which may jeopardize full performance.

4.3.1 If Contractor fails to satisfactorily cure a default within ten (10) calendar days of receiving written notice from City specifying the nature of the default, City may immediately cancel and/or terminate this Contract, and terminate each and every right of Contractor, and any person claiming any rights by or through Contractor under this Contract.

4.3.2 If City terminates this Contract, in whole or in part, City may procure, upon such terms and in such manner as the Purchasing Agent may deem appropriate, equivalent goods or services and Contractor shall be liable to City for any excess costs. Contractor shall also continue performance to the extent not terminated.

4.4 Termination for Bankruptcy or Assignment for the Benefit of Creditors. If Contractor files a voluntary petition in bankruptcy, is adjudicated bankrupt, or makes a general assignment for the benefit of creditors, the City may at its option and without further notice to, or demand upon Contractor, terminate this Contract, and terminate each and every right of Contractor, and any person claiming rights by and through Contractor under this Contract.

4.5 Contractor's Right to Payment Following Contract Termination.

4.5.1 Termination for Convenience. If the termination is for the convenience of City an equitable adjustment in the Contract price shall be made. No amount shall be allowed for anticipated profit on unperformed services, and no amount shall be paid for an as needed contract beyond the Contract termination date.

4.5.2 Termination for Default. If, after City gives notice of termination for failure to fulfill Contract obligations to Contractor, it is determined that Contractor had not so failed, the termination shall be deemed to have been effected for the convenience of City. In such event, adjustment in the Contract price shall be made as provided in Section 4.3.2. City's rights and remedies are in addition to any other rights and remedies provided by law or under this Contract.

4.6 Remedies Cumulative. City's remedies are cumulative and are not intended to be exclusive of any other remedies or means of redress to which City may be lawfully entitled in case of any breach or threatened breach of any provision of this Contract.

ARTICLE V ADDITIONAL CONTRACTOR OBLIGATIONS

5.1 Inspection and Acceptance. The City will inspect and accept goods provided under this Contract at the shipment destination unless specified otherwise. Inspection will be made and acceptance will be determined by the City department shown in the shipping address of the Purchase Order or other duly authorized representative of City.

5.2 Responsibility for Lost or Damaged Shipments. Contractor bears the risk of loss or damage to goods prior to the time of their receipt and acceptance by City. City has no obligation to accept damaged shipments and reserves the right to return damaged goods, at Contractor's sole expense, even if the damage was not apparent or discovered until after receipt.

5.3 Responsibility for Damages. Contractor is responsible for all damage that occurs as a result of Contractor's fault or negligence or that of its' employees, agents, or representatives in connection with the performance of this Contract. Contractor shall immediately report any such damage to people and/or property to the Contract Administrator.

5.4 Delivery. Delivery shall be made on the delivery day specified in the Contract Documents. The City, in its sole discretion, may extend the time for delivery. The City may order, in writing, the suspension, delay or interruption of delivery of goods and/or services.

5.5 Delay. Unless otherwise specified herein, time is of the essence for each and every provision of the Contract. Contractor must immediately notify City in writing if there is, or it is anticipated that there will be, a delay in performance. The written notice must explain the cause for the delay and provide a reasonable estimate of the length of the delay. City may terminate this Contract as provided herein if City, in its sole discretion, determines the delay is material.

5.5.1 If a delay in performance is caused by any unforeseen event(s) beyond the control of the parties, City may allow Contractor to a reasonable extension of time to complete performance, but Contractor will not be entitled to damages or additional compensation. Any such extension of time must be approved in writing by City. The following conditions may constitute such a delay: war; changes in law or government regulation; labor disputes; strikes; fires, floods, adverse weather or other similar condition of the elements necessitating cessation of the performance; inability to obtain materials, equipment or labor; or other specific reasons agreed to between City and Contractor. This provision does not apply to a delay caused by Contractor's acts or omissions. Contractor is not entitled to an extension of time to perform if a delay is caused by Contractor's inability to obtain materials, equipment, or labor unless City has received, in a timely manner, documentary proof satisfactory to City of Contractor's inability to obtain materials, equipment, or labor, in which case City's approval must be in writing.

5.6 Restrictions and Regulations Requiring Contract Modification. Contractor shall immediately notify City in writing of any regulations or restrictions that may or will require Contractor to alter the material, quality, workmanship, or performance of the goods and/or services to be provided. City reserves the right to accept any such alteration, including any resulting reasonable price adjustments, or to cancel the Contract at no expense to the City.

5.7 Warranties. All goods and/or services provided under the Contract must be warranted by Contractor or manufacturer for at least twelve (12) months after acceptance by City, except automotive equipment. Automotive equipment must be warranted for a minimum of 12,000 miles or 12 months, whichever occurs first, unless otherwise stated in the Contract. Contractor is responsible to City for all warranty service, parts, and labor. Contractor is required to ensure that warranty work is performed at a facility acceptable to City and that services, parts, and labor are available and provided to meet City's schedules and deadlines. Contractor may establish a warranty service contract with an agency satisfactory to City instead of performing the warranty service itself. If Contractor is not an authorized service center and causes any damage to equipment being serviced, which results in the existing warranty being voided, Contractor will be liable for all costs of repairs to the equipment, or the costs of replacing the equipment with new equipment that meets City's operational needs.

5.8 Industry Standards. Contractor shall provide goods and/or services acceptable to City in strict conformance with the Contract. Contractor shall also provide goods and/or services in accordance with the standards customarily adhered to by an experienced and competent provider of the goods and/or services called for under this Contract using the degree of care and skill ordinarily exercised by reputable providers of such goods and/or services. Where approval by City, the Mayor, or other representative of City is required, it is understood to be general approval only and does not relieve Contractor of responsibility for complying with all applicable laws, codes, policies, regulations, and good business practices.

5.9 Records Retention and Examination. Contractor shall retain, protect, and maintain in an accessible location all records and documents, including paper, electronic, and computer records, relating to this Contract for five (5) years after receipt of final payment by City under this Contract. Contractor shall make all such records and documents available for inspection, copying, or other reproduction, and auditing by authorized representatives of City, including the Purchasing Agent or designee. Contractor shall make available all requested data and records at reasonable locations within City or County of San Diego at any time during normal business hours, and as often as City deems necessary. If records are not made available within the City or County of San Diego, Contractor shall pay City's travel costs to the location where the records are maintained and shall pay for all related travel expenses. Failure to make requested records available for inspection, copying, or other reproduction, or auditing by the date requested may result in termination of the Contract. Contractor must include this provision in all subcontracts made in connection with this Contract.

5.9.1 Contractor shall maintain records of all subcontracts entered into with all firms, all project invoices received from Subcontractors and Suppliers, all purchases of materials and services from Suppliers, and all joint venture participation. Records shall show name, telephone number including area code, and business address of each Subcontractor and Supplier, and joint venture partner, and the total amount actually paid to each firm. Project relevant records, regardless of tier, may be periodically reviewed by the City.

5.10 Quality Assurance Meetings. Upon City's request, Contractor shall schedule one or more quality assurance meetings with City's Contract Administrator to discuss Contractor's performance. If requested, Contractor shall schedule the first quality assurance meeting no later than eight (8) weeks from the date of commencement of work under the Contract. At the quality assurance meeting(s), City's Contract Administrator will provide Contractor with feedback, will note any deficiencies in Contract performance, and provide Contractor with an opportunity to address and correct such deficiencies. The total number of quality assurance meetings that may be required by City will depend upon Contractor's performance.

5.11 Duty to Cooperate with Auditor. The City Auditor may, in his sole discretion, at no cost to the City, and for purposes of performing his responsibilities under Charter section 39.2, review Contractor's records to confirm contract compliance. Contractor shall make reasonable efforts to cooperate with Auditor's requests.

5.12 Safety Data Sheets. If specified by City in the solicitation or otherwise required by this Contract, Contractor must send with each shipment one (1) copy of the Safety Data Sheet (SDS) for each item shipped. Failure to comply with this procedure will be cause for immediate termination of the Contract for violation of safety procedures.

5.13 Project Personnel. Except as formally approved by the City, the key personnel identified in Contractor's bid or proposal shall be the individuals who will actually complete the work. Changes in staffing must be reported in writing and approved by the City.

5.13.1 Criminal Background Certification. Contractor certifies that all employees working on this Contract have had a criminal background check and that said employees are clear of any sexual and drug related convictions. Contractor further certifies that all employees hired by Contractor or a subcontractor shall be free from any felony convictions.

5.13.2 Photo Identification Badge. Contractor shall provide a company photo identification badge to any individual assigned by Contractor or subcontractor to perform services or deliver goods on City premises. Such badge must be worn at all times while on City premises. City reserves the right to require Contractor to pay fingerprinting fees for personnel assigned to work in sensitive areas. All employees shall turn in their photo identification badges to Contractor upon completion of services and prior to final payment of invoice.

5.14 Standards of Conduct. Contractor is responsible for maintaining standards of employee competence, conduct, courtesy, appearance, honesty, and integrity satisfactory to the City.

5.14.1 Supervision. Contractor shall provide adequate and competent supervision at all times during the Contract term. Contractor shall be readily available to meet with the City. Contractor shall provide the telephone numbers where its representative(s) can be reached.

5.14.2 City Premises. Contractor's employees and agents shall comply with all City rules and regulations while on City premises.

5.14.3 Removal of Employees. City may request Contractor immediately remove from assignment to the City any employee found unfit to perform duties at the City. Contractor shall comply with all such requests.

5.15 Licenses and Permits. Contractor shall, without additional expense to the City, be responsible for obtaining any necessary licenses, permits, certifications, accreditations, fees and approvals for complying with any federal, state, county, municipal, and other laws, codes, and regulations applicable to Contract performance. This includes, but is not limited to, any laws or regulations requiring the use of licensed contractors to perform parts of the work.

5.16 Contractor and Subcontractor Registration Requirements. Prior to the award of the Contract or Task Order, Contractor and Contractor's subcontractors and suppliers must register with the City's web-based vendor registration and bid management system. The City may not award the Contract until registration of all subcontractors and suppliers is complete. In the event this requirement is not met within the time frame specified by the City, the City reserves the right to rescind the Contract award and to make the award to the next responsive and responsible proposer of bidder.

ARTICLE VI INTELLECTUAL PROPERTY RIGHTS

6.1 Rights in Data. If, in connection with the services performed under this Contract, Contractor or its employees, agents, or subcontractors, create artwork, audio recordings, blueprints, designs, diagrams, documentation, photographs, plans, reports, software, source code, specifications, surveys, system designs, video recordings, or any other original works of authorship, whether written or readable by machine (Deliverable Materials), all rights of Contractor or its subcontractors in the Deliverable Materials, including, but not limited to publication, and registration of copyrights, and trademarks in the Deliverable Materials, are the sole property of City. Contractor, including its employees, agents, and subcontractors, may not use any Deliverable Material for purposes unrelated to Contractor's work on behalf of the City without prior written consent of City. Contractor may not publish or reproduce any Deliverable Materials, for purposes unrelated to Contractor's work on behalf of the City, without the prior written consent of the City.

6.2 Intellectual Property Rights Assignment. For no additional compensation, Contractor hereby assigns to City all of Contractor's rights, title, and interest in and to the content of the Deliverable Materials created by Contractor or its employees, agents, or subcontractors, including copyrights, in connection with the services performed under this Contract. Contractor

shall promptly execute and deliver, and shall cause its employees, agents, and subcontractors to promptly execute and deliver, upon request by the City or any of its successors or assigns at any time and without further compensation of any kind, any power of attorney, assignment, application for copyright, patent, trademark or other intellectual property right protection, or other papers or instruments which may be necessary or desirable to fully secure, perfect or otherwise protect to or for the City, its successors and assigns, all right, title and interest in and to the content of the Deliverable Materials. Contractor also shall cooperate and assist in the prosecution of any action or opposition proceeding involving such intellectual property rights and any adjudication of those rights.

6.3 Contractor Works. Contractor Works means tangible and intangible information and material that: (a) had already been conceived, invented, created, developed or acquired by Contractor prior to the effective date of this Contract; or (b) were conceived, invented, created, or developed by Contractor after the effective date of this Contract, but only to the extent such information and material do not constitute part or all of the Deliverable Materials called for in this Contract. All Contractor Works, and all modifications or derivatives of such Contractor Works, including all intellectual property rights in or pertaining to the same, shall be owned solely and exclusively by Contractor.

6.4 Subcontracting. In the event that Contractor utilizes a subcontractor(s) for any portion of the work that comprises the whole or part of the specified Deliverable Materials to the City, the agreement between Contractor and the subcontractor shall include a statement that identifies the Deliverable Materials as a “works for hire” as described in the United States Copyright Act of 1976, as amended, and that all intellectual property rights in the Deliverable Materials, whether arising in copyright, trademark, service mark or other forms of intellectual property rights, belong to and shall vest solely with the City. Further, the agreement between Contractor and its subcontractor shall require that the subcontractor, if necessary, shall grant, transfer, sell and assign, free of charge, exclusively to City, all titles, rights and interests in and to the Deliverable Materials, including all copyrights, trademarks and other intellectual property rights. City shall have the right to review any such agreement for compliance with this provision.

6.5 Intellectual Property Warranty and Indemnification. Contractor represents and warrants that any materials or deliverables, including all Deliverable Materials, provided under this Contract are either original, or not encumbered, and do not infringe upon the copyright, trademark, patent or other intellectual property rights of any third party, or are in the public domain. If Deliverable Materials provided hereunder become the subject of a claim, suit or allegation of copyright, trademark or patent infringement, City shall have the right, in its sole discretion, to require Contractor to produce, at Contractor’s own expense, new non-infringing materials, deliverables or works as a means of remedying any claim of infringement in addition to any other remedy available to the City under law or equity. Contractor further agrees to indemnify, defend, and hold harmless the City, its officers, employees and agents from and against any and all claims, actions, costs, judgments or damages, of any type, alleging or threatening that any Deliverable Materials, supplies, equipment, services or works provided under this contract infringe the copyright, trademark, patent or other intellectual property or

proprietary rights of any third party (Third Party Claim of Infringement). If a Third Party Claim of Infringement is threatened or made before Contractor receives payment under this Contract, City shall be entitled, upon written notice to Contractor, to withhold some or all of such payment.

6.6 Software Licensing. Contractor represents and warrants that the software, if any, as delivered to City, does not contain any program code, virus, worm, trap door, back door, time or clock that would erase data or programming or otherwise cause the software to become inoperable, inaccessible, or incapable of being used in accordance with its user manuals, either automatically, upon the occurrence of licensor-selected conditions or manually on command. Contractor further represents and warrants that all third party software, delivered to City or used by Contractor in the performance of the Contract, is fully licensed by the appropriate licensor.

6.7 Publication. Contractor may not publish or reproduce any Deliverable Materials, for purposes unrelated to Contractor's work on behalf of the City without prior written consent from the City.

6.8 Royalties, Licenses, and Patents. Unless otherwise specified, Contractor shall pay all royalties, license, and patent fees associated with the goods that are the subject of this solicitation. Contractor warrants that the goods, materials, supplies, and equipment to be supplied do not infringe upon any patent, trademark, or copyright, and further agrees to defend any and all suits, actions and claims for infringement that are brought against the City, and to defend, indemnify and hold harmless the City, its elected officials, officers, and employees from all liability, loss and damages, whether general, exemplary or punitive, suffered as a result of any actual or claimed infringement asserted against the City, Contractor, or those furnishing goods, materials, supplies, or equipment to Contractor under the Contract.

ARTICLE VII INDEMNIFICATION AND INSURANCE

7.1 Indemnification. To the fullest extent permitted by law, Contractor shall defend (with legal counsel reasonably acceptable to City), indemnify, protect, and hold harmless City and its elected officials, officers, employees, agents, and representatives (Indemnified Parties) from and against any and all claims, losses, costs, damages, injuries (including, without limitation, injury to or death of an employee of Contractor or its subcontractors), expense, and liability of every kind, nature and description (including, without limitation, incidental and consequential damages, court costs, and litigation expenses and fees of expert consultants or expert witnesses incurred in connection therewith and costs of investigation) that arise out of, pertain to, or relate to, directly or indirectly, in whole or in part, any goods provided or performance of services under this Contract by Contractor, any subcontractor, anyone directly or indirectly employed by either of them, or anyone that either of them control. Contractor's duty to defend, indemnify, protect and hold harmless shall not include any claims or liabilities arising from the sole negligence or willful misconduct of the Indemnified Parties.

7.2 Insurance. Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder and the results of that work by Contractor, his agents, representatives, employees or subcontractors.

Contractor shall provide, at a minimum, the following:

7.2.1 Commercial General Liability. Insurance Services Office Form CG 00 01 covering CGL on an “occurrence” basis, including products and completed operations, property damage, bodily injury, and personal and advertising injury with limits no less than \$1,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

7.2.2 Commercial Automobile Liability. Insurance Services Office Form Number CA 0001 covering Code 1 (any auto) or, if Contractor has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than \$1,000,000 per accident for bodily injury and property damage.

7.2.3 Workers' Compensation. Insurance as required by the State of California, with Statutory Limits, and Employer’s Liability Insurance with limit of no less than \$1,000,000 per accident for bodily injury or disease.

7.2.4 Professional Liability (Errors and Omissions). For consultant contracts, insurance appropriate to Consultant’s profession, with limit no less than \$1,000,000 per occurrence or claim, \$2,000,000 aggregate.

If Contractor maintains broader coverage and/or higher limits than the minimums shown above, City requires and shall be entitled to the broader coverage and/or the higher limits maintained by Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to City.

7.2.5 Other Insurance Provisions. The insurance policies are to contain, or be endorsed to contain, the following provisions:

7.2.5.1 Additional Insured Status. The City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to Contractor’s insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 if a later edition is used).

7.2.5.2 Primary Coverage. For any claims related to this contract, Contractor's insurance coverage shall be primary coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by City, its officers, officials, employees, or volunteers shall be excess of Contractor's insurance and shall not contribute with it.

7.2.5.3 Notice of Cancellation. Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to City.

7.2.5.4 Waiver of Subrogation. Contractor hereby grants to City a waiver of any right to subrogation which the Workers' Compensation insurer of said Contractor may acquire against City by virtue of the payment of any loss under such insurance. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

7.2.5.5 Claims Made Policies (applicable only to professional liability). The Retroactive Date must be shown, and must be before the date of the contract or the beginning of contract work. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, Contractor must purchase "extended reporting" coverage for a minimum of five (5) years after completion of work.

7.3 Self Insured Retentions. Self-insured retentions must be declared to and approved by City. City may require Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

7.4 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A-VI, unless otherwise acceptable to City.

City will accept insurance provided by non-admitted, "surplus lines" carriers only if the carrier is authorized to do business in the State of California and is included on the List of Approved Surplus Lines Insurers (LASLI list). All policies of insurance carried by non-admitted carriers are subject to all of the requirements for policies of insurance provided by admitted carriers described herein.

7.5 Verification of Coverage. Contractor shall furnish City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive Contractor's obligation to provide them. City reserves the right

to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

7.6 Special Risks or Circumstances. City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

7.7 Additional Insurance. Contractor may obtain additional insurance not required by this Contract.

7.8 Excess Insurance. All policies providing excess coverage to City shall follow the form of the primary policy or policies including but not limited to all endorsements.

7.9 Subcontractors. Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors. For CGL coverage, subcontractors shall provide coverage with a format at least as broad as the CG 20 38 04 13 endorsement.

ARTICLE VIII BONDS

8.1 Payment and Performance Bond. Prior to the execution of this Contract, City may require Contractor to post a payment and performance bond (Bond). The Bond shall guarantee Contractor's faithful performance of this Contract and assure payment to contractors, subcontractors, and to persons furnishing goods and/or services under this Contract.

8.1.1 Bond Amount. The Bond shall be in a sum equal to twenty-five percent (25%) of the Contract amount, unless otherwise stated in the Specifications. City may file a claim against the Bond if Contractor fails or refuses to fulfill the terms and provisions of the Contract.

8.1.2 Bond Term. The Bond shall remain in full force and effect at least until complete performance of this Contract and payment of all claims for materials and labor, at which time it will convert to a ten percent (10%) warranty bond, which shall remain in place until the end of the warranty periods set forth in this Contract. The Bond shall be renewed annually, at least sixty (60) days in advance of its expiration, and Contractor shall provide timely proof of annual renewal to City.

8.1.3 Bond Surety. The Bond must be furnished by a company authorized by the State of California Department of Insurance to transact surety business in the State of California and which has a current A.M. Best rating of at least "A-, VIII."

8.1.4 Non-Renewal or Cancellation. The Bond must provide that City and Contractor shall be provided with sixty (60) days' advance written notice in the event of non-renewal, cancellation, or material change to its terms. In the event of non-renewal, cancellation, or

material change to the Bond terms, Contractor shall provide City with evidence of the new source of surety within twenty-one (21) calendar days after the date of the notice of non-renewal, cancellation, or material change. Failure to maintain the Bond, as required herein, in full force and effect as required under this Contract, will be a material breach of the Contract subject to termination of the Contract.

8.2 Alternate Security. City may, at its sole discretion, accept alternate security in the form of an endorsed certificate of deposit, a money order, a certified check drawn on a solvent bank, or other security acceptable to the Purchasing Agent in an amount equal to the required Bond.

ARTICLE IX CITY-MANDATED CLAUSES AND REQUIREMENTS

9.1 Contractor Certification of Compliance. By signing this Contract, Contractor certifies that Contractor is aware of, and will comply with, these City-mandated clauses throughout the duration of the Contract.

9.1.1 Drug-Free Workplace Certification. Contractor shall comply with City's Drug-Free Workplace requirements set forth in Council Policy 100-17, which is incorporated into the Contract by this reference.

9.1.2 Contractor Certification for Americans with Disabilities Act (ADA) and State Access Laws and Regulations: Contractor shall comply with all accessibility requirements under the ADA and under Title 24 of the California Code of Regulations (Title 24). When a conflict exists between the ADA and Title 24, Contractor shall comply with the most restrictive requirement (i.e., that which provides the most access). Contractor also shall comply with the City's ADA Compliance/City Contractors requirements as set forth in Council Policy 100-04, which is incorporated into this Contract by reference. Contractor warrants and certifies compliance with all federal and state access laws and regulations and further certifies that any subcontract agreement for this contract contains language which indicates the subcontractor's agreement to abide by the provisions of the City's Council Policy and any applicable access laws and regulations.

9.1.3 Non-Discrimination Requirements.

9.1.3.1 Compliance with City's Equal Opportunity Contracting Program (EOCP). Contractor shall comply with City's EOCP Requirements. Contractor shall not discriminate against any employee or applicant for employment on any basis prohibited by law. Contractor shall provide equal opportunity in all employment practices. Prime Contractors shall ensure that their subcontractors comply with this program. Nothing in this Section shall be interpreted to hold a Prime Contractor liable for any discriminatory practice of its subcontractors.

9.1.3.2 Non-Discrimination Ordinance. Contractor shall not discriminate on the basis of race, gender, gender expression, gender identity, religion, national origin, ethnicity, sexual orientation, age, or disability in the solicitation, selection, hiring or treatment of

subcontractors, vendors or suppliers. Contractor shall provide equal opportunity for subcontractors to participate in subcontracting opportunities. Contractor understands and agrees that violation of this clause shall be considered a material breach of the Contract and may result in Contract termination, debarment, or other sanctions. Contractor shall ensure that this language is included in contracts between Contractor and any subcontractors, vendors and suppliers.

9.1.3.3 Compliance Investigations. Upon City's request, Contractor agrees to provide to City, within sixty calendar days, a truthful and complete list of the names of all subcontractors, vendors, and suppliers that Contractor has used in the past five years on any of its contracts that were undertaken within San Diego County, including the total dollar amount paid by Contractor for each subcontract or supply contract. Contractor further agrees to fully cooperate in any investigation conducted by City pursuant to City's Nondiscrimination in Contracting Ordinance. Contractor understands and agrees that violation of this clause shall be considered a material breach of the Contract and may result in Contract termination, debarment, and other sanctions.

9.1.4 Equal Benefits Ordinance Certification. Unless an exception applies, Contractor shall comply with the Equal Benefits Ordinance (EBO) codified in the San Diego Municipal Code (SDMC). Failure to maintain equal benefits is a material breach of the Contract.

9.1.5 Contractor Standards. Contractor shall comply with Contractor Standards provisions codified in the SDMC. Contractor understands and agrees that violation of Contractor Standards may be considered a material breach of the Contract and may result in Contract termination, debarment, and other sanctions.

9.1.6 Noise Abatement. Contractor shall operate, conduct, or construct without violating the City's Noise Abatement Ordinance codified in the SDMC.

9.1.7 Storm Water Pollution Prevention Program. Contractor shall comply with the City's Storm Water Management and Discharge Control provisions codified in Division 3 of Chapter 4 of the SDMC, as may be amended, and any and all applicable Best Management Practice guidelines and pollution elimination requirements in performing or delivering services at City owned, leased, or managed property, or in performance of services and activities on behalf of City regardless of location.

Contractor shall comply with the City's Jurisdictional Urban Runoff Management Plan encompassing Citywide programs and activities designed to prevent and reduce storm water pollution within City boundaries as adopted by the City Council on January 22, 2008, via Resolution No. 303351, as may be amended.

Contractor shall comply with each City facility or work site's Storm Water Pollution Prevention Plan, as applicable, and institute all controls needed while completing the services to minimize any negative impact to the storm water collection system and environment.

9.1.8 Service Worker Retention Ordinance. If applicable, Contractor shall comply with the Service Worker Retention Ordinance (SWRO) codified in the SDMC.

9.1.9 Product Endorsement. Contractor shall comply with Council Policy 000-41 concerning product endorsement which requires that any advertisement referring to City as a user of a good or service will require the prior written approval of the Mayor.

9.1.10 Business Tax Certificate. Unless the City Treasurer determines in writing that a contractor is exempt from the payment of business tax, any contractor doing business with the City of San Diego is required to obtain a Business Tax Certificate (BTC) and to provide a copy of its BTC to the City before a Contract is executed.

9.1.11 Equal Pay Ordinance. Unless an exception applies, Contractor shall comply with the Equal Pay Ordinance codified in San Diego Municipal Code sections 22.4801 through 22.4809. Contractor shall certify in writing that it will comply with the requirements of the Equal Pay Ordinance throughout the duration of the Contract.

9.1.11.1 Contractor and Subcontract Requirement. The Equal Pay Ordinance applies to any subcontractor who performs work on behalf of a Contractor to the same extent as it would apply to that Contractor. Contractor shall require subcontractors performing work for contractor under their contract with the City to certify compliance with the Equal Pay Ordinance in their written subcontracts.

9.1.11.2 Notice Requirement. Contractor must post a notice informing its employees of their rights under the Equal Pay Ordinance in their workplace or job site.

ARTICLE X CONFLICT OF INTEREST AND VIOLATIONS OF LAW

10.1 Conflict of Interest Laws. Contractor is subject to all federal, state and local conflict of interest laws, regulations, and policies applicable to public contracts and procurement practices including, but not limited to, California Government Code sections 1090, *et. seq.* and 81000, *et. seq.*, and the Ethics Ordinance, codified in the SDMC. City may determine that Contractor must complete one or more statements of economic interest disclosing relevant financial interests. Upon City's request, Contractor shall submit the necessary documents to City.

10.2 Contractor's Responsibility for Employees and Agents. Contractor is required to establish and make known to its employees and agents appropriate safeguards to prohibit employees from using their positions for a purpose that is, or that gives the appearance of being, motivated by the desire for private gain for themselves or others, particularly those with whom they have family, business or other relationships.

10.3 Contractor's Financial or Organizational Interests. In connection with any task, Contractor shall not recommend or specify any product, supplier, or contractor with whom

Contractor has a direct or indirect financial or organizational interest or relationship that would violate conflict of interest laws, regulations, or policies.

10.4 Certification of Non-Collusion. Contractor certifies that: (1) Contractor's bid or proposal was not made in the interest of or on behalf of any person, firm, or corporation not identified; (2) Contractor did not directly or indirectly induce or solicit any other bidder or proposer to put in a sham bid or proposal; (3) Contractor did not directly or indirectly induce or solicit any other person, firm or corporation to refrain from bidding; and (4) Contractor did not seek by collusion to secure any advantage over the other bidders or proposers.

10.5 Hiring City Employees. This Contract shall be unilaterally and immediately terminated by City if Contractor employs an individual who within the twelve (12) months immediately preceding such employment did in his/her capacity as a City officer or employee participate in negotiations with or otherwise have an influence on the selection of Contractor.

ARTICLE XI DISPUTE RESOLUTION

11.1 Mediation. If a dispute arises out of or relates to this Contract and cannot be settled through normal contract negotiations, Contractor and City shall use mandatory non-binding mediation before having recourse in a court of law.

11.2 Selection of Mediator. A single mediator that is acceptable to both parties shall be used to mediate the dispute. The mediator will be knowledgeable in the subject matter of this Contract, if possible.

11.3 Expenses. The expenses of witnesses for either side shall be paid by the party producing such witnesses. All other expenses of the mediation, including required traveling and other expenses of the mediator, and the cost of any proofs or expert advice produced at the direct request of the mediator, shall be borne equally by the parties, unless they agree otherwise.

11.4 Conduct of Mediation Sessions. Mediation hearings will be conducted in an informal manner and discovery will not be allowed. The discussions, statements, writings and admissions will be confidential to the proceedings (pursuant to California Evidence Code sections 1115 through 1128) and will not be used for any other purpose unless otherwise agreed by the parties in writing. The parties may agree to exchange any information they deem necessary. Both parties shall have a representative attend the mediation who is authorized to settle the dispute, though City's recommendation of settlement may be subject to the approval of the Mayor and City Council. Either party may have attorneys, witnesses or experts present.

11.5 Mediation Results. Any agreements resulting from mediation shall be memorialized in writing. The results of the mediation shall not be final or binding unless otherwise agreed to in writing by the parties. Mediators shall not be subject to any subpoena or liability, and their actions shall not be subject to discovery.

ARTICLE XII MANDATORY ASSISTANCE

12.1 Mandatory Assistance. If a third party dispute or litigation, or both, arises out of, or relates in any way to the services provided to the City under a Contract, Contractor, its agents, officers, and employees agree to assist in resolving the dispute or litigation upon City's request. Contractor's assistance includes, but is not limited to, providing professional consultations, attending mediations, arbitrations, depositions, trials or any event related to the dispute resolution and/or litigation.

12.2 Compensation for Mandatory Assistance. City will compensate Contractor for fees incurred for providing Mandatory Assistance. If, however, the fees incurred for the Mandatory Assistance are determined, through resolution of the third party dispute or litigation, or both, to be attributable in whole, or in part, to the acts or omissions of Contractor, its agents, officers, and employees, Contractor shall reimburse City for all fees paid to Contractor, its agents, officers, and employees for Mandatory Assistance.

12.3 Attorneys' Fees Related to Mandatory Assistance. In providing City with dispute or litigation assistance, Contractor or its agents, officers, and employees may incur expenses and/or costs. Contractor agrees that any attorney fees it may incur as a result of assistance provided under Section 12.2 are not reimbursable.

ARTICLE XIII MISCELLANEOUS

13.1 Headings. All headings are for convenience only and shall not affect the interpretation of this Contract.

13.2 Non-Assignment. Contractor may not assign the obligations under this Contract, whether by express assignment or by sale of the company, nor any monies due or to become due under this Contract, without City's prior written approval. Any assignment in violation of this paragraph shall constitute a default and is grounds for termination of this Contract at the City's sole discretion. In no event shall any putative assignment create a contractual relationship between City and any putative assignee.

13.3 Independent Contractors. Contractor and any subcontractors employed by Contractor are independent contractors and not agents of City. Any provisions of this Contract that may appear to give City any right to direct Contractor concerning the details of performing or providing the goods and/or services, or to exercise any control over performance of the Contract, shall mean only that Contractor shall follow the direction of City concerning the end results of the performance.

13.4 Subcontractors. All persons assigned to perform any work related to this Contract, including any subcontractors, are deemed to be employees of Contractor, and Contractor shall be directly responsible for their work.

13.5 Covenants and Conditions. All provisions of this Contract expressed as either covenants or conditions on the part of City or Contractor shall be deemed to be both covenants and conditions.

13.6 Compliance with Controlling Law. Contractor shall comply with all applicable local, state, and federal laws, regulations, and policies. Contractor's act or omission in violation of applicable local, state, and federal laws, regulations, and policies is grounds for contract termination. In addition to all other remedies or damages allowed by law, Contractor is liable to City for all damages, including costs for substitute performance, sustained as a result of the violation. In addition, Contractor may be subject to suspension, debarment, or both.

13.7 Governing Law. The Contract shall be deemed to be made under, construed in accordance with, and governed by the laws of the State of California without regard to the conflicts or choice of law provisions thereof.

13.8 Venue. The venue for any suit concerning solicitations or the Contract, the interpretation of application of any of its terms and conditions, or any related disputes shall be in the County of San Diego, State of California.

13.9 Successors in Interest. This Contract and all rights and obligations created by this Contract shall be in force and effect whether or not any parties to the Contract have been succeeded by another entity, and all rights and obligations created by this Contract shall be vested and binding on any party's successor in interest.

13.10 No Waiver. No failure of either City or Contractor to insist upon the strict performance by the other of any covenant, term or condition of this Contract, nor any failure to exercise any right or remedy consequent upon a breach of any covenant, term, or condition of this Contract, shall constitute a waiver of any such breach of such covenant, term or condition. No waiver of any breach shall affect or alter this Contract, and each and every covenant, condition, and term hereof shall continue in full force and effect without respect to any existing or subsequent breach.

13.11 Severability. The unenforceability, invalidity, or illegality of any provision of this Contract shall not render any other provision of this Contract unenforceable, invalid, or illegal.

13.12 Drafting Ambiguities. The parties acknowledge that they have the right to be advised by legal counsel with respect to the negotiations, terms and conditions of this Contract, and the decision of whether to seek advice of legal counsel with respect to this Contract is the sole responsibility of each party. This Contract shall not be construed in favor of or against either party by reason of the extent to which each party participated in the drafting of the Contract.

13.13 Amendments. Neither this Contract nor any provision hereof may be changed, modified, amended or waived except by a written agreement executed by duly authorized representatives of City and Contractor. Any alleged oral amendments have no force or effect. The Purchasing Agent must sign all Contract amendments.

13.14 Conflicts Between Terms. If this Contract conflicts with an applicable local, state, or federal law, regulation, or court order, applicable local, state, or federal law, regulation, or court order shall control. Varying degrees of stringency among the main body of this Contract, the exhibits or attachments, and laws, regulations, or orders are not deemed conflicts, and the most stringent requirement shall control. Each party shall notify the other immediately upon the identification of any apparent conflict or inconsistency concerning this Contract.

13.15 Survival of Obligations. All representations, indemnifications, warranties, and guarantees made in, required by, or given in accordance with this Contract, as well as all continuing obligations indicated in this Contract, shall survive, completion and acceptance of performance and termination, expiration or completion of the Contract.

13.16 Confidentiality of Services. All services performed by Contractor, and any sub-contractor(s) if applicable, including but not limited to all drafts, data, information, correspondence, proposals, reports of any nature, estimates compiled or composed by Contractor, are for the sole use of City, its agents, and employees. Neither the documents nor their contents shall be released by Contractor or any subcontractor to any third party without the prior written consent of City. This provision does not apply to information that: (1) was publicly known, or otherwise known to Contractor, at the time it was disclosed to Contractor by City; (2) subsequently becomes publicly known through no act or omission of Contractor; or (3) otherwise becomes known to Contractor other than through disclosure by City.

13.17 Insolvency. If Contractor enters into proceedings relating to bankruptcy, whether voluntary or involuntary, Contractor agrees to furnish, by certified mail or electronic commerce method authorized by the Contract, written notification of the bankruptcy to the Purchasing Agent and the Contract Administrator responsible for administering the Contract. This notification shall be furnished within five (5) days of the initiation of the proceedings relating to bankruptcy filing. This notification shall include the date on which the bankruptcy petition was filed, the identity of the court in which the bankruptcy petition was filed, and a listing of City contract numbers and contracting offices for all City contracts against which final payment has not been made. This obligation remains in effect until final payment is made under this Contract.

13.18 No Third Party Beneficiaries. Except as may be specifically set forth in this Contract, none of the provisions of this Contract are intended to benefit any third party not specifically referenced herein. No party other than City and Contractor shall have the right to enforce any of the provisions of this Contract.

13.19 Actions of City in its Governmental Capacity. Nothing in this Contract shall be interpreted as limiting the rights and obligations of City in its governmental or regulatory capacity.

Appendix A

Item9.

Detailed Requirements for Diesel Fuel Oils²

| Property | ASTM Test Method | Grade Low Sulfur No. 1-D | Grade Low Sulfur No. 2-D | Grade No. 1-.D ^c | Grade No. 2-D ^c | Grade No. 4-D ^c |
|--|----------------------------|--------------------------|--------------------------|-----------------------------|----------------------------|----------------------------|
| Flash Point, °C, min. | D93 | 38 | 52(125) | 38 | 52 | 55 |
| Water and Sediment, % vol, max | D1796 | 0.05 | 0.05 | 0.05 | 0.05 | 0.5 |
| Distillation Temperature, °C 90% | D86 | | 282° | | | |
| % vol Recovered | | | 338 | | | |
| min | | ... | | ... | 282° | ... |
| max | | 268 (550) | | 288 (550) | 338 | ... |
| Kinematic Viscosity, mm ² /S at 40c | D445 | | | | | |
| min | | 1.3 | 1.9 | 1.3 | 1.9 | 5.5 |
| max | ... | 2.4 | 4.1 | 2.4 | 4.1 | 24.0 |
| Ash % mass, max | D482 | 0.01 | 0.01 | 0.01 | 0.01 | 0.10 |
| Sulfur, % mass. Max ^E | D2622 ^F D129 | 0.05 ... | 0.05 ... | 0.50 | 0.50 | ... 2.00 |
| Copper strip corrosion rating max 3 h at 50°C | D130 | No. 3 | No. 3 | No. 3 | No. 3 | ... |
| Catane number, min ^G | D613 | 40 ^H | 40 ^H | 40 ^H | 40 ^H | 30 ^H |
| One (1) of the following properties must be met: | | | | | | |
| (1) Catane index, min. | D978° | 40 | 40 | ... | ... | ... |
| (2) Aromaticity, % vol, max | D1319 ^F | 35 | 35 | ... | ... | ... |
| Cloud point, °C, max | D2500 | 1 | 1 | 1 | 1 | 1 |
| Ramsbottom carbon residue on 10% distillation residue, % mass, max | D524 | 0.15 | 0.35 | 0.15 | 0.35 | ... |

Appendix A

| Detailed Requirements for Diesel Fuel Oils² (Continued) | | |
|---|-------------------------|-----------------------|
| Property | ASTM Test Method | Specifications |
| Sulfur, Wt % | D2622 | 500 ppm Max. |
| Aromatics, Vol % | D1319 | 10% Max. |
| Polycyclic Aromatics, Wt % | D2425 | 1.4 % Max. |
| Nitrogen, Wt % | D4629 | 10 ppm Max. |
| Natural Cetane Number | D613 | 48 Min. |
| Gravity API | D287 | 33-39 |
| Viscosity at 40°C, cSt | D445 | 2.0 - 4.1 |
| Flash Point, °C | D93 | 54 Min. |
| Distillation, °C | D86 | (340-420 °F) |
| Initial Boiling Point | 171-216 | (400- 490 °F) |
| 10% Recovered | 204-254 | (470 - 560 °F) |
| 50% Recovered | 243-293 | (550 - 610 °F) |
| 90% Recovered | 288-321 | (580 - 660 °F) |
| End Point | 304-349 | |
| *SFC (D5186) now approved by CARB as an alternative. | | |
| The City uses Series 60 engines. Therefore, Diesel #2 must meet the standards set out in Table 2 on the next page plus Cloud Point # 10°F (6°C) Below the lowest expected fuel temperature per ASTM Test D2500. | | |

Appendix A

Item9.

| Fuel Oil Selection Chart | | | |
|--|------------------|---------------------------|---------------------------|
| General Fuel Classification | ASTM Test | No. 1 ASTM 1-D | No. 2 ASTM 2-D |
| Gravity, ° AP1# | D287 | 40 - 44 | 33 - 37 |
| Flash Point Min. °F (°C) | D93 | 100 (38) | 125 (52) |
| Viscosity, Kinematic, cSt @ 100 °F (40 °C) | D445 | 1.3 - 2.4 | 1.9 - 4.1 |
| Cloud Point °F # | D2500 | See Note 1 | See Note 1 |
| Sulfur Content wt %. Max | D129 | 0.5 | 0.5 |
| Carbon Residue on 10%, wt%. Max. | D524 | 0.15 | 0.35 |
| Accerlated Stability, Total Insolubles, mg/100 ml. Max.# | D2274 | 1.5 | 1.5 |
| Ash, wt%, Max. | D482 | 0.01 | 0.01 |
| Cetane Number, Min. + | D613 | 45 | 45 |
| Distillation Temperature, °F (°C) | D86 | | |
| IBP, Typical # | | 350 (177) | 375 (191) |
| 10% Typical # | | 385 (196) | 430 (221) |
| 50% Typical # | | 425 (218) | 510 (256) |
| 90% + | | 500 (260) Max. | 625 (329) Max. |
| End Point # | | 550 (288) Max. | 675 (357) Max. |
| Water & Sediment %, Max. | D1796 | 0.05 | 0.05 |
| | | | |
| # = Not Specified in ASTM D975 = + Differs from ASTM D975 Note 1: The cloud point should be 10° F (6°C) below the lowest expected fuel temperature to prevent clogging at fuel filters by crystals. Note 2: When prolonged idling periods or cold weather conditions below 32°F (0°) are encountered, the use of 1-D fuel is recommended. Number 1-D fuels should also be considered when operating continuously at altitudes above 5,000 ft. | | | |

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fire-Rescue

2. Name and address of facility

City of San Diego Fire-Rescue Headquarters
 Attn: Fiscal Services MS604
 1010 Second Ave Suite 400
 San Diego, CA 92101-4912

3. Contact Information

Amanda Santillan 858-573-1363
 Carmen Camou 619-533-4358

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)
 Truck/Trailer

b. Delivery specifications
 Weekdays

c. Tank(s)

1) Number of tanks

Fire Rescue has 49 fuel pumps

2) Size of tank (in gallons)

Station Generators are 125 gal. capacity

Fuel Pumps are 1000 gal capacity.

3) Fire station tank and generator locations are as follows:

| Location | Generator | Fuel Pump |
|--|-----------|-----------|
| Station 1 1222 First Ave., San Diego, CA 92101 | Yes | Yes |
| Station 2 875 West Cedar Street, San Diego, CA 92101 | Yes | No |
| Station 3 725 W. Kalmia St., San Diego, CA 92103 | Yes | Yes |
| Station 4 404 Eighth Ave., San Diego, CA 92101 | Yes | Yes |
| Station 5 3902 Ninth Ave., San Diego, CA 92103 | Yes | Yes |
| Station 6 693 Twining Ave., San Diego, CA 92154 | Yes | Yes |
| Station 7 944 Cesar E Chavez Pkwy., San Diego, CA 92113 | Yes | Yes |
| Station 8 3974 Goldfinch St., San Diego, CA 92103 | Yes | Yes |
| Station 9 7870 Ardath Lane, San Diego, CA 92037 | Yes | Yes |

Appendix B

| Location | Generator | Fuel Pump |
|--|------------------|------------------|
| Station 10 4605 62 nd St., San Diego, CA 92115 | Yes | Yes |
| Station 11 945 25 th St., San Diego, CA 92102 | Yes | Yes |
| Station 12 4964 Imperial Ave., San Diego, CA 92102 | Yes | Yes |
| Station 13 809 Nautilus Ave., San Diego, CA 92037 | Yes | Yes |
| Station 14 4011 32 nd St., San Diego, CA 92104 | Yes | Yes |
| Station 15 4711 Voltaire St., San Diego, CA 92107 | Yes | Yes |
| Station 16 2110 Via Casa Alta, San Diego, CA 92037 | Yes | Yes |
| Station 17 4206 Chamoune Ave., San Diego, CA 92115 | Yes | Yes |
| Station 18 4676 Felton St., San Diego, CA 92116 | Yes | Yes |
| Station 19 3434 Oceanview Blvd., San Diego, CA 92113 | Yes | Yes |
| Station 20 3305 Kemper Blvd., San Diego, CA 92110 | Yes | Yes |
| Station 21 750 Grand Ave., San Diego, CA 92109 | Yes | Yes |
| Station 22 1055 Catalina Blvd., San Diego, CA 92106 | Yes | Yes |
| Station 23 2190 Comstock St., San Diego, CA 92111 | Yes | Yes |
| Station 24 13077 Hartfield, San Diego, CA 92130 | Yes | Yes |
| Station 25 1972 Chicago St., San Diego, CA 92110 | Yes | Yes |
| Station 26 2850 54 th St., San Diego, CA 92105 | Yes | Yes |
| Station 27 5064 Clairemont Dr., San Diego, CA 92117 | Yes | Yes |
| Station 28 3880 Kearny Villa Rd., San Diego, CA 92123 | Yes | Yes |
| Station 29 198 W. San Ysidro Blvd., San Diego, CA 92173 | Yes | Yes |
| Station 30 2265 Coronado Ave., San Diego, CA 92154 | Yes | Yes |
| Station 31 6002 Camino Rico, San Diego, CA 92120 | Yes | Yes |
| Station 32 484 Briarwood Rd., San Diego, CA 92114 | Yes | Yes |
| Station 33 16966 Bernardo Center Dr., San Diego, CA 92128 | Yes | Yes |
| Station 34 | Yes | Yes |

Appendix B

| Location | Generator | Fuel Pump |
|---|------------------|------------------|
| 6565 Cowles Mtn Blvd., San Diego, CA 92119 | | |
| Station 35 4285 Eastgate Mall, San Diego, CA 92122 | Yes | Yes |
| Station 36 5855 Chateau Dr., San Diego, CA 92117 | Yes | Yes |
| Station 37 11640 Spring Canyon Rd., San Diego, CA 92131 | Yes | Yes |
| Station 38 8441 New Salem St., San Diego, CA 92126 | Yes | Yes |
| Station 39 4949 La Cuenta Dr., San Diego, CA 92124 | Yes | Yes |
| Station 40 13393 Salmon River Rd., San Diego, CA 92129 | Yes | Yes |
| Station 41 4914 Carroll Canyon Rd., San Diego, CA 92121 | Yes | Yes |
| Station 42 12110 World Trade Dr., San Diego, CA 92128 | Yes | Yes |
| Station 43 1590 La Media Rd., San Diego, CA 92154 | Yes | Yes |
| Station 44 10011 Black Mtn Rd., San Diego, CA 92126 | Yes | Yes |
| Station 46 14556 Lazanja Dr., San Diego, CA 92127 | Yes | Yes |
| Station 47 6041 Edgewood Bend Ct., San Diego, CA 92130 | Yes | Yes |
| FCC 3750 Kearny Villa Rd., San Diego, CA 92123 | Yes | Yes |
| Repair Facility 3870 Kearny Villa Rd., San Diego, CA 92123 | Yes | Yes |

5. Fuel
 - a. Fuel type: Diesel
 - b. Estimated annual quantity: SDFD = 510,299 gallons
 - c. Fuel specifications: Ultra Low Sulfur Diesel fuel which meets with the State of California requirements.

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department
City of San Diego Fire-Rescue, Lifeguard Division
2. Name and address of facility
Lifeguard Head Quarters, 2581 Quivira Ct., San Diego CA 92109
3. Contact information
(619) 221-8899
4. Delivery
 - a. Delivery type (e.g. tank/wagon or truck/trailer)
Truck
 - b. Delivery specifications
Weekdays-as requested
 - c. Number of tanks
One
 - d. Tank(s)
 - 1) Number of tanks
One above ground
 - 2) Size of tank (in gallons)
4,000 gallons
5. Fuel
 - a. Fuel type
Unleaded Regular
 - b. Estimated annual quantity
16,438 gallons
 - c. Fuel specifications: Unleaded Regular
6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department
City of San Diego Public Utilities Dept./WWT&D
2. Name and address of facility
Pump Station 2
4077 N. Harbor Dr.
San Diego, CA. 92101
3. Contact information
Steven Hiczewski 619-221-8748

Richard Snow, Richard 619-221-8321
4. Delivery
 - a. Delivery type (e.g. tank/wagon or truck/trailer)
Truck
 - b. Delivery specifications
Low sulfur diesel fuel No.2
 - c. Number of tanks
One
 - d. Tank(s)
 - 1) Number of tanks
3
 - 2) Size of tanks (in gallons)
2 x 1000 gallon and 1 x 400 gallons
5. Fuel
 - a. Fuel type
Ultra low sulfur diesel #2
 - b. Estimated annual quantity
100 gallons
6. Additional Information
Current Fuel Provider: SOCO
Tank Monitoring Equipment: None
Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Public Utilities Dept./WWT&D

2. Name and address of facility

Gas Utilization Facility, Point Loma Wastewater Treatment Plant

3. Contact information

Steven Hiczewski 619-221-8748

Richard Snow, Richard 619-221-8321

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Truck

b. Delivery specifications

Low sulfur diesel fuel No.2

c. Number of tanks

One

d. Tank(s)

1) Number of tanks

One double walled tank

2) Size of tank (in gallons)

4,000 gallons

5. Fuel

a. Fuel type

Ultra low sulfur Diesel #2

b. Estimated annual quantity

200 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Public Utilities Dept./WWT&D

2. Name and address of facility

Grove Avenue Pump Station
2484 Grove Ave.
San Diego Ca. 92154

3. Contact information

Steve Hiczewski, (619) 221-8748

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Truck

b. Delivery specifications

Low sulfur diesel fuel No.2

c. Number of tanks

One

d. Tank(s)

1) Number of tanks

One double walled tank

2) Size of tank (in gallons)

2000 gallons

5. Fuel

a. Fuel type

Ultra low sulfur diesel #2

b. Estimated annual quantity

120 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Public Utilities Dept./WWT&D

2. Name and address of facility

Point Loma Wastewater Treatment Plant
1902 Gatchell Rd.
San Diego, CA 92106

3. Contact information

Ted Taylor, Ken Goebel

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Truck

b. Delivery specifications

c. Tank(s)

1) Number of tanks: three unleaded and two diesel.

2) Size of tank (in gallons)

55 gallons each.

5. Fuel

a. Fuel type:

Regular Unleaded and ULS Diesel #2

b. Estimated annual quantity

120 gallons Regular Unleaded

120 gallons ULS Diesel

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department
City of San Diego Public Utilities Dept./WWT&D
2. Name and address of facility

Metropolitan Operations Center
9192 Topaz Way.
San Diego Ca. 92123
3. Contact information
Albert Molina, (858)614-4569
4. Delivery
 - a. Delivery type (e.g. tank/wagon or truck/trailer)
Truck
 - b. Delivery specifications
Low sulfur diesel fuel No.2
 - c. Number of tanks
One
 - d. Tank(s)
 - 1) Number of tanks
One double walled tank
 - 2) Size of tank (in gallons)
5200 gallons
5. Fuel
 - a. Fuel type
Ultra low sulfur diesel #2
 - b. Estimated annual quantity
120 gallons
6. Additional Information
Current Fuel Provider: SOCO
Tank Monitoring Equipment: Unknown
Does current fuel provider manage inventory on tanks? Unknown

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Public Utilities Dept./WWT&D

2. Name and address of facility

Otay River Pump Station
1800 Boundery Ave.
San Diego CA 92154

3. Contact information

Steve Hiczewski, (619) 221-8748

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Truck

b. Delivery specifications

Low sulfur diesel fuel No.2

c. Number of tanks

One

d. Tank(s)

1) Number of tanks

One double walled tank

2) Size of tank (in gallons)

1125 gallons

5. Fuel

a. Fuel type

Ultra low sulfur Diesel #2

b. Estimated annual quantity

120 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Public Utilities Dept./WWT&D

2. Name and address of facility

South Bay Water Reclamation Plant
2411 Dairy Mart Rd.
San Diego Ca. 92154

3. Contact information

Shawn Lee, (619) 692-4977

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Truck

b. Delivery specifications

Low sulfur diesel fuel No.2

c. Number of tanks

One

d. Tank(s)

1) Number of tanks

One double walled tank

2) Size of tank (in gallons)

5000 gallons

5. Fuel

a. Fuel type

Ultra low sulfur Diesel #2

b. Estimated annual quantity

120 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Emerson System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Chollas Operations Yard
2740 Caminito Chollas
San Diego, CA 92105

3. Contact information

Days—Juan Romero 619-527-7617
Nights—Brian Hobbs 619-527-7617

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/wagon

b. Delivery specifications

c. Number of tanks

Five (5)

d. Tank(s)

1) Number of tanks

2 Regular Unleaded

3 Renewable Diesel

2) Size of tank (in gallons)

Unleaded—20,000 gallons each (1 is high speed tank)

Diesel—two @ 20,000 gallons each (1 is high speed tank), 1 @ 10,000 gallons

5. Fuel

a. Fuel type

Regular Unleaded and Renewable Diesel.

b. Estimated annual quantity

Approx. 349,000 gallons regular unleaded and 578,000 gallons Renewable Diesel

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Central Operations Yard
1210 Caminito Centro
San Diego, CA 92102

3. Contact information

Fredy Cletus 619-527-6000

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

Un-manned Site

c. Number of tanks

Two (2)

d. Tank(s)

1) Number of tanks

1 Unleaded, 1 Renewable Diesel

2) Size of tank (in gallons)

20,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded and Renewable Diesel.

b. Estimated annual quantity

Approx. 287,000 gallons regular unleaded and 116,000 gallons Renewable Diesel

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Rose Canyon Operations Yard
3775 Morena Blvd
San Diego, CA 92117

3. Contact Information

Days – Greg Edwards 858-581-7817
Nights – Joe Gasca 858-581-7817

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Number of tanks

Two (2)

c. Tank(s)

1) Number of tanks

1 Unleaded, 1 Renewable Diesel

2) Size of tank (in gallons)

20,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded and Renewable Diesel

b. Estimated annual quantity

Approx. 185,000 gallons unleaded and 161,000 gallons Renewable Diesel

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Miramar Landfill (Mini Ops)
5180 Convoy Street
San Diego, CA 92111

3. Contact information

Michael Dunn 858-492-6155

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

6:30am-4:00pm

c. Number of tanks

Two

d. Tank(s)

1) Number of tanks

1 Renewable diesel and 1 Renewable red dye diesel

2) Size of tank (in gallons)

10,000 gallons each

5. Fuel

a. Fuel type

Renewable diesel

b. Estimated annual quantity

Approx. 747,000 gallons Renewable Diesel

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Miramar Place Operations Yard
8353 Miramar Place
San Diego, CA 92121

3. Contact information

Days – Devon Whitney 858-526-2349
Nights – Ricky Riojas 858-526-2003

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Number of tanks

Three (3)

c. Tank(s)

1) Number of tanks

1 Unleaded
2 Renewable Diesel

2) Size of tank (in gallons)

Unleaded – 12,000 gallons
Renewable Diesel – 15,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded, Renewable Diesel

b. Estimated annual quantity

Approx. 19,400 gallons regular unleaded, 529,000 gallons Renewable Diesel

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Northern Police
4275 Eastgate Mall
San Diego, CA 92037

3. Contact information

Mike French 619-692-4840

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

5:30am-12:00am

c. Number of tanks

Two (2)

d. Tank(s)

1) Number of tanks

2 Unleaded

2) Size of tank (in gallons)

12,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded.

b. Estimated annual quantity

Approx. 138,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Northeastern Police
13396 Salmon River Road
San Diego, CA 92129

3. Contact information

Mike French 619-692-4840

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

5:30am-11:30am

c. Number of tanks

Two (2)

d. Tank(s)

1) Number of tanks

Two unleaded

2) Size of tank (in gallons)

10,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded.

b. Estimated annual quantity

Approx. 128,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Eastern Police
9225 Aero Drive
San Diego, CA 92123

3. Contact information

Mike French 619-692-4840

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

5:30am-11:30am

c. Number of tanks

Two

d. Tank(s)

1) Number of tanks

2 Unleaded

2) Size of tank (in gallons)

10,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded.

b. Estimated annual quantity

Approx. 221,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Southeastern Police
7222 Skyline Drive
San Diego, CA 92114

3. Contact information

Mike French 619-692-4840

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

5:30am-11:30pm

c. Number of tanks

Two (2)

d. Tank(s)

1. Number of tanks

2 Unleaded

2. Size of tank (in gallons)

12,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded.

b. Estimated annual quantity

Approx. 107,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Central Police
3940 Federal Blvd
San Diego, CA 92102

3. Contact information

Freddy Cletus 619-527-6000

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

5:30am-12:00am

c. Number of tanks

One (1)

d. Tank(s)

1) Number of tanks

1 Unleaded

2) Size of tank (in gallons)

12,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded

b. Estimated annual quantity

Approx. 322,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Western Police
5215 Gaines Street
San Diego, CA 92110

3. Contact information

Mike French 619-692-4840

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

5:30am-11:30pm

c. Tank(s)

1) Number of tanks

2 Unleaded

2) Size of tank (in gallons)

10,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded

b. Estimated annual quantity

Approx. 155,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Southern Police
1120 27th Street
San Diego, CA 92154

3. Contact information

Mike French 619-692-4840

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

5:30am-11:00pm

c. Number of tanks

Two (2)

d. Tank(s)

1) Number of tanks

2 Unleaded

2) Size of tank (in gallons)

10,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded

b. Estimated annual quantity

Approx. 95,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Mid-City Police
4310 Landis Street
San Diego, CA 92105

3. Contact information

Freddy Cletus 619-527-6000

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

5:30am-11:30pm

c. Number of tanks

Two (2)

d. Tank(s)

1) Number of tanks

2 Unleaded

2) Size of tank (in gallons)

10,000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded

b. Estimated annual quantity

Approx. 104,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Northwestern Police
12610 El Camino Real
San Diego, CA 92137

3. Contact information

4. Mike French 619-692-4840

5. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

5:30am-11:00pm

c. Number of tanks

One (1)

d. Tank(s)

1) Number of tanks

1 Unleaded

2) Size of tank (in gallons)

20,000 gallons

6. Fuel

a. Fuel type

Regular Unleaded.

b. Estimated annual quantity

Approx. 64,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Fire Repair Facility
3870 Kearny Villa Road
San Diego, CA 92123

3. Contact information

Devon Whitney 858-526-2349

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Number of tanks

One (1)

c. Tank(s)

1) Number of tanks

1 Unleaded

2) Size of tank (in gallons)

1,000 gallons

5. Fuel

a. Fuel type

Regular Unleaded

b. Estimated annual quantity

Approx. 28,000 gallons unleaded

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

Mission Bay Golf Course
2702 N. Mission Bay Dr.
San Diego, CA 92109

3. Contact information

Peggy Furtado (858) 581-7887

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Bob Tail

b. Delivery specifications

5:30am-2:30pm

c. Tank(s)

1. Number of tanks

1 Unleaded, 1 B5 Diesel

2. Size of tank (in gallons)

750 gallons each

5. Fuel

a. Fuel type

Regular Unleaded, B5 Bio Diesel.

b. Estimated annual quantity

Approx. 1,569 gallons unleaded; 1,126 B5 Bio Diesel

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? Yes-top off plan

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego, Parks & Recreation, Golf Operations Division

2. Name and address of facility

Torrey Pines Golf Course
11480 N. Torrey Pines Rd.
La Jolla, CA 92037

3. Contact information

Peggy Furtado (858) 581-7887

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Bob Tail

b. Delivery specifications

5:30am-2:30pm

c. Tank(s)

1. Number of tanks

1 Unleaded, 1 B5 Diesel

2. Size of tank (in gallons)

1000 gallons each

5. Fuel

a. Fuel type

Regular Unleaded, B5 Bio Diesel.

b. Estimated annual quantity

Approx. 12,579 gallons unleaded; 11,827 B5 Bio Diesel

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? Yes-top off plan

Appendix B

AGENCY DETAILS

1 Name of Department

City of San Diego, Parks & Recreation, Golf Operations Division

2 Name and address of facility

Balboa Park Golf Course
2600 Golf Course Drive
San Diego, CA 92102

3 Contact information

Peggy Furtado (858) 581-7887

4 Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Bob Tail

b. Delivery specifications

5:30am-1:00pm

c. Tank(s)

1. Number of tanks

1 Unleaded, 1 B5 Diesel

2. Size of tank (in gallons)

1. Unleaded = 240 gallons
2. Diesel = 480 gallons

5 Fuel

a. Fuel type

Regular Unleaded, B5 Bio Diesel.

b. Estimated annual quantity

Approx. 1,216 gallons unleaded; 1,413 B5 Diesel

6. **Additional Information**

Current Fuel Provider: SOCO

Appendix B

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? Yes-top off plan.

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Fleet Operations

2. Name and address of facility

SDCCU (Qualcomm) Stadium
9449 Friars Road
San Diego, CA 92108

3. Contact information

Bobby Slabe
rslabe@sandiego.gov / (619)641-3111

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Bob Tail

b. Delivery specifications

7:00am-3:30pm

c. Number of tanks

Two (2)

d. Tank(s)

1. Number of tanks

1 Unleaded, 1 ultra-low sulfur Diesel

2. Size of tank (in gallons)

500 gallons unleaded / 1000 gallons diesel

5. Fuel

a. Fuel type

Unleaded, ultra-low sulfur Diesel

b. Estimated annual quantity

Approx. 1,630 gallons unleaded; 1,760 ultra-low sulfur Diesel

Appendix B

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego, Park & Recreation, Community Parks II

2. Name and address of facility

Mt. Hope Cemetery
3751 Market St.
San Diego, CA 92102

3. Contact information

David Noriega (619) 527-3402

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Bob Tail

b. Delivery specifications

7:00am-3:30pm

c. Number of tanks

Two (2)

d. Tank(s)

1. Number of tanks

1 Unleaded, 1 ultra-low sulfur Diesel

2. Size of tank (in gallons)

500 gallons each

5. Fuel

a. Fuel type

Regular Unleaded, ultra-low sulfur Diesel

b. Estimated annual quantity

Approx. 1,760 gallons unleaded; 1,410 ultra-low sulfur Diesel

Appendix B

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: No

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Department

City of San Diego Public Utilities / Water Operations Branch /System Operations Division

2. Name and address of facility

| Facility Name | Facility Address | Diesel Fuel Tank Capacity (Gallons) |
|-----------------------------------|--------------------------|--|
| CATALINA PS | 1061 CATALINA BLVD | 3000 |
| BLACK MOUNTAIN PUMP STATION | 14799A BLACK MOUNTAIN RD | 700 |
| OTAY LAKE FILTRATION PLANT | 1510 WUESTE RD | 1100 |
| PS 65TH & HERRICK | 6512 AKINS AVE | 500 |
| PS SOUTH CREEK | 12304 SPRINGHURST DR | 500 |
| ALVARADO FILTRATION WTP | 5540 KIOWA DR | 1300 |
| ALVARADO FILTRATION PLANT LAB | 5530 KIOWA DR | 825 |
| MIRAMAR TREATMENT PLANT (New Mtr) | 10710 SCRIPPS LAKE DR G | 5200 |
| STONEBRIDGE 1135 PUMP STATION | 14210 STONEBRIDGE PKWY | 175 |
| BAYVIEW PS | 1975 PARKVIEW TERRACE | 720 |
| OTAY LAKE PS | 1510 WUESTE RD | 1100 |
| MIRAMAR LAKE PS | 10100 SCRIPPS LAKE DR | 1100 |
| COUNTRY CLUB PS | 7269 ENCELIA DR | 320 |
| CARMEL MTN HIGH PS | 11600 SHOAL CREEK RD | 300 |
| PEN BLUFFS PS | 9198 OVIEDO DR | 720 |

| Facility Name | Facility Address | Diesel Fuel Tank Capacity (Gallons) |
|-------------------------|-------------------------------|-------------------------------------|
| MIRAMAR RANCH N PS | 11496 WEATHERHILL WAY | 720 |
| CHOLLAS YARD | 2797 CAMINITO CHOLLAS | 150 |
| CARMEL INDUSTRIAL WPS | 11403 RANCHO CARMEL DR | 720 |
| SCRIPPS WOODS PS | 12404 SEMILION BLVD | 350 |
| PS VILLA DOMINIQUE | 4707 SEDA DR | 300 |
| DEERFIELD PS | 8002 MISSION GORGE RD | 900 |
| SCRIPPS MIRAMAR PS | 10300 MIRAMAR DAM DR | 1250 |
| MUIRLANDS PS | 7460 COUNTRY CLUB DR | 300 |
| RANCHO PEN PUMP STATION | 8888 SPARREN WAY | 1800 |
| STONEBRIDGE 1250 PS | 14800 STONEBRIDGE PKWY | 520 |
| SAN VICENTE DAM | 12393 MORENO AVE, LAKESIDE | 1100 |
| MONTEZUMA PS | 4998 CATOCTIN DRIVE | 720 |
| SCRIPPS RANCH PS | 16050 SCRIPPS LAKE DRIVE | 1442 |

3. Contact information

Bernie Labiano, 619-871-2519, BLabiano@sandiego.gov

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/Wagon

b. Delivery specifications

Deliver Upon Request from Department

c. Tank(s)

1) Number of tanks – 28 (see above)

2) Size of tank (in gallons) – see above

5. Fuel

- a. Fuel type – Ultra Low Sulfur Diesel.
- b. Estimated annual quantity – 2,000 gallons

6. **Additional Information**

Current Fuel Provider: **SOCO**

Tank Monitoring Equipment: **No**

Does current fuel provider manage inventory on tanks? **No**

Appendix B

AGENCY DETAILS

1. Name of Agency

Sweetwater Authority

2. Name and address of facility

Sweetwater Authority (OPS)
Operations Center
744 F Street
Chula Vista, CA 91910

Sweetwater Authority (PWTP)
Perdue Water Treatment Plant
100 Lakeview Ave
Spring Valley, CA 91977

3. Contact information

Scott Moss 619 409-6872 smoss@sweetwater.org

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

No preference

b. Delivery specifications

Deliveries of #2 Clear Diesel fuel for the Ops location should be scheduled on a weekly basis to top off the tank.

Deliveries of Unleaded Fuel for the OPS location and #2 Clear Diesel Fuel for the PWTP location will be scheduled as required with a request for next day delivery.

c. Tank(s)

1) Number of tanks

The OPS location has 2 tanks
The PWTP location has 1 tank

2) Size of tank (in gallons)

OPS has one 10,000 gallon underground tank for Unleaded, Regular gas and one 1,000 gallon above ground tank for #2 Clear Diesel

PWTP location has one 500 gallon above ground tank for #2 Clear Diesel

5. Fuel

a. Fuel type

Unleaded, Regular for OPS location
2 Clear Diesel for Ops and PWTP locations

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b. Estimated annual quantity

| | |
|-----------------------------------|----------------|
| Unleaded Regular for Ops location | 36,000 gallons |
| #2 Clear Diesel for Ops location | 14,000 gallons |
| #2 Clear Diesel for PWTP location | 2,600 gallons |

6. Additional Information

Current Fuel Provider: **SOCO**

Tank Monitoring Equipment: **Veeder Root-OPS Center / Nothing-PWTP**

Does current fuel provider manage inventory on tanks? **No**

Appendix B

AGENCY DETAILS

1. Name of Agency:

**San Diego Metropolitan Transit System (MTS)
San Diego Transit Corporation (SDTC)**

2. Name and address of facility

San Diego Transit Corp. (SDTC) – (Diesel and Gasoline)

Imperial Avenue Division (IAD)

100 16th Street
San Diego, CA 92101

Kearny Mesa Division (KMD)

4630 Ruffner Street
San Diego, CA 92111

VEOLIA/MTS – (Diesel Only)

East County Division
1213 N. Johnson Avenue
El Cajon, CA 92020

MTS Access & MCS Minibus (Gasoline
Only)

Copley Park Division
7490 Copley Park Place
San Diego, CA 92111

San Diego Trolley, Inc – (Gasoline Only)

C Building

**1535 Newton Avenue
San Diego, CA 92113**

3. Contact information

SDTC/MTS & San Diego Trolley

Theodore Metz, Manager - MTS

Tel: (619) 446-4059

Cell: (619) 514-7334

Email: theodore.metz@sdmts.com

VEOLIA/MTS

Armando Acevedo, Maint. Mgr – Veolia

Tel.: 619-401-4510

Email: Armando.acebo@transdev.com

MTS Access & MCS Minibus

Chris Lunn, Maint. Manager – First Transit

Tel.: 858-737-7808

Cell: 619-666-1243

Email: chris.d.lunn@firstgroup.com

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Small tanker and/or large tanker

b. Delivery specifications

Diesel: Delivery hours is 8:00 am to 4:00 pm

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Gasoline: Delivery hours are 8:00 am to 4:00 pm (all locations except San Diego Trolley). Preferred delivery hours are 8:00 a.m. to 3:00 p.m. (MTS Access/MCS Minibus). San Diego Trolley delivery hours are 6:00 a.m. – 9:00 a.m.

c. Tank(s)

- 1) Number of tanks
- 2) Size of tank (in gallons)

| DIESEL | SAN DIEGO TRANSIT CORP. (SDTC) |
|---------------|--|
| Tank: | IAD – Underground / 20,000 gallons |
| Delivered to: | IAD – 100 16 th Street, San Diego, CA 92101 |

| DIESEL | VEOLIA / MTS |
|---------------|--|
| Tank: | Underground / 12,000 gallons |
| Delivered to: | East County Veolia/MTS: 1213 N. Johnson Avenue, El Cajon, CA 92020 |

| GASOLINE | SAN DIEGO TRANSIT CORP. (SDTC) |
|-----------------|--|
| Tank(s): | IAD – Underground / 18,000 gallons – Aboveground / 1,000 gallons KMD – Aboveground / 1,000 gallons |
| Delivered to: | IAD – 100 16 th Street, San Diego, CA 92101 KMD – 4630 Ruffner Street, Kearny Mesa, CA 92111 |

| GASOLINE | MTS Access & MCS Minibus (Copley Park Division) |
|-----------------|---|
| Tank(s): | Two (2) 10,000 gallon – Total: 20,000 gallons / Aboveground |
| Delivered to: | Copley Park Division (MTS Access & MCS Minibus) – 7490 Copley Park Place, San Diego, CA, 92111 |

| GASOLINE | San Diego Trolley |
|-----------------|--|
| Tank(s): | One (1) 600 gallon – Aboveground |
| Delivered to: | C Building, 1535 Newton Avenue, San Diego, CA, 92113 |

Appendix B

5. Fuel

a. Fuel type and Estimated annual quantity

| San Diego Transit Corporation (SDTC) - KMD | | |
|---|--------------------------------|-------------------------------|
| PRODUCT DESCRIPTION | ESTIMATED MONTHLY USAGE | ESTIMATED ANNUAL USAGE |
| Gasoline, Carb, 87 Octane Approximately (1) load of 600 gallons every other week | 1399 | 16,788 |

| VEOLIA / MTS | | |
|---|--------------------------------|-------------------------------|
| PRODUCT DESCRIPTION | ESTIMATED MONTHLY USAGE | ESTIMATED ANNUAL USAGE |
| Diesel, Ultra Low Sulfur Carb Approved - (Clear), meets standard ASTM D-975 2D S15 Approx. Two (2) Loads Of 6,000 Gal. Per Week (Total Of 12,000 Gal Per Week) | 13,636 | 163,641 |

| SAN DIEGO TRANSIT CORPORATION (SDTC) - IAD | | |
|--|--------------------------------|-------------------------------|
| PRODUCT DESCRIPTION | ESTIMATED MONTHLY USAGE | ESTIMATED ANNUAL USAGE |
| Gasoline, Carb, 87 Octane | 8,137 | 97,647 |
| Approx. One (1) Load Of 8,700 Gal. Every Month; Also Approx. One (1) Load Of 600 Gal. Every Other Week For Each Division | 1200 | 14,400 |
| | TOTAL: 9,337 | TOTAL: 112,047 |
| Diesel, Ultra Low Sulfur Carb Approved - (Clear), meets standard ASTM D-975 2D S15 | 625 | 7,500 |

| MTS Access & MCS Minibus (Copley Park Division) | | |
|---|--------------------------------|-------------------------------|
| PRODUCT DESCRIPTION | ESTIMATED MONTHLY USAGE | ESTIMATED ANNUAL USAGE |
| Gasoline, Carb, 87 Octane Approx. Two (2) Loads Of 7,500 Gal. Every Week | 55,100 | 661,204 |

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| San Diego Trolley | | |
|---|--------------------------------|-------------------------------|
| PRODUCT DESCRIPTION | ESTIMATED MONTHLY USAGE | ESTIMATED ANNUAL USAGE |
| Gasoline, Carb, 87 Octane Approx. one (1) load Of 600 Gal. six days a week | 12,350 | 148,200 |

6. Additional Information

Current Fuel Provider: Supreme Oil Company, Soco Group, Merrimac Petroleum, IPC, Flyers Energy, Southern Counties Lubricants

Tank Monitoring Equipment: Fleet watch at Kearney Mesa, Imperial Ave, East County, and Copley. No formal system at Building C

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

La Mesa Spring Valley School District

2. Name and address of facility:

La Mesa Spring Valley School District, Operations Center;
3838 Conrad Dr.
Spring Valley CA 91977

3. Contact information:

Nick Richard, Director Transportation, Warehousing
619-668-5767 Ext 4728
nick.richard@lmsvschools.org

4. Delivery

- a. Delivery type (e.g. tank/wagon or truck/trailer) : truck/trailer
- b. Delivery specifications: Aboveground Storage Tanks; Pumped to top of tank.
- c. Tank(s)
 - 1) Number of tanks: Two Tanks
 - 2) Size of tank (in gallons): 10,000 gallon diesel; 6000 gallon unleaded

5. Fuel

- a. Fuel type: diesel and unleaded
- b. Estimated annual quantity: 70,000 Gallons Diesel; 18,000 Unleaded
- c. Fuel specifications: ultra low sulfur diesel; regular unleaded

6. **Additional Information**

Current Fuel Provider: Supreme

Tank Monitoring Equipment: None

Does current fuel provider manage inventory on tanks? No

AGENCY DETAILS

1. Name of Agency

Rancho Santa Fe Fire Protection District

2. Name and address of facility

16936 El Fuego, Rancho Santa Fe, CA 92067 (Station 1)
16930 Four Gee Road, San Diego, CA 92127 (Station 2)
6424 El Apajo, Rancho Santa Fe, CA 92067 (Station 3)
18040 Calle Ambiente, Rancho Santa Fe, CA 92067 (Station 4)

3. Contact information

Fred Cox
18027 Calle Ambiente, Rancho Santa Fe, CA 92067
858-756-6002
cox@rsf-fire.org

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Bobtail

b. Delivery specifications

Every two weeks or as needed

Expect emergency priority

c. Tank(s)

1) Number of tanks (**All above ground**)

6 tanks (see addresses above)

2) Size of tank (in gallons)

Station 1 – 1,500 gallons unleaded; 500 gallons diesel

Station 2 – 500 gallons unleaded; 500 gallons diesel

Station 3 – 1,000 gallons diesel

Station 4 – 1,000 gallons diesel

5. Fuel

a. Fuel type

ULS Diesel fuel
Regular Unleaded Gasoline

b. Estimated annual quantity

Diesel – 9,000 gallons
Unleaded – 24,000 gallons

c. Fuel specifications

Diesel fuel, 2 NA1993, PGIII Ultra low sulfur 15 PPM or less
Regular Unleaded Gasoline, 3, UN1203, PGIII Unleaded ethanol 10%

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: All tanks are ConVault AST's, Fuel controllers are
"Fuel Force"

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

Sweetwater Union High School District

2. Name and address of facility

Transportation Department
1130 5th Ave.
Chula Vista, CA 91911

3. Contact information

Suzanne Gamez
(619) 691-5540 / suzanne.gamez@sweetwaterschools.org

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Truck / trailer

b. Delivery specifications

Transportation Dept.
1130 5th Ave.
Chula Vista, CA 91911

c. Tank(s)

- 1) Number of tanks = 2 diesel, 1 gasoline -**All underground**
- 2) Size of tank (in gallons) = 12,000 gal diesel, 15,000 gal diesel, 5,000 gal gasoline.

5. Fuel

a. Fuel type

Ultra low sulfur diesel
Regular Unleaded Gasoline

b. Estimated annual quantity: 240,000 gal. Diesel; 12,000 gal. gasoline

6. **Additional Information**

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

San Dieguito Union High School District

2. Name and address of facility

San Dieguito Union High School District
Transportation Department
1142 Bonita Dr
Encinitas, CA 92024

3. Contact information

Daniel Love
Daniel.love@sduhsd.net
(760) 753-8298 ext 5052
(760) 753-0179 ext 5400

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank

b. Delivery specifications

One day turnaround required, two day maximum, 4am – 5pm, M-F

c. Tank(s)

1) Number of tanks = 2 (**Both underground**)

2) Size of tank (in gallons)

Diesel = 12,000 Gallon

Unleaded = 5,000 Gallon

5. Fuel

a. Fuel types = Low Sulfur Diesel & Unleaded Mid-Grade

b. Estimated annual quantity

1) Low Sulfur Diesel = 70,000 Gallons

2) Unleaded Mid-Grade = 50,000 Gallons

c. Fuel specifications = Ultra Low Sulfur Diesel, Unleaded Mid-Grade.

6. **Additional Information**

Current Fuel Provider: SOCO

Appendix B

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

San Diego Unified School District

2. Name and address of facility

Transportation Department
4710 Cardin Street, San Diego, CA 92111
Phone (858) 496-8460/8480; Fax (858) 496-8700

3. Contact information

Keith Salkeld
Manager, Fleet Services / Transportation Department
(858) 496-8451 ksalkeld@sandi.net

John Groll
Contract Specialist / Strategic Sourcing & Contracts Department
San Diego Unified School District
2351 Cardinal Lane, Building M
San Diego, CA 92123
Phone: 858 522-5821
Fax: 619 542-5721 / E-mail: jgroll@sandi.net

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Full Truck & Trailer – full load only

b. Delivery specifications

Time is of the essence in regard to fuel delivery. All fuel deliveries must be made within 24 hours of notice of request for delivery. All deliveries shall be made between the hours of 6:00 a.m. and 3 p.m.

c. Tanks (all underground)

1) Number of tanks

4 Tanks (T1-T4)

2) Size of tank (in gallons)

| | | |
|-------------|----------------|------------------|
| Tank No. T1 | 30,000 gallons | Renewable Diesel |
| Tank No. T2 | 30,000 gallons | Renewable Diesel |
| Tank No. T3 | 20,000 gallons | Unleaded gas |
| Tank No. T4 | 20,000 gallons | Renewable Diesel |

Appendix B

AGENCY DETAILS

5. Fuel

a. Fuel type

Renewable Diesel
Unleaded (87 Octane)

b. Estimated annual quantity

1,400,000 gal Renewable Diesel
240,000 gal Unleaded (87 Octane)

c. Fuel specifications

Renewable Diesel
Unleaded (Octane 87) ASTM standard specifications

6. **Additional Information**

Current Fuel Provider: **IPC, Inc**

Tank Monitoring Equipment: **Veeder Root**

Does current fuel provider manage inventory on tanks? **No**

Appendix B

AGENCY DETAILS

1. Name of Agency

South Bay Union School District

2. Name and address of facility

Transportation Department
2000 Leon Ave
San Diego, CA 92154

3. Contact information

Jennifer Smith
Purchasing Department
619-628-5385
jsmith@sbusd.org

4. Delivery

a. Delivery type (e.g. truck/trailer)

Bobtail

b. Delivery specifications

M-F, 7am-4pm

c. Tank(s)

1) Number of tanks

1 split tank (above ground, double walled, covered)

2) Size of tank (in gallons)

Gasoline 1000 gallon
Diesel 2000 gallon

5. Fuel

a. Fuel type

Gasoline- minimum Octane 87
Diesel- Ultra Low Sulfur Diesel

b. Estimated annual quantity

Gasoline – 30,000 gallons
Diesel – 20,000 gallons

Appendix B

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Husky 5885 (unsure)

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

City of Carlsbad

2. Name and address of facility

City of Carlsbad/Fleet Operations
2480 Impala Dr.
Carlsbad, Ca 92010

3. Contact information

Amy Hazen, Acct Tech.
ph 760-931-2192
fax 760-438-1532
Amy.hazen@carlsbadca.gov

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Fuel tanker truck approx 7,000 gal load

b. Delivery specifications

Occasionally split load into two tanks

c. Tank(s)

1) Number of tanks (**all underground**)

2 unleaded, 1 diesel.

2) Size of tank (in gallons)

Tank #1 and #2 are 20,000 gal each.
Tank #3 is 12,000 gal.

5. Fuel

a. Fuel type: Unleaded Regular, Ultra Low Sulfur Diesel

b. Estimated annual quantity: 179,903 gallons unleaded; 52,843 gallons diesel

c. Fuel specifications: Unleaded Regular, Ultra Low Sulfur

6. **Additional Information**

Current Fuel Provider: SOCO and Propel Fuel

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Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? Yes

Appendix B

AGENCY DETAILS

1. Name of Agency

City of Santee

2. Name and address of facility

Santee Fire Station No. 5
9120 Carlton Oaks Drive
Santee, CA 92071

3. Contact information:

Fire Chief Richard Smith
Office: (619) 258-4100 / Cell: (619) 871-2204

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer): Small Tanker Truck

B. Delivery Specifications: Gated Entry; Call Ahead Arrangements

To Be Made with Fire Station Personnel at (619) 258-4100 ext. 500.

c. Tank(s)

1) Number of tanks: (2) **(both above ground)**

2) Size of tank (in gallons)

Gasoline: 240 Gallons
Diesel: 500 gallons

5. Fuel

a. Fuel type: Unleaded Gasoline and Diesel

b. Estimated annual quantity:

Gasoline: 4,000 gallons
Diesel: 10,500 gallons

c. Fuel specifications: 87 Octane Unleaded Gasoline and Diesel #2.

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: "At-A-Glance" tank gauge

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

Escondido Union High School District

2. Name and address of facility

Transportation Yard,
1789 N. Broadway
Escondido CA. 92026

3. Contact information

Linda Rendon
Director, Transportation
(760) 291-3052
lrendon@euhsd.org

or

Sheri Walden
Director, Purchasing
(760) 291-3223
swalden@euhsd.org

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)
Truck

b. Delivery specifications
Bi weekly

c. Tank(s)

- 1) Number of tanks (1) one – **Above ground**
- 2) Size of tank (in gallons) 1500 gallons

5. Fuel

a. Fuel type

Ultra low sulfur diesel.

b. Estimated annual quantity

35,000 gallons

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6. Additional Information

Current Fuel Provider: **SOCO**

Tank Monitoring Equipment: **Veeder Root**

Does current fuel provider manage inventory on tanks? **Yes**

Appendix B

AGENCY DETAILS

1. Name of Agency

San Diego County Office of Education

2. Name and address of facility

6401 Linda Vista Road, San Diego, CA 92111

3. Contact information

Keith Hildreth
khildreth@sdcoe.net
858-292-3524 or 858-292-3587

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Truck "Bob Tail"

b. Tank(s)

1) Number of tanks – one (underground)

2) Size of tank (in gallons) 6000

5. Fuel

a. Fuel type

Regular unleaded.

b. Estimated annual quantity

44,000 gal.

6. **Additional Information**

Current Fuel Provider: Supreme Oil

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? Yes

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of La Mesa

2. Name and Address of facility:

Public Works Operations Center
8152 Commercial Street
La Mesa, CA

3. Contact Information:

Jack Phillips – Fleet Maintenance Supervisor
619.667.1393
jphillips@ci.la-mesa.ca.us

4. Delivery:

a. Delivery type (e.g. tank/wagon or truck/trailer):

Truck/Trailer

b. Delivery specifications: As Needed

c. Tank(s):

- 1) Number of tanks: 2 (one – gasoline, one–diesel) (**both underground**)
- 2) Size of tank (in gallons): 12,000/each

5. Fuel:

a. Fuel Type: **No 2 ULS Diesel** and Regular Unleaded Gasoline

b. Estimated annual quantity: 26,000 gallons Diesel; 78,000 gallons Gasoline

6. **Additional Information**

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

Port of San Diego

2. Name and Address of facility:

1400 Tidelands Ave
National City, CA 91950
(Tanks 1 & 2)

10th Ave Marine Terminal
San Diego, CA 92101
(Tank 3)

3. Contact Information:

Charlie Starns, Maintenance Supervisor
Cstarns@portofsandiego.org
619-686-6331

4. Delivery:

- a. Delivery type:

Truck (truck/trailer)

- b. Delivery specifications:

Upon Request Only

- c. Tank(s):

- 1) Number of tanks: 3
2) Size of tank (in gallons):

Tank 1 – 10,000 (Unleaded Regular) – Above Ground
Tank 2 – 5,000 (Renewable Diesel R-99-Clear) – Above Ground
Tank 3 – 1,850 (Off Highway Red ULS Diesel) – Gottwald Crane Fuel Tank

5. Fuel:

- a. Estimated annual quantity and fuel specifications:

Tank 1 – Unleaded Regular – 52,000
Tank 2 – Renewable Diesel R-99-Clear – 11,000
Tank 3 – Off Highway Red ULS Diesel – 4,000

Appendix B

6. Additional Information

Current Fuel Provider: **SOCO**

Tank Monitoring Equipment: **Veeder Root**

Does current fuel provider manage inventory on tanks? **No**

Appendix B

AGENCY DETAILS

1. Name of Agency

Zoological Society of San Diego

2. Name and address of facility

San Diego Zoo Safari Park
15500 San Pasqual Valley Rd.
Escondido, CA 92027-7017

3. Contact information

Dirk Monnartz
Fleet Maintenance Supervisor
p. 760.738.5087
f. 760.738.5092
dmonnartz@sandiegozoo.org

Kevin Brown
Lead Mechanic
p. 760.796.5655
f. 760.796.5605
kbrown@sandiegozoo.org

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Bobtail truck

b. Delivery specifications

- 1) Weekly – Tuesdays prior to 9:00 a.m.
- 2) 1,500 Gallons Gasoline available on truck
- 3) Diesel ordered as needed.

c. Tank(s)

1) Number of tanks

4

2) Size of tank (in gallons)

a. 87 Octane Gasoline – 1 @ 2,000 gallons (underground), 1 @ 1,000 gallons (above ground)

b. Ultra low sulfur Diesel Grade 2 – 1 @ 2,000 gallons (underground), 1 @ 1,000 gallons (above ground)

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5. Fuel

Fuel Type:

- 1) Gasoline Regular (87 Octane)
- 2) Ultra low sulfur Diesel Grade 2 (Highway)

b. Estimated annual quantity:

- 1) Gasoline 83,000 gallons
- 2) Diesel 28,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root-Both underground tanks, OPW-Diesel above ground tank, Morrison Bros-Gasoline above ground tank

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

Zoological Society of San Diego/ DBA San Diego Zoo Global

2. Name and address of facility

San Diego Zoo
3391 Richmond Street
San Diego

3. Contact information

Chuck Windt
CWindt@sandiegozoo.org
Zoo Garage @ (619) 231-1515 ext. 4303

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Truck or Truck/Trailer.

b. Delivery specifications

Delivery gate is available M-F/6:00 a.m. – 3:00 p.m.

c. Tank(s) (both underground)

- 1) Number of Tanks – One (1) Gas and one (1) Diesel
- 2) Size of Tank (in Gallons) – 10,000 gal/gas and 2,000 gal/diesel.

5. Fuel

a. Fuel type

Gasoline – Premium, Diesel – Clear Ultra Low Sulfur

b. Estimated annual quantity

Gasoline @ 140,000 gallons, Diesel @ 10,000 gallons.

c. Fuel specifications

Gasoline is Premium and Diesel is Clear Ultra Low Sulfur.

6. **Additional Information**

Current Fuel Provider: SOCO

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Tank Monitoring Equipment: Veeder Root TLS-300

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

City of Chula Vista

2. Name and address of facility

City of Chula Vista - Public Works Center
1800 Maxwell Rd.
Chula Vista, CA 91911

3. Contact information

Steve Knapp
Fleet Manager
(619) 397-6079 / sknapp@chulavistaca.gov

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Truck/trailer

b. Delivery specifications

As requested

c. Tank(s)

- 1) Number of tanks = 2 (**both above ground**)
- 2) Size of tanks (in gallons) = 12,000 each

5. Fuel

a. Fuel type

Regular Unleaded 87 octane gasoline
ULS Diesel-Clear (Carb approved)

b. Estimated annual quantity

Diesel = 69,200 gal.; Gasoline = 50,000

c. Fuel specifications: Diesel to meet ASTM standard D-6751.

6. **Additional Information**

Current Fuel Provider: SOCO

Appendix B

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

City of Chula Vista

2. Name and address of facility

City of Chula Vista Fire Station #2
80 E. "J" St.
Chula Vista, CA 91910

3. Contact information

Steve Knapp
Fleet Manager
(619) 397-6079 / sknapp@chulavistaca.gov

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/wagon

b. Delivery specifications

Keep full

c. Tank(s)

- 1) Number of tanks = 2 (**both underground**)
- 2) Size of tank (in gallons) = 1,000 each

5. Fuel

a. Fuel type

Unleaded 87 octane gasoline
ULS Diesel-Clear (Carb approved)

b. Estimated annual quantity

Diesel = 20,200 gal.; Gasoline = 26,700 gal.

c. Fuel specifications

Diesel to meet ASTM standard D-6751.

Appendix B

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

City of Chula Vista

2. Name and address of facility

City of Chula Vista Fire Station #4
850 Paseo Ranchero
Chula Vista, CA 91911

3. Contact information

Steve Knapp
Fleet Manager
(619) 397-6079 / sknapp@chulavistaca.gov

4. Delivery

a. Delivery type (e.g. tank/wagon)

Tank/wagon

b. Delivery specifications

Keep full

c. Tank(s)

- 1) Number of tanks = 2 (both above ground)
- 2) Size of tank (in gallons) = 500 and 1,000

5. Fuel

a. Fuel type

Red Diesel (off road)
ULS Diesel -Clear (Carb approved)

b. Estimated annual quantity

Red Diesel = 500; Diesel = 10,800 gal.

c. Fuel specifications

Diesel to meet ASTM standard D-6751.

Appendix B

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

City of Chula Vista

2. Name and address of facility

City of Chula Vista Fire Station #7
1640 Santa Venetia St.
Chula Vista, CA 91911

3. Contact information

Steve Knapp
Fleet Manager
(619) 397-6079 / sknapp@chulavistaca.gov

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tank/wagon

b. Delivery specifications

Keep full

c. Tank(s)

- 1) Number of tanks = 2 (**both above ground**)
- 2) Size of tank (in gallons) = 1,000 each

5. Fuel

a. Fuel type

Unleaded 87 octane gasoline
ULS Diesel-Clear (Carb approved)

b. Estimated annual quantity

Diesel = 18,650 gal.; Gasoline = 32,600 gal.

c. Fuel specifications

Diesel to meet ASTM standard D-6751.

Appendix B

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

San Diego Community College District

2. Name and address of facility

City College – 1400 Park Blvd., San Diego, CA
Mesa College – 7250 Mesa College Dr., San Diego, CA
Miramar College – 10440 Black Mountain Rd., San Diego, CA

3. Contact information

Donn Betz
Building and Grounds Supervisor - SDCCD
1544 Frazee Rd., San Diego, CA
dbetz@sdccd.edu / 619-388-6422

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Shorter Truck

b. Delivery specifications:

During business hours. Monday through Friday, 6:30 a.m. to 5:00 p.m.

c. Tank(s)

- 1) Number of tanks: Three tanks
- 2) Size of tank (in gallons): 1,000 gallons each.

5. Fuel

a. Fuel type: Mid-grade unleaded

b. Estimated annual quantity: 70,000 to 75,000 gallons.

c. Fuel specifications: Mid-grade unleaded.

6. **Additional Information**

Current Fuel Provider: Information not available

Tank Monitoring Equipment: Information not available

Does current fuel provider manage inventory on tanks? Information not available

Appendix B

AGENCY DETAILS

1. Name of Agency

County of San Diego

2. Name and address of facility

County of San Diego
Department of General Services
Fleet Maintenance Division

3. Contact information

Michael Collins
Fleet Coordinator
858.694.2151
Mike.collins@sdcounty.ca.gov

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)
17 sites require truck and trailer delivery
4 sites require bobtail delivery

b. Delivery specifications
Monday – Friday 7:30 am to 3:30 pm
Deliver Upon Request from Department

c. Tank(s)

1) Number of tanks 37

2) Size of tank

Unleaded

1 20,000 gallon tank
1 15,000 gallon tank
14 12,000 gallon tanks
2 8,000 gallon tanks
1 2,000 gallon tank
2 1,000 gallon tanks

Diesel

13 12,000 gallon tanks
2 2,000 gallon tanks
1 1,000 gallon tank

Appendix B

AGENCY DETAILS

5. Fuel

a. Fuel type

Regular Unleaded
No. 2 Diesel
Bio-Diesel

b. Estimated annual quantity

Unleaded =2.5 million gallons
Diesel = **561,506 gallons**

c. Fuel specifications

Regular Unleaded Gasoline
Ultra Low Sulfur Diesel

6. **Additional Information**

Current Fuel Provider: Mansfield Oil Co.

Tank Monitoring Equipment: Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency

City of Coronado

2. Name and address of facility

Primary Facility: Department of Public Services
City of Coronado
101 B Avenue
Coronado, CA 92118

Secondary Facility: Coronado Cays Fire Department, 101 Grand Caribe Causeway,
Coronado, CA 92118

Tertiary Facility: City of Coronado Golf Course, 635 Glorietta Blvd., Coronado, CA
92118

3. Contact information:

Cecilia Lyon, Management Analyst, Department of Public Services, 619.522.7311
cecilial@coronado.ca.us

Maria Herrera, Management Assistant, Department of Public Services, 619.522.7381
mherrera@coronado.ca.us

**Denise Johnson, Department of Public Services, (619) 522-7349,
djohnson1@coronado.ca.us**

4. Delivery

a. Delivery type (e.g. tank/wagon or truck/trailer)

Tanker aka tractor/trailer

b. Delivery specifications:

Primary Facility: Fuel is delivered every Tuesday and Thursday

Secondary Facility: Fuel is delivered every 2 months

Tertiary Facility: Fuel is delivered twice a month.

c. Tank(s)

1) Number of tanks

At Primary Facility (101 A Avenue): Two (2) above-ground tanks totaling 2,000
gallons unleaded and 1,000 gallons diesel

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At Secondary Facility (101 Grand Caribe Causeway): One (1) above-ground dual-fuel tank: 500 gallons unleaded, 1000 gallons diesel
At Tertiary Facility (635 Glorietta Blvd.): One (1) above-ground dual-fuel storage tank: 750 gallons diesel and 250 gallons unleaded gas.

2) Size of tank (in gallons):

Primary Facility: One 2,000 gallon tank (unleaded) and One 1,000 gallon tank (diesel)

Secondary Facility: One 1,500 gallon tank (dual-fuel)

Tertiary Facility: One 1,000 gallon tank (dual-fuel)

5. Fuel

a. Fuel type:

Mid-grade Unleaded & diesel,

b. Estimated annual quantity:

62,000 gallons unleaded mid-grade
26,000 gallons diesel

c. Fuel specifications:

Diesel must be mid-grade for our police vehicles.

6. **Additional Information**

Current Fuel Provider: SOCO

Tank Monitoring Equipment: OPW 200TG, At a Glance THERMAL, Krueger Sentry

Does current fuel provider manage inventory on tanks? Yes

Appendix B

AGENCY DETAILS

1. Name of Agency:

Valley Center-Pauma Unified School District

2. Name and Address of facility:

Transportation Department
28751 Cole Grade Rd.
Valley Center, CA 92082

3. Contact Information:

Cheri McGee
Director, Transportation
(760) 749-6382

Or

Lauren Holt
Purchasing
(760) 749-04644.
Holt.la@vcpusd.org

4. Delivery:

- a. Delivery type

Truck (truck/trailer)

- b. Delivery specifications

Once per Week

- c. Tank(s)

1) Number of tanks: 1 (split tank)

2) Size of tank (in gallons):

Tank 1 – 1,000 (87 Octane Regular) – Above Ground

Tank 2 – 4,000 (Ultra Low Sulfur Diesel) – Above Ground

5. Fuel:

- a. Estimated annual quantity and fuel specifications:

Tank 1 – 87 Octane Regular – 23,090

Tank 2 – Ultra Low Sulfur Diesel – 40,659

Appendix B

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Public Works Tank 1
475 N. Spruce St.
Escondido, CA 92025

3. Contact Information:

Jeramiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

a. Delivery type:

Bobtail Truck and Trailer (truck/trailer)

b. Delivery specifications:

As Needed/Approximately Weekly

c. Tank(s):

1) Number of tanks: 1

2) Size of tank (in gallons):

Tank 1 – 10,000 (87 Octane Regular) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – 87 Octane Regular – 220,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Public Works Tank 2
475 N. Spruce St.
Escondido, CA 92025

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck and Trailer (truck/trailer)

- b. Delivery specifications:

As Needed/Approximately Weekly

- c. Tank(s):

1) Number of tanks: 1

2) Size of tank (in gallons):

Tank 1 – 10,000 (87 Octane Regular) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – 87 Octane Regular – 220,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Public Works Tank 3
475 N. Spruce St.
Escondido, CA 92025

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed/Approximately Bi-Weekly

- c. Tank(s):

1) Number of tanks: 1

2) Size of tank (in gallons):

Tank 1 – 5,000 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – ULS Diesel Clear – 50,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Lake Wohlford
25453 Lake Wohlford Rd
Escondido, CA 92027

3. Contact Information:

Jeramiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck and Trailer (truck/trailer)

- b. Delivery specifications:

As Needed/Approximately Quarterly

- c. Tank(s):

1) Number of tanks: 1

2) Size of tank (in gallons):

Tank 1 – 500 (87 Octane Regular) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – 87 Octane Regular – 1,800 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

HARRF Tank 1
1521 S. Hale Avenue
Escondido, CA 92029

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):
Tank 1 – 1,000 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – Ultra Low Sulfur Diesel Clear – 2,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

HARRF Tank 2
1521 S. Hale Avenue
Escondido, CA 92029

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):
Tank 1 – 660 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – Ultra low sulfur diesel Clear – 1,200 gallons

6. **Additional Information**

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

HARRF Tank 3
1521 S. Hale Avenue
Escondido, CA 92029

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

a. Delivery type:

Bobtail Truck (truck/trailer)

b. Delivery specifications:

As Needed

c. Tank(s):

- 1) Number of tanks: 1
- 2) Size of tank (in gallons):
Tank 1 – 660 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – Ultra Low Sulfur Diesel Clear – 1,200 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Lift Station #1
3680 Sunset Drive
Escondido, CA 92025

3. Contact Information:

Jeramiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):
Tank 1 – 300 (Diesel-Red) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – Diesel Red – 600 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Lift Station #2
2698 S. Escondido Blvd.
Escondido, CA 92025

3. Contact Information:

Jeramiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):
Tank 1 – 105 (Diesel-Red) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – Diesel Red – 200 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Lift Station #3
2045 S. Escondido Blvd.
Escondido, CA 92025

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):
Tank 1 – 150 (Diesel-Red) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – Diesel Red – 300 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Lift Station #11
1400 Country Club
Escondido, CA 92029

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):
Tank 1 – 80 (Diesel-Red) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – Diesel Red – 160 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Police Shooting Range

3. Contact Information:

Jeramiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

1) Number of tanks: 1

2) Size of tank (in gallons):

Tank 1 – 100 (Diesel-Red) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – Diesel Red – 500 gallons

6. **Additional Information**

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Fire Station 1
310 N. Quince
Escondido, CA 92025

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

a. Delivery type:

Bobtail Truck (truck/trailer)

b. Delivery specifications:

As Needed

c. Tank(s):

- 1) Number of tanks: 1
- 2) Size of tank (in gallons):
Tank 1 – 2000 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – ULS Diesel Clear – 13,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Fire Station 2
421 N. Midway
Escondido, CA 92027

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

a. Delivery type:

Bobtail Truck (truck/trailer)

b. Delivery specifications:

As Needed

c. Tank(s):

1) Number of tanks: 1

2) Size of tank (in gallons):

Tank 1 – 450 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – ULS Diesel Clear – 3,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Fire Station 3
1808 Nutmeg St
Escondido, CA 92026

3. Contact Information:

Jeramiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):

Tank 1 – 450 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – ULS Diesel Clear – 3,000 gallons

6. **Additional Information**

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Fire Station 4
3301 Bear Valley Pkwy
Escondido, CA 92025

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):
Tank 1 – 450 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – ULS Diesel Clear – 3,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Fire Station 5
2319 Felicita Rd
Escondido, CA 92025

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

a. Delivery type:

Bobtail Truck (truck/trailer)

b. Delivery specifications:

As Needed

c. Tank(s):

1) Number of tanks: 1

2) Size of tank (in gallons):

Tank 1 – 450 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – ULS Diesel Clear – 3,000 gallons

6. **Additional Information**

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Fire Station 6
1735 Del Dios Rd.
Escondido, CA 92029

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):

Tank 1 – 450 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – ULS Diesel Clear – 3,000 gallons

6. **Additional Information**

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

City of Escondido

2. Name and Address of facility:

Fire Station 7
1220 N. Ash St.
Escondido, CA 92027

3. Contact Information:

Jeremiah Jennings or Misty Breymeyer
760-839-4883
fleet@escondido.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 1
2) Size of tank (in gallons):

Tank 1 – 450 (Diesel-Clear) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – ULS Diesel Clear – 3,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Orpak (Gasboy) Veeder Root System

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

Chula Vista Elementary School District

2. Name and Address of facility:

Education Service and Support Center
84 East J Street,
Chula Vista, CA 91910

3. Contact Information:

Ken Shilling - Fleet Maintenance Supervisor
619-425-9600 ext. 161605
Kenneth.shilling@cvesd.org

4. Delivery:

a. Delivery type:

Bobtail Truck (truck/trailer)

b. Delivery specifications:

As Needed

c. Tank(s):

1) Number of tanks: 2

2) Size of tank (in gallons):

Tank 1 – 5000 (Unleaded) – Above Ground

Tank 2 – 5000 (Ultra Clear Low Sulfur Diesel) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – 29,700 gallons

Tank 2 – 16,000 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Trusco-5,000 gallon tank, Veeder Root-10,000 gallon tank

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

Chula Vista Elementary School District

2. Name and Address of facility:

CVESD Corporate Yard
1855 Maxwell Road
Chula Vista, CA 91911

3. Contact Information:

Theron Neal, Director Transportation Services
619-425-9600 ext. 161602
Theron.Neal@cvesd.org

4. Delivery:

- a. Delivery type:

Bobtail Truck (truck/trailer)

- b. Delivery specifications:

As Needed

- c. Tank(s):

- 1) Number of tanks: 2
2) Size of tank (in gallons):

Tank 1 – 10,000 (Regular Unleaded) – Above Ground

Tank 2 – 10,000 (Ultra Clear Low Sulfur Diesel) – Above Ground

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – 4,000 gallons

Tank 2 – 76,800 gallons

6. Additional Information

Current Fuel Provider: SOCO

Tank Monitoring Equipment: Trusco-5,000 gallon tank, Veeder Root-10,000 gallon tank

Does current fuel provider manage inventory on tanks? No

Appendix B

AGENCY DETAILS

1. Name of Agency:

San Diego State University

2. Name and Address of facility:

SDSU Facilities
5500 Campanile Dr.
San Diego, CA 92182

3. Contact Information:

Cesar Romero, Assistant Director SDSU Facilities Dept.
619-594-4968
Cesar.romero@sdsu.edu

4. Delivery:

a. Delivery type:

Bobtail Truck (truck/trailer)

b. Delivery specifications:

As Needed

c. Tank(s):

1) Number of tanks: 2

2) Size of tank (in gallons):

Tank 1 – 12,000 (Unleaded)

Tank 2 – 2,000 (Ultra Low Sulfur Red Diesel) – Off Highway

5. Fuel:

Estimated annual quantity and fuel specifications:

Tank 1 – 53,200 gallons

Tank 2 – 2,700 gallons

6. Additional Information

Current Fuel Provider: Information not available

Tank Monitoring Equipment: Information not available

Does current fuel provider manage inventory on tanks? Information not available

**EQUAL OPPORTUNITY CONTRACTING PROGRAM (EOCP)
GOODS AND SERVICES CONTRACTOR REQUIREMENTS**

I. City's Equal Opportunity Contracting Commitment.

The City of San Diego (City) promotes equal employment and subcontracting opportunities. The City is committed to ensuring that taxpayer dollars spent on public contracts are not paid to businesses that practice discrimination in employment or subcontracting. The City encourages all companies seeking to do business with the City to share this commitment. Contractors are encouraged to take positive steps to diversify and expand their subcontractor and supplier solicitation base and to offer opportunities to all eligible business firms.

Contractors must submit the required EOCP documentation indicated below with their proposals. Contractors who fail to provide the required EOCP documentation are considered non-responsive.

II. Definitions.

Commercially Useful Function: a Small Local Business Enterprise or Emerging Local Business Enterprise (SLBE/ELBE) performs a commercially useful function when it is responsible for execution of the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the SLBE/ELBE shall also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quantity and quality, ordering the material, and installing (where applicable) and paying for the material itself.

To determine whether an SLBE/ELBE is performing a commercially useful function, an evaluation will be performed of the amount of work subcontracted, normal industry practices, whether the amount the SLBE/ELBE firm is to be paid under the contract is commensurate with the work it is actually performing and the SLBE/ELBE credit claimed for its performance of the work, and other relevant factors. Specifically, an SLBE/ELBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of meaningful and useful SLBE/ELBE participation, when in similar transactions in which SLBE/ELBE firms do not participate, there is no such role performed.

Disadvantaged Business Enterprise (DBE): a certified business that is (1) at least fifty-one (51%) owned by socially and economically Disadvantaged Individuals, or, in the case of a publicly owned business at least fifty-one percent (51%) of the stock is owned by one or more socially and economically Disadvantaged Individuals; and (2) whose daily business operations are managed and directed by one or more socially and economically disadvantaged owners. Disadvantaged Individuals include Black Americans, Hispanic Americans, Asian Americans, and other minorities, or individual found to be disadvantaged by the Small Business Administration pursuant to Section 8 of the Small Business Reauthorization Act.

Disabled Veteran Business Enterprise (DVBE): a certified business that is (1) at least fifty-one percent (51%) owned by one or more Disabled Veterans; and (2) business operations must be managed and controlled by one or more Disabled Veterans. A Disabled Veteran is a veteran of the U.S. military, naval, or air service who resides in California and has a service-connected disability of at least 10% or more. The firm shall be certified by the State of California's Department of General Services, Office of Small and Minority Business.

Emerging Business Enterprise (EBE): a business whose gross annual receipts do not exceed the amount set by the City Manager, and which meets all other criteria set forth in the regulations implementing the City's Small and Local Business Preference Program. The City Manager shall review the threshold amount for EBEs on an annual basis, and adjust as necessary to reflect changes in the marketplace.

Emerging Local Business Enterprise (ELBE): a Local Business Enterprise that is also an Emerging Business Enterprise.

Local Business Enterprise (LBE): a business that has both a principal place of business and a significant employment presence in the County of San Diego, and that has been in operation for twelve (12) consecutive months.

Minority Business Enterprise (MBE): a certified business that is (1) at least fifty-one percent (51%) owned by one or more minority individuals, or, in the case of a publicly owned business at least fifty-one percent (51%) of the stock is owned by one or more minority individuals; and (2) whose daily business operations are managed and directed by one or more minority owners. Minorities include the groups with the following ethnic origins: African, Asian Pacific, Asian Subcontinent, Hispanic, Native Alaskan, Native American, and Native Hawaiian.

Other Business Enterprise (OBE): any business which does not otherwise qualify as Minority, Woman, Disadvantaged, or Disabled Veteran Business Enterprise.

Principal Place of Business: a location wherein a business maintains a physical office and through which it obtains no less than fifty percent (50%) of gross annual receipts.

Significant Employee Presence: no less than twenty-five percent (25%) of a business's total number of employees.

Small Business Enterprise (SBE): a business whose gross annual receipts do not exceed the amount set by the City Manager, and that meets all other criteria set forth in regulations implementing the City's Small and Local Business Preference Program. The City Manager shall review the threshold amount for SBEs on an annual basis, and adjust as necessary to reflect changes in the marketplace. A business certified as a DVBE by the State of California, and that has provided proof of such certification to the City manager, shall be deemed to be an SBE.

Small Local Business Enterprise (SLBE): a Local Business Enterprise that is also a Small Business Enterprise.

Women Business Enterprise (WBE): a certified business that is (1) at least fifty-one percent (51 %) owned by a woman or women, or, in the case of a publicly owned business at least fifty-one percent (51%) of the stock is owned by one or more women; and (2) whose daily business operations are managed and directed by one or more women owners.

III. Disclosure of Discrimination Complaints.

As part of its proposal, Contractor shall provide to the City a list of all instances within the past ten (10) years where a complaint was filed or pending against Contractor in a legal or administrative proceeding alleging that Contractor discriminated against its employees, subcontractors, vendors, or suppliers, and a description of the status or resolution of that complaint, including any remedial action taken. (Attachment AA).

IV. Work Force Report and Equal Opportunity Outreach Plan.

- A. Work Force Report. Contractors shall submit with their proposal a Work Force Report (WFR) for approval by the City. (Attachment BB). If the City determines that there are under representations when compared to County Labor Force Availability data, then the Contractor will also be required to submit an Equal Employment Opportunity Plan (EEO) to the City for approval. Questions regarding the WFR should be directed to the Equal Opportunity Contracting Department.
- B. Duty to Comply with Equal Opportunity Outreach Plan. A Contractor for whom an EEO has been approved by the City shall use best efforts to comply with that EEO.

V. Small and Local Business Program Requirements.

The City has adopted a Small and Local Business Enterprise program for goods, services, and consultant contracts. The SLBE requirements are set forth in Council Policy 100-10. For contracts in which the Purchasing Agent is required to advertise for sealed proposals in the City's official newspaper or consultant contracts valued over \$50,000, the City shall:

- A. Apply a maximum of an additional 12% of the total possible evaluation points to the Contractor's final score for SLBE or ELBE participation. Additional points will be awarded as follows:
 - a. If the Contractor achieves 20% participation, apply 5% of the total possible evaluation points to the Contractor's score; or
 - b. If the Contractor achieves 25% participation, apply 10% of the total possible evaluation points to the Contractor's score; or
 - c. If the prime contractor is a SLBE or an ELBE, apply 12% of the total possible evaluation points to the Contractor's score.

VI. Maintaining Participation Levels.

- A. Additional points are based on the Contractor's level of participation proposed prior to the award of the goods, services, or consultant contract. Contractors are required to achieve and maintain the SLBE or ELBE participation levels throughout the duration of the goods, services, or consultant contract.
- B. If the City modifies the original specifications, the Contractor shall make reasonable efforts to maintain the SLBE or ELBE participation for which the additional points were awarded. The City must approve in writing a reduction in SLBE or ELBE participation levels.
- C. Contractor shall notify and obtain written approval from the City in advance of any reduction in subcontract scope, termination, or substitution for a designated SLBE or ELBE subcontractor.
- D. Contractor's failure to maintain SLBE or ELBE participation levels as specified in the goods, services, or consultant contract shall constitute a default and grounds for debarment under Chapter 2, Article 2, Division 8, of the San Diego Municipal Code.
- E. The remedies available to the City under Council Policy 100-10 are cumulative to all other rights and remedies available to the City.

VII. Certifications.

The City accepts certifications of MBE, WBE, DBE, or DVBE from the following certifying agencies:

- A. Current certification by the State of California Department of Transportation (CALTRANS) as DBE.
- B. Current MBE or WBE certification from the California Public Utilities Commission.
- C. DVBE certification is received from the State of California's Department of General Services, Office of Small and Minority Business.
- D. Current certification by the City of Los Angeles as DBE, WBE, or MBE.

Subcontractors' valid proof of certification status e.g., copy of MBE, WBE, DBE, or DVBE certification must be submitted with the proposal or contract documents. MBE, WBE, DBE, or DVBE certifications are listed for informational purposes only.

VIII. List of Attachments.

- AA. Contractors Certification of Pending Actions
- BB. Work Force Report

AA. CONTRACTORS CERTIFICATION OF PENDING ACTIONS

Item 9.

As part of this Contract, the Contractor must provide to the City a list of all instances within the past 10 years where a complaint was filed or pending against the Contractor in a legal or administrative proceeding alleging that Contractor discriminated against its employees, subcontractors, vendors or suppliers, and a description of the status or resolution of that complaint, including any remedial action taken.


CHECK ONE BOX ONLY.

- The undersigned certifies that within the past 10 years the Contractor has NOT been the subject of a complaint or pending action in a legal administrative proceeding alleging that Contractor discriminated against its employees, subcontractors, vendors or suppliers.
- The undersigned certifies that within the past 10 years the Contractor has been the subject of a complaint or pending action in a legal administrative proceeding alleging that Contractor discriminated against its employees, subcontractors, vendors or suppliers. A description of the status or resolution of that complaint, including any remedial action taken and the applicable dates is as follows:

| DATE OF CLAIM | LOCATION | DESCRIPTION OF CLAIM | LITIGATION (Y/N) | STATUS | RESOLUTION/ REMEDIAL ACTION TAKEN |
|---------------|----------|----------------------|------------------|--------|-----------------------------------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Contractor Name: SC Commercial, LLC

Certified By Robert W. Bollar Title Corp. Sec.

 Name
 Signature Date 2/25/19

Item 9.



EQUAL OPPORTUNITY CONTRACTING (EOC)
1200 Third Avenue, Suite 200 • San Diego, CA 92101
Phone: (619) 236-6000 • Fax: (619) 236-5904

BB. WORK FORCE REPORT

The objective of the *Equal Employment Opportunity Outreach Program*, San Diego Municipal Code Sections 22.3501 through 22.3517, is to ensure that contractors doing business with the City, or receiving funds from the City, do not engage in unlawful discriminatory employment practices prohibited by State and Federal law. Such employment practices include, but are not limited to unlawful discrimination in the following: employment, promotion or upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rate of pay or other forms of compensation, and selection for training, including apprenticeship. Contractors are required to provide a completed *Work Force Report (WFR)*.

**NO OTHER FORMS WILL BE ACCEPTED
CONTRACTOR IDENTIFICATION**

Type of Contractor: Construction Vendor/Supplier Financial Institution Lessee/Lessor
 Consultant Grant Recipient Insurance Company Other

Name of Company: SC Commercial, LLC, a Delaware limited liability company

ADA/DBA: SC Fuels

Address (Corporate Headquarters, where applicable): 1800 W. Katella Avenue, Ste. 400

City: Orange County: Orange State: CA Zip: 92867

Telephone Number: (714) 744-7140 Fax Number: (714) 922-7273

Name of Company CEO: Steven P. Greinke

Address(es), phone and fax number(s) of company facilities located in San Diego County (if different from above):

Address: 5962 Priestly Drive

City: Carlsbad County: San Diego State: CA Zip: 92008

Telephone Number: (714) 744-7140 Fax Number: (714) 922-7273 Email: mdavis@thesocogroup.com

Type of Business: Wholesale commercial fuels and lubricant s Type of License: Business License

The Company has appointed: Chris Mattson

As its Equal Employment Opportunity Officer (EEOO). The EEOO has been given authority to establish, disseminate and enforce equal employment and affirmative action policies of this company. The EEOO may be contacted at:

Address: 1800 W. Katella Avenue, Ste. 400, Orange, CA 92867

Telephone Number: 714-516-7294 Fax Number: _____ Email: mattsonc@scfuels.com

- One San Diego County (or Most Local County) Work Force - Mandatory
- Branch Work Force *
- Managing Office Work Force

Check the box above that applies to this WFR.

*Submit a separate Work Force Report for all participating branches. Combine WFRs if more than one branch per county.

I, the undersigned representative of SC Commercial, LLC, a Delaware limited liability company

(Firm Name)

Orange, California hereby certify that information provided

(County)

(State)

herein is true and correct. This document was executed on this 25th day of Feb, 2019

(Authorized Signature)

Robert W. Bollar, Corp. Sec.

(Print Authorized Signature Name)

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Item 9.

WORK FORCE REPORT - Page 2

NAME OF FIRM: SC Commercial, LLC

DATE: 2/25/19

OFFICE(S) or BRANCH(ES): All employees

COUNTY:

INSTRUCTIONS: For each occupational category, indicate number of males and females in every ethnic group. Total columns in row provided. Sum of all totals should be equal to your total work force. Include all those employed by your company on either a full or part-time basis. The following groups are to be included in ethnic categories listed in columns below:

- (1) Black or African-American
- (2) Hispanic or Latino
- (3) Asian
- (4) American Indian or Alaska Native
- (5) Native Hawaiian or Pacific Islander
- (6) White
- (7) Other race/ethnicity; not falling into other groups

Definitions of the race and ethnicity categories can be found on Page 4

| ADMINISTRATION OCCUPATIONAL CATEGORY | (1) Black or African American | | (2) Hispanic or Latino | | (3) Asian | | (4) American Indian/ Nat. Alaskan | | (5) Pacific Islander | | (6) White | | (7) Other Race/ Ethnicity | |
|---|--|-----|------------------------------|-----|--------------|-----|--|-----|----------------------------|-----|--------------|-----|---------------------------------|-----|
| | (M) | (F) | (M) | (F) | (M) | (F) | (M) | (F) | (M) | (F) | (M) | (F) | (M) | (F) |
| Management & Financial | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 16 | 7 | 0 | 0 |
| Professional | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A&E, Science, Computer | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Technical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sales | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 0 |
| Administrative Support | 1 | 2 | 6 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 16 | 0 | 2 |
| Services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crafts | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Operative Workers | 5 | 0 | 74 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 33 | 0 | 5 | 0 |
| Transportation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laborers* | 0 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 |

*Construction laborers and other field employees are not to be included on this page

| | | | | | | | | | | | | | | |
|--------------------|---|---|-----|----|---|---|---|---|---|---|----|----|---|---|
| Totals Each Column | 6 | 2 | 106 | 10 | 3 | 2 | 1 | 0 | 5 | 1 | 74 | 27 | 6 | 3 |
|--------------------|---|---|-----|----|---|---|---|---|---|---|----|----|---|---|

Grand Total All Employees

246

Indicate by Gender and Ethnicity the Number of Above Employees Who Are Disabled:

| | | | | | | | | | | | | | | |
|----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Disabled | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 1 |
|----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Non-Profit Organizations Only:

| | | | | | | | | | | | | | | |
|--------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Board of Directors | | | | | | | | | | | | | | |
| Volunteers | | | | | | | | | | | | | | |
| Artists | | | | | | | | | | | | | | |

Item 9.

WORK FORCE REPORT – Page 3

NAME OF FIRM: SC Commercial, LLC

DATE: 2/25/19

OFFICE(S) or BRANCH(ES): _____

COUNTY: _____

INSTRUCTIONS: For each occupational category, indicate number of males and females in every ethnic group. Total columns in row provided. Sum of all totals should be equal to your total work force. Include all those employed by your company on either a full or part-time basis. The following groups are to be included in ethnic categories listed in columns below:

- (1) Black or African-American
- (2) Hispanic or Latino
- (3) Asian
- (4) American Indian or Alaska Native
- (5) Native Hawaiian or Pacific Islander
- (6) White
- (7) Other race/ethnicity; not falling into other groups

Definitions of the race and ethnicity categories can be found on Page 4

| TRADE OCCUPATIONAL CATEGORY | (1) Black or African American | | (2) Hispanic or Latino | | (3) Asian | | (4) American Indian/ Nat. Alaskan | | (5) Pacific Islander | | (6) White | | (7) Other Race/ Ethnicity | |
|---|--|-----|------------------------------|-----|--------------|-----|---|-----|----------------------------|-----|--------------|-----|---------------------------------|-----|
| | (M) | (F) | (M) | (F) | (M) | (F) | (M) | (F) | (M) | (F) | (M) | (F) | (M) | (F) |
| Brick, Block or Stone Masons | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carpenters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carpet, Floor & Tile Installers Finishers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cement Masons, Concrete Finishers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Laborers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Drywall Installers, Ceiling Tile Inst | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Electricians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elevator Installers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| First-Line Supervisors/Managers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glaziers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Helpers; Construction Trade | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Millwrights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Misc. Const. Equipment Operators | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Painters, Const. & Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pipelayers, Plumbers, Pipe & Steam Fitters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plasterers & Stucco Masons | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roofers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Security Guards & Surveillance Officers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sheet Metal Workers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Structural Metal Fabricators & Fitters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Welding, Soldering & Brazing Workers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Workers, Extractive Crafts, Miners | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Totals Each Column | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|--------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Grand Total All Employees 0

Indicate By Gender and Ethnicity the Number of Above Employees Who Are Disabled:

| | | | | | | | | | | | | | | |
|----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Disabled | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

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Work Force Report

HISTORY

The Work Force Report (WFR) is the document that allows the City of San Diego to analyze the work forces of all firms wishing to do business with the City. We are able to compare the firm's work force data to County Labor Force Availability (CLFA) data derived from the United States Census. CLFA data is a compilation of lists of occupations and includes the percentage of each ethnicity we track (American Indian or Alaska Native, Asian, Black or African-American, Native Hawaiian or Pacific Islander, White, and Other) for each occupation. Currently, our CLFA data is taken from the 2010 Census. In order to compare one firm to another, it is important that the data we receive from the consultant firm is accurate and organized in the manner that allows for this fair comparison.

WORK FORCE & BRANCH WORK FORCE REPORTS

When submitting a WFR, especially if the WFR is for a specific project or activity, we would like to have information about the firm's work force that is actually participating in the project or activity. That is, if the project is in San Diego and the work force is from San Diego, we want a San Diego County Work Force Report¹. By the same token, if the project is in San Diego, but the work force is from another county, such as Orange or Riverside County, we want a Work Force Report from that county². If participation in a San Diego project is by work forces from San Diego County and, for example, from Los Angeles County and from Sacramento County, we ask for separate Work Force Reports representing your firm from each of the three counties.

MANAGING OFFICE WORK FORCE

Equal Opportunity Contracting may occasionally ask for a Managing Office Work Force (MOWF) Report. This may occur in an instance where the firm involved is a large national or international firm but the San Diego or other local work force is very small. In this case, we may ask for both a local and a MOWF Report^{1, 3}. In another case, when work is done only by the Managing Office, only the MOWF Report may be necessary.³

TYPES OF WORK FORCE REPORTS:

Please note, throughout the preceding text of this page, the superscript numbers one ¹, two ² & three ³. These numbers coincide with the types of work force report required in the example. See below:

- ¹ One San Diego County (or Most Local County) Work Force – Mandatory in most cases
- ² Branch Work Force *
- ³ Managing Office Work Force

**Submit a separate Work Force Report for all participating branches. Combine WFRs if more than one branch per county.*

RACE/ETHNICITY CATEGORIES

American Indian or Alaska Native – A person having origins in any of the peoples of North and South America (including Central America) and who maintains tribal affiliation or community attachment.

Asian – A person having origins in any of the peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

Black or African American – A person having origins in any of the Black racial groups of Africa.

Native Hawaiian or Pacific Islander – A person having origins in any of the peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

White – A person having origins in any of the peoples of Europe, the Middle East, or North Africa.

Hispanic or Latino – A person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin.

Exhibit A: Work Force Report Job Categories – Administration

Refer to this table when completing your firm's Work Force Report form(s).

Management & Financial

Advertising, Marketing, Promotions, Public
Relations, and Sales Managers
Business Operations Specialists
Financial Specialists
Operations Specialties Managers
Other Management Occupations
Top Executives

Professional

Art and Design Workers
Counselors, Social Workers, and Other Community
and Social Service Specialists
Entertainers and Performers, Sports and Related
Workers
Health Diagnosing and Treating Practitioners
Lawyers, Judges, and Related Workers
Librarians, Curators, and Archivists
Life Scientists
Media and Communication Workers
Other Teachers and Instructors
Postsecondary Teachers
Primary, Secondary, and Special Education School
Teachers
Religious Workers
Social Scientists and Related Workers

Architecture & Engineering, Science, Computer

Architects, Surveyors, and Cartographers
Computer Specialists
Engineers
Mathematical Science Occupations
Physical Scientists

Technical

Drafters, Engineering, and Mapping Technicians
Health Technologists and Technicians
Life, Physical, and Social Science Technicians
Media and Communication Equipment Workers

Sales

Other Sales and Related Workers
Retail Sales Workers
Sales Representatives, Services
Sales Representatives, Wholesale and
Manufacturing
Supervisors, Sales Workers

Administrative Support

Financial Clerks
Information and Record Clerks
Legal Support Workers

Material Recording, Scheduling, Dispatching,
and Distributing Workers
Other Education, Training, and Library
Occupations
Other Office and Administrative Support
Workers
Secretaries and Administrative Assistants
Supervisors, Office and Administrative Support
Workers

Services

Building Cleaning and Pest Control Workers
Cooks and Food Preparation Workers
Entertainment Attendants and Related
Workers
Fire Fighting and Prevention Workers
First-Line Supervisors/Managers, Protective
Service Workers
Food and Beverage Serving Workers
Funeral Service Workers
Law Enforcement Workers
Nursing, Psychiatric, and Home Health Aides
Occupational and Physical Therapist Assistants
and Aides
Other Food Preparation and Serving Related
Workers
Other Healthcare Support Occupations
Other Personal Care and Service Workers
Other Protective Service Workers
Personal Appearance Workers
Supervisors, Food Preparation and Serving
Workers
Supervisors, Personal Care and Service
Workers
Transportation, Tourism, and Lodging
Attendants

Crafts

Construction Trades Workers
Electrical and Electronic Equipment
Mechanics, Installers, and Repairers
Extraction Workers
Material Moving Workers
Other Construction and Related Workers
Other Installation, Maintenance, and Repair
Occupations
Plant and System Operators
Supervisors of Installation, Maintenance, and
Repair Workers
Supervisors, Construction and Extraction
Workers
Vehicle and Mobile Equipment Mechanics,

Installers, and Repairers
Woodworkers

Operative Workers

Assemblers and Fabricators
Communications Equipment Operators
Food Processing Workers
Metal Workers and Plastic Workers
Motor Vehicle Operators
Other Production Occupations
Printing Workers
Supervisors, Production Workers
Textile, Apparel, and Furnishings Workers

Transportation

Air Transportation Workers
Other Transportation Workers
Rail Transportation Workers
Supervisors, Transportation and Material
Moving Workers
Water Transportation Workers

Laborers

Agricultural Workers
Animal Care and Service Workers
Fishing and Hunting Workers
Forest, Conservation, and Logging Workers
Grounds Maintenance Workers
Helpers, Construction Trades
Supervisors, Building and Grounds Cleaning
and Maintenance Workers
Supervisors, Farming, Fishing, and Forestry
Workers

Exhibit B: Work Force Report Job Categories-Trade

Brick, Block or Stone Masons

Brickmasons and Blockmasons
Stonemasons

Carpenters

Carpet, floor and Tile Installers and Finishers

Carpet Installers
Floor Layers, except Carpet, Wood and Hard
Tiles
Floor Sanders and Finishers
Tile and Marble Setters

Cement Masons, Concrete Finishers

Cement Masons and Concrete Finishers
Terrazzo Workers and Finishers

Construction Laborers

Drywall Installers, Ceiling Tile Inst

Drywall and Ceiling Tile Installers
Tapers

Electricians

Elevator Installers and Repairers

First-Line Supervisors/Managers

First-line Supervisors/Managers of
Construction Trades and Extraction Workers

Glaziers

Helpers, Construction Trade

Brickmasons, Blockmasons, and Tile and
Marble Setters
Carpenters
Electricians
Painters, Paperhangers, Plasterers and Stucco
Pipelayers, Plumbers, Pipefitters and
Steamfitters
Roofers
All other Construction Trades

Millwrights

Heating, Air Conditioning and Refrigeration
Mechanics and Installers
Mechanical Door Repairers
Control and Valve Installers and Repairers
Other Installation, Maintenance and Repair
Occupations

Misc. Const. Equipment Operators

Paving, Surfacing and Tamping Equipment
Operators
Pile-Driver Operators
Operating Engineers and Other Construction
Equipment Operators

Painters, Const. Maintenance

Painters, Construction and Maintenance
Paperhangers

Pipelayers and Plumbers

Pipelayers
Plumbers, Pipefitters and Steamfitters

Plasterers and Stucco Masons

Roofers

Security Guards & Surveillance Officers

Sheet Metal Workers

Structural Iron and Steel Workers

Welding, Soldering and Brazing Workers

Welders, Cutter, Solderers and Brazers
Welding, Soldering and Brazing Machine
Setter, Operators and Tenders

Workers, Extractive Crafts, Miners

**City of San Diego
 CONTRACTOR STANDARDS
 Pledge of Compliance**

The City of San Diego has adopted a Contractor Standards Ordinance (CSO) codified in section 22.3004 of the San Diego Municipal Code (SDMC). The City of San Diego uses the criteria set forth in the CSO to determine whether a contractor (bidder or proposer) has the capacity to fully perform the contract requirements and the business integrity to justify the award of public funds. This completed Pledge of Compliance signed under penalty of perjury must be submitted with each bid and proposal. If an informal solicitation process is used, the bidder must submit this completed Pledge of Compliance to the City prior to execution of the contract. All responses must be typewritten or printed in ink. If an explanation is requested or additional space is required, Contractors must provide responses on Attachment A to the Pledge of Compliance and sign each page. Failure to submit a signed and completed Pledge of Compliance may render a bid or proposal non-responsive. In the case of an informal solicitation or cooperative procurement, the contract will not be awarded unless a signed and completed Pledge of Compliance is submitted. A submitted Pledge of Compliance is a public record and information contained within will be available for public review except to the extent that such information is exempt from disclosure pursuant to applicable law.

By signing and submitting this form, the contractor is certifying, to the best of their knowledge, that the contractor and any of its Principals have not within a five (5) year period – preceding this offer, been convicted of or had a civil judgement rendered against them for commission of a fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) contract or subcontract.

“Principal” means an officer, director, owner, partner or a person having primary management or supervisory responsibilities within the firm. The Contractor shall provide immediate written notice to the Procurement Contracting Officer handling the solicitation, at any time prior to award should they learn that this Representations and Certifications was inaccurate or incomplete.

This form contains 10 pages, additional information may be submitted as part of Attachment A.

A. BID/PROPOSAL/SOLICITATION TITLE:

Request for Proposal for Fuel

B. BIDDER/PROPOSER INFORMATION:

| | | | |
|--|----------------|----------------|-------|
| SC Commercial, LLC, a Delaware limited liability company | | Ca | |
| Legal Name | | DBA | |
| 1800 W. Katella Avenue, Ste. 400 | Orange | CA | 92867 |
| Street Address | City | State | Zip |
| Matt Davis, South Regional Manager | (760) 804-8460 | (760) 929-8063 | |
| Contact Person, Title | Phone | Fax | |

Provide the name, identity, and precise nature of the interest* of all persons who are directly or indirectly involved** in this proposed transaction (SDMC § 21.0103). Use additional pages if necessary.

* The precise nature of the interest includes:

- the percentage ownership interest in a party to the transaction,
- the percentage ownership interest in any firm, corporation, or partnership that will receive funds from the transaction,
- the value of any financial interest in the transaction,
- any contingent interest in the transaction and the value of such interest should the contingency be satisfied, and
- any philanthropic, scientific, artistic, or property interest in the transaction.

** Directly or indirectly involved means pursuing the transaction by:

- communicating or negotiating with City officers or employees,
- submitting or preparing applications, bids, proposals or other documents for purposes of contracting with the City, or
- directing or supervising the actions of persons engaged in the above activity.

| | |
|-----------------------------|--|
| Jonathan DaDeppo | Bid Manager |
| Name | Title/Position |
| Orange, CA | |
| City and State of Residence | Employer (if different than Bidder/Proposer) |
| None | |
| Interest in the transaction | |

| | |
|-----------------------------|--|
| Matt Davis | South Regional Manager |
| Name | Title/Position |
| Orange, CA | |
| City and State of Residence | Employer (if different than Bidder/Proposer) |
| None | |
| Interest in the transaction | |

| | |
|-----------------------------|--|
| Patrick Barnecut | President |
| Name | Title/Position |
| Orange, CA | |
| City and State of Residence | Employer (if different than Bidder/Proposer) |
| None | |
| Interest in the transaction | |

| | |
|-----------------------------|--|
| Steven P. Greinke | Manager |
| Name | Title/Position |
| Orange, CA | |
| City and State of Residence | Employer (if different than Bidder/Proposer) |
| Manager | |
| Interest in the transaction | |

| | |
|---|--|
| Southern Counties Oil Co., a California Limited Partnership | Member |
| Name | Title/Position |
| Orange, CA | |
| City and State of Residence | Employer (if different than Bidder/Proposer) |
| 100% Ownership of SC Commercial, LLC | |
| Interest in the transaction | |

| | |
|-----------------------------|--|
| Name | Title/Position |
| City and State of Residence | Employer (if different than Bidder/Proposer) |
| Interest in the transaction | |

Item 9.

| | |
|-----------------------------|--|
| Name | Title/Position |
| City and State of Residence | Employer (if different than Bidder/Proposer) |
| Interest in the transaction | |
| | |
| Name | Title/Position |
| City and State of Residence | Employer (if different than Bidder/Proposer) |
| Interest in the transaction | |
| | |
| Name | Title/Position |
| City and State of Residence | Employer (if different than Bidder/Proposer) |
| Interest in the transaction | |

C. OWNERSHIP AND NAME CHANGES:

1. In the past five (5) years, has your firm changed its name?
 Yes No

If **Yes**, use Attachment A to list all prior legal and DBA names, addresses, and dates each firm name was used. Explain the specific reasons for each name change.

2. Is your firm a non-profit?
 Yes No

If **Yes**, attach proof of status to this submission.

3. In the past five (5) years, has a firm owner, partner, or officer operated a similar business?
 Yes No

If **Yes**, use Attachment A to list names and addresses of all businesses and the person who operated the business. Include information about a similar business only if an owner, partner, or officer of your firm holds or has held a similar position in another firm.

D. BUSINESS ORGANIZATION/STRUCTURE:

Indicate the organizational structure of your firm. Fill in only one section on this page. Use Attachment A if more space is required.

N/A

Corporation Date incorporated: _____ State of incorporation: _____

List corporation's current officers: President: _____
 Vice Pres: _____
 Secretary: _____
 Treasurer: _____

Type of corporation: C Subchapter S

Is the corporation authorized to do business in California: Yes No

If **Yes**, after what date: _____

Is your firm a publicly traded corporation? Yes No

If Yes, how and where is the stock traded? _____

If Yes, list the name, title and address of those who own ten percent (10 %) or more of the corporation's stocks:

Do the President, Vice President, Secretary and/or Treasurer of your corporation have a third party interest or other financial interests in a business/enterprise that performs similar work, services or provides similar goods? Yes No

If Yes, please use Attachment A to disclose.

| Please list the following: | Authorized | Issued | Outstanding |
|-------------------------------------|------------|--------|-------------|
| a. Number of voting shares: | _____ | _____ | _____ |
| b. Number of nonvoting shares: | _____ | _____ | _____ |
| c. Number of shareholders: | | | _____ |
| d. Value per share of common stock: | | Par | \$ _____ |
| | | Book | \$ _____ |
| | | Market | \$ _____ |

Limited Liability Company Date formed: 08/24/2018 State of formation: Delaware

List the name, title and address of members who own ten percent (10%) or more of the company:

Southern Counties Oil Co., a California Limited Partnership owned by Frank P. Greinke, Steven P. Greinke, and
Cindy A. Greinke-Juliano

Partnership Date formed: _____ State of formation: _____

List names of all firm partners:

Sole Proprietorship Date started: _____

List all firms you have been an owner, partner or officer with during the past five (5) years. Do not include ownership of stock in a publicly traded company:

Joint Venture Date formed: _____

List each firm in the joint venture and its percentage of ownership:

Note: To be responsive, each member of a Joint Venture or Partnership must complete a separate *Contractor Standards form*.

E. FINANCIAL RESOURCES AND RESPONSIBILITY:

1. Is your firm preparing to be sold, in the process of being sold, or in negotiations to be sold?
 Yes No

If **Yes**, use Attachment A to explain the circumstances, including the buyer's name and principal contact information.

2. In the past five (5) years, has your firm been denied bonding?
 Yes No

If **Yes**, use Attachment A to explain specific circumstances; include bonding company name.

3. In the past five (5) years, has a bonding company made any payments to satisfy claims made against a bond issued on your firm's behalf or a firm where you were the principal?
 Yes No

If **Yes**, use Attachment A to explain specific circumstances.

4. In the past five (5) years, has any insurance carrier, for any form of insurance, refused to renew the insurance policy for your firm?
 Yes No

If **Yes**, use Attachment A to explain specific circumstances.

5. Within the last five years, has your firm filed a voluntary petition in bankruptcy, been adjudicated bankrupt, or made a general assignment for the benefit of creditors?
 Yes No

If **Yes**, use Attachment A to explain specific circumstances.

6. Are there any claims, liens or judgements that are outstanding against your firm?
 Yes No

If **Yes**, please use Attachment A to provide detailed information on the action.

7. Please provide the name of your principal financial institution for financial reference. By submitting a response to this Solicitation Contractor authorizes a release of credit information for verification of financial responsibility.

Name of Bank: Comerica Bank

Point of Contact: John Yarter

Address: 611 Anton Blvd #100, Costa Mesa, CA 92626

Phone Number: (714) 435-3923

8. By submitting a response to a City solicitation, Contractor certifies that he or she has sufficient operating capital and/or financial reserves to properly fund the requirements identified in the solicitation. At City's request, Contractor will promptly provide to City

a copy of Contractor's most recent balance sheet and/or other necessary financial statements to substantiate financial ability to perform.

- 9. In order to do business in the City of San Diego, a current Business Tax Certificate is required. Business Tax Certificates are issued by the City Treasurer's Office. If you do not have one at the time of submission, one must be obtained prior to award.

Business Tax Certificate No.: will obtain upon award Year Issued: _____

F. PERFORMANCE HISTORY:

- 1. In the past five (5) years, has your firm been found civilly liable, either in a court of law or pursuant to the terms of a settlement agreement, for defaulting or breaching a contract with a government agency?

Yes No

If **Yes**, use Attachment A to explain specific circumstances.

- 2. In the past five (5) years, has a public entity terminated your firm's contract for cause prior to contract completion?

Yes No

If **Yes**, use Attachment A to explain specific circumstances and provide principal contact information.

- 3. In the past five (5) years, has your firm entered into any settlement agreement for any lawsuit that alleged contract default, breach of contract, or fraud with or against a public entity?

Yes No

If **Yes**, use Attachment A to explain specific circumstances.

- 4. Is your firm currently involved in any lawsuit with a government agency in which it is alleged that your firm has defaulted on a contract, breached a contract, or committed fraud?

Yes No

If **Yes**, use Attachment A to explain specific circumstances.

- 5. In the past five (5) years, has your firm, or any firm with which any of your firm's owners, partners, or officers is or was associated, been debarred, disqualified, removed, or otherwise prevented from bidding on or completing any government or public agency contract for any reason?

Yes No

If **Yes**, use Attachment A to explain specific circumstances.

- 6. In the past five (5) years, has your firm received a notice to cure or a notice of default on a contract with any public agency?

Yes No

If **Yes**, use Attachment A to explain specific circumstances and how the matter resolved.

- 7. Performance References:

Please provide a minimum of three (3) references familiar with work performed by your firm which was of a similar size and nature to the subject solicitation within the last five (5) years.

Please note that any references required as part of your bid/proposal submittal are in addition to those references required as part of this form.

Company Name: City of Anaheim (current)

Contact Name and Phone Number: Mike McCarty (714) 765-6826
Contact Email: MMcCarty@anaheim.net
Address: 200 S. Anaheim Blvd., Ste. 620, Anaheim,, CA 92805
Contract Date: January 1, 2014
Contract Amount: \$ 3,021,587.00
Requirements of Contract: Supply and deliver gas, diesel, & biodiesel

Company Name: Long Beach Public Transportation Co.
Contact Name and Phone Number: Mike Zito, Buyer (562) 599-8553
Contact Email: mzito@lbtransit.com
Address: 1963 E. Anaheim Street, Long Beach, CA 90813
Contract Date: July 1, 2016
Contract Amount: \$ 0.00
Requirements of Contract: Supply and deliver diesel fuel (\$ no stated)

Company Name: City of Los Angeles
Contact Name and Phone Number: Shane Vongchaisaree 213-978-3168
Contact Email: shane.vongchaisaree@lacity.org
Address: 111 E. First Street, Room 110, Los Angeles, CA 90012
Contract Date: July 1, 2006
Contract Amount: \$ 0.00
Requirements of Contract: Supply and deliver Unleaded (\$0 Maximum)

G. COMPLIANCE:

1. In the past five (5) years, has your firm or any firm owner, partner, officer, executive, or manager been criminally penalized or found civilly liable, either in a court of law or pursuant to the terms of a settlement agreement, for violating any federal, state, or local law in performance of a contract, including but not limited to, laws regarding health and safety, labor and employment, permitting, and licensing laws?
 Yes No

If **Yes**, use Attachment A to explain specific circumstances surrounding each instance. Include the name of the entity involved, the specific infraction(s) or violation(s), dates of instances, and outcome with current status.

2. In the past five (5) years, has your firm been determined to be non-responsible by a public entity?
 Yes No

If **Yes**, use Attachment A to explain specific circumstances of each instance. Include the name of the entity involved, the specific infraction, dates, and outcome.

H. BUSINESS INTEGRITY:

- 1. In the past five (5) years, has your firm been convicted of or found liable in a civil suit for making a false claim or material misrepresentation to a private or public entity?
 Yes **No**

If **Yes**, use Attachment A to explain specific circumstances of each instance. Include the entity involved, specific violation(s), dates, outcome and current status.

- 2. In the past five (5) years, has your firm or any of its executives, management personnel, or owners been convicted of a crime, including misdemeanors, or been found liable in a civil suit involving the bidding, awarding, or performance of a government contract?
 Yes **No**

If **Yes**, use Attachment A to explain specific circumstances of each instance; include the entity involved, specific infraction(s), dates, outcome and current status.

- 3. In the past five (5) years, has your firm or any of its executives, management personnel, or owners been convicted of a federal, state, or local crime of fraud, theft, or any other act of dishonesty?
 Yes **No**

If **Yes**, use Attachment A to explain specific circumstances of each instance; include the entity involved, specific infraction(s), dates, outcome and current status.

- 4. Do any of the Principals of your firm have relatives that are either currently employed by the City or were employed by the City in the past five (5) years?
 Yes **No**

If **Yes**, please disclose the names of those relatives in Attachment A.

I. BUSINESS REPRESENTATION:

- 1. Are you a local business with a physical address within the County of San Diego?
 Yes **No**
- 2. Are you a certified Small and Local Business Enterprise certified by the City of San Diego?
 Yes **No**

Certification # _____

- 3. Are you certified as any of the following:
 - a. Disabled Veteran Business Enterprise Certification # N/A
 - b. Woman or Minority Owned Business Enterprise Certification # N/A
 - c. Disadvantaged Business Enterprise Certification # N/A

J. WAGE COMPLIANCE:

In the past five (5) years, has your firm been required to pay back wages or penalties for failure to comply with the federal, state or local **prevailing, minimum, or living wage laws**? **Yes** **No** If **Yes**, use Attachment A to explain the specific circumstances of each instance. Include the entity involved, the specific infraction(s), dates, outcome, and current status.

By signing this Pledge of Compliance, your firm is certifying to the City that you will comply with the requirements of the Equal Pay Ordinance set forth in SDMC sections 22.4801 through 22.4809.

K. STATEMENT OF SUBCONTRACTORS & SUPPLIERS:

Please provide the names and information for all subcontractors and suppliers used in the performance of the proposed contract, and what portion of work will be assigned to each subcontractor. Subcontractors may not be substituted without the written consent of the City. Use Attachment A if additional pages are necessary. If no subcontractors or suppliers will be used, please write "Not Applicable."

Company Name: N/A

Address: _____

Contact Name: _____ Phone: _____ Email: _____

Contractor License No.: _____ DIR Registration No.: _____

Sub-Contract Dollar Amount: \$ _____ (per year) \$ _____ (total contract term)

Scope of work subcontractor will perform: _____

Identify whether company is a subcontractor or supplier: _____

Certification type (check all that apply): DBE DVBE ELBE MBE SLBE WBE Not Certified

Contractor must provide valid proof of certification with the response to the bid or proposal to receive participation credit.

Company Name: _____

Address: _____

Contact Name: _____ Phone: _____ Email: _____

Contractor License No.: _____ DIR Registration No.: _____

Sub-Contract Dollar Amount: \$ _____ (per year) \$ _____ (total contract term)

Scope of work subcontractor will perform: _____

Identify whether company is a subcontractor or supplier: _____

Certification type (check all that apply): DBE DVBE ELBE MBE SLBE WBE Not Certified

Contractor must provide valid proof of certification with the response to the bid or proposal to receive participation credit.

L. STATEMENT OF AVAILABLE EQUIPMENT:

A full inventoried list of all necessary equipment to complete the work specified may be a requirement of the bid/proposal submission.

By signing and submitting this form, the Contractor certifies that all required equipment included in this bid or proposal will be made available one week (7 days) before work shall commence. In instances where the required equipment is not owned by the Contractor, Contractor shall explain how the equipment will be made available before the commencement of work. The City of San

Diego reserves the right to reject any response, in its opinion, if the Contractor has not demonstrated he or she will be properly equipped to perform the work in an efficient, effective matter for the duration of the contract period.

M. TYPE OF SUBMISSION: This document is submitted as:

- Initial submission of *Contractor Standards Pledge of Compliance*
- Initial submission of *Contractor Standards Pledge of Compliance* as part of a Cooperative agreement
- Initial submission of *Contractor Standards Pledge of Compliance* as part of a Sole Source agreement
- Update of prior *Contractor Standards Pledge of Compliance* dated _____.

Complete all questions and sign below.

Under penalty of perjury under the laws of the State of California, I certify that I have read and understand the questions contained in this Pledge of Compliance, that I am responsible for completeness and accuracy of the responses contained herein, and that all information provided is true, full and complete to the best of my knowledge and belief. I agree to provide written notice to the Purchasing Agent within five (5) business days if, at any time, I learn that any portion of this Pledge of Compliance is inaccurate. Failure to timely provide the Purchasing Agent with written notice is grounds for Contract termination.

I, on behalf of the firm, further certify that I and my firm will comply with the following provisions of SDMC section 22.3004:

- (a) I and my firm will comply with all applicable local, State and Federal laws, including health and safety, labor and employment, and licensing laws that affect the employees, worksite or performance of the contract.
- (b) I and my firm will notify the Purchasing Agent in writing within fifteen (15) calendar days of receiving notice that a government agency has begun an investigation of me or my firm that may result in a finding that I or my firm is or was not in compliance with laws stated in paragraph (a).
- (c) I and my firm will notify the Purchasing Agent in writing within fifteen (15) calendar days of a finding by a government agency or court of competent jurisdiction of a violation by the Contractor of laws stated in paragraph (a).
- (d) I and my firm will notify the Purchasing Agent in writing within fifteen (15) calendar days of becoming aware of an investigation or finding by a government agency or court of competent jurisdiction of a violation by a subcontractor of laws stated in paragraph (a).
- (e) I and my firm will cooperate fully with the City during any investigation and to respond to a request for information within ten (10) working days.

Failure to sign and submit this form with the bid/proposal shall make the bid/proposal non-responsive. In the case of an informal solicitation, the contract will not be awarded unless a signed and completed *Pledge of Compliance* is submitted.

Robert W. Bollar, Corp. Sec.

 2/25/19

Name and Title

Signature

Date

**City of San Diego
CONTRACTOR STANDARDS
Attachment "A"**

Provide additional information in space below. Use additional Attachment "A" pages as needed. Each page must be signed. Print in ink or type responses and indicate question being answered.

3. In the past five (5) years, has a firm owner, partner, or officer operated a similar business? Yes.

- Cardlock Fuels System, Inc.
- PNEC Corporation
- Southern Counties Oil Co., a California Limited Partnership
- SC Retail, LLC
- United Fuel & Energy Corporation.

I have read the matters and statements made in this Contractor Standards Pledge of Compliance and attachments thereto and I know the same to be true of my own knowledge, except as to those matters stated upon information or belief and as to such matters, I believe the same to be true. I certify under penalty of perjury that the foregoing is true and correct.

Robert W. Bollar, Corp. Sec.

Print Name, Title



Signature

2/25/19

Date

THE SOCO GROUP, INC.

OPIS Benchmark Pricing – August 13th, 2018 – 10:00am

1. Unleaded Gasoline = \$222.25/100 gallons = \$2.2225/gallon
2. Ultra Low Sulfur Diesel = \$242.25/100 gallons = \$2.4225/gallon
3. Biodiesel (BRD Low Rack) = \$251.50/100 gallons = \$2.5150/gallon
4. Renewable Diesel = \$246.00/100 gallons = \$2.4600/gallon
 (Unbranded Low Rack -Ultra Low Sulfur Diesel -Los Angeles)

Market Differential Price Schedule Proposal, Including Transportation Costs

Offerors must submit their pricing proposal using the spreadsheet provided by the City, with no changes to the spreadsheet formatting. All four digits to the right of the \$0. decimal point must be completed by the Proposer. If one or more of the four digits called for are omitted by the Proposer, the City will assume the value of the omitted digit(s) to be zero. Offerors should place an "X" in any cell that they are not proposing to offer. Any changes to or deviations from the below Price Schedule will be considered non-responsive and cause for the Proposer to be rejected as non-responsive.

**ADDENDUM D
 AUGUST 1st, 2018**

| AGENCY | DEPARTMENT | DIVISION OR LOCATION | FUEL TYPE | ESTIMATED ANNUAL QUANTITY (GALLONS) | TRANSPORT LOAD (-) | TRANSPORT LOAD (+) | SHORT TRANSPORT LOAD (-) | SHORT TRANSPORT LOAD (+) | TANK WAGON LOAD (-) | TANK WAGON LOAD (+) | Price per gallon with OPIS index pricing | Extended Price (total price per gallon x Annual Quantity) |
|---------------------|--------------------------------|-------------------------------|-------------------------------|-------------------------------------|--------------------|--------------------|--------------------------|--------------------------|---------------------|---------------------|--|---|
| CITY OF CARLSBAD | FLEET OPERATIONS | | REGULAR UNLEADED GASOLINE | 179,903 | (-) \$0. | OR (+) \$0. | \$0.0192 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2417 | \$403,288.56 |
| CITY OF CARLSBAD | FLEET OPERATIONS | | ULTRA LOW SULFUR DIESEL NO. 2 | 52,843 | (-) \$0. | OR (+) \$0. | \$0.0238 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.4463 | \$129,269.83 |
| CITY OF CHULA VISTA | PUBLIC WORKS CENTER | | ULTRA LOW SULFUR DIESEL NO. 2 | 69,200 | (-) \$0. | OR (+) \$0. | \$0.0244 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.4469 | \$169,325.48 |
| CITY OF CHULA VISTA | FIRE STATION 2 | | ULTRA LOW SULFUR DIESEL NO. 2 | 20,200 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2861 | (-) \$0. | \$2.7086 | \$54,713.72 |
| CITY OF CHULA VISTA | FIRE STATION 4 | | ULTRA LOW SULFUR DIESEL NO. 2 | 10,800 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2861 | (-) \$0. | \$2.7086 | \$29,252.88 |
| CITY OF CHULA VISTA | FIRE STATION 4 | | RED DIESEL-OFF ROAD | 500 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2861 | (-) \$0. | \$2.7086 | \$1,354.30 |
| CITY OF CHULA VISTA | FIRE STATION 7 | | ULTRA LOW SULFUR DIESEL NO. 2 | 18,650 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2861 | (-) \$0. | \$2.7086 | \$50,515.39 |
| CITY OF CHULA VISTA | PUBLIC WORKS CENTER | | REGULAR UNLEADED GASOLINE | 50,000 | (-) \$0. | OR (+) \$0. | \$0.0168 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2393 | \$111,965.00 |
| CITY OF CHULA VISTA | FIRE STATION 2 | | REGULAR UNLEADED GASOLINE | 26,700 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2861 | (-) \$0. | \$2.5086 | \$66,979.62 |
| CITY OF CHULA VISTA | FIRE STATION 7 | | REGULAR UNLEADED GASOLINE | 32,600 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2861 | (-) \$0. | \$2.5086 | \$81,780.36 |
| CITY OF LA MESA | PUBLIC WORKS OPERATIONS CENTER | | REGULAR UNLEADED GASOLINE | 78,000 | (-) \$0. | OR (+) \$0. | \$0.0168 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2393 | \$174,665.40 |
| CITY OF LA MESA | PUBLIC WORKS OPERATIONS CENTER | | ULTRA LOW SULFUR DIESEL NO. 2 | 26,000 | (-) \$0. | OR (+) \$0. | \$0.0228 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.4453 | \$63,577.80 |
| CITY OF SAN DIEGO | FLEET SERVICES | CENTRAL OPERATIONS YARD | RENEWABLE DIESEL-R99 | 116,000 | (-) \$0. | OR (+) \$0. | \$0.1048 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.5648 | \$297,516.80 |
| CITY OF SAN DIEGO | FLEET SERVICES | ROSE CANYON OPERATIONS YARD | RENEWABLE DIESEL-R99 | 161,000 | (-) \$0. | OR (+) \$0. | \$0.1048 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.5648 | \$412,932.80 |
| CITY OF SAN DIEGO | FLEET SERVICES | MIRAMAR LANDFILL (MINI OPS) | RENEWABLE DIESEL-R99 | 747,000 | (-) \$0. | OR (+) \$0. | \$0.1055 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.5655 | \$1,916,428.50 |
| CITY OF SAN DIEGO | FLEET SERVICES | MIRAMAR PLACE OPERATIONS YARD | RENEWABLE DIESEL-R99 | 529,000 | (-) \$0. | OR (+) \$0. | \$0.1055 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.5655 | \$1,357,149.50 |
| CITY OF SAN DIEGO | FIRE-RESCUE | LIFEGUARD | REGULAR UNLEADED GASOLINE | 16,438 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.0926 | (-) \$0. | \$2.3151 | \$38,055.61 |
| CITY OF SAN DIEGO | FLEET SERVICES | CENTRAL OPERATIONS YARD | REGULAR UNLEADED GASOLINE | 287,000 | (-) \$0. | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2341 | \$641,186.70 |
| CITY OF SAN DIEGO | FLEET SERVICES | ROSE CANYON OPERATIONS YARD | REGULAR UNLEADED GASOLINE | 185,000 | (-) \$0. | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2341 | \$413,308.50 |
| CITY OF SAN DIEGO | FLEET SERVICES | MIRAMAR PLACE OPERATIONS YARD | REGULAR UNLEADED GASOLINE | 19,400 | (-) \$0. | OR (+) \$0. | \$0.0122 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2347 | \$43,353.18 |
| CITY OF SAN DIEGO | FLEET SERVICES | POLICE, NORTHERN | REGULAR UNLEADED GASOLINE | 138,000 | (-) \$0. | OR (+) \$0. | \$0.0122 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2347 | \$308,388.60 |
| CITY OF SAN DIEGO | FLEET SERVICES | POLICE, NORTHEASTERN | REGULAR UNLEADED GASOLINE | 128,000 | (-) \$0. | OR (+) \$0. | \$0.0130 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2355 | \$286,144.00 |
| CITY OF SAN DIEGO | FLEET SERVICES | POLICE, EASTERN | REGULAR UNLEADED GASOLINE | 221,000 | (-) \$0. | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2341 | \$493,736.10 |
| CITY OF SAN DIEGO | FLEET SERVICES | POLICE, SOUTHEASTERN | REGULAR UNLEADED GASOLINE | 107,000 | (-) \$0. | OR (+) \$0. | \$0.0129 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2354 | \$239,187.80 |
| CITY OF SAN DIEGO | FLEET SERVICES | POLICE, CENTRAL | REGULAR UNLEADED GASOLINE | 322,000 | (-) \$0. | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2341 | \$719,380.20 |
| CITY OF SAN DIEGO | FLEET SERVICES | POLICE, WESTERN | REGULAR UNLEADED GASOLINE | 155,000 | (-) \$0. | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2341 | \$346,285.50 |
| CITY OF SAN DIEGO | FLEET SERVICES | POLICE, SOUTHERN | REGULAR UNLEADED GASOLINE | 95,000 | (-) \$0. | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2341 | \$212,239.50 |
| CITY OF SAN DIEGO | FLEET SERVICES | POLICE, MID-CITY | REGULAR UNLEADED GASOLINE | 104,000 | (-) \$0. | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2341 | \$232,346.40 |
| CITY OF SAN DIEGO | FLEET SERVICES | POLICE, NORTHWESTERN | REGULAR UNLEADED GASOLINE | 64,000 | (-) \$0. | OR (+) \$0. | \$0.0131 | (-) \$0. | OR (+) \$0. | (-) \$0. | \$2.2356 | \$143,078.40 |
| CITY OF SAN DIEGO | FLEET SERVICES | FIRE-RESCUE, REPAIR FACILITY | REGULAR UNLEADED GASOLINE | 28,000 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2872 | (-) \$0. | \$2.5097 | \$70,271.60 |
| CITY OF SAN DIEGO | FLEET SERVICES | MISSION BAY GOLF COURSE | REGULAR UNLEADED GASOLINE | 1,569 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.5962 | (-) \$0. | \$2.8187 | \$4,422.54 |
| CITY OF SAN DIEGO | FLEET SERVICES | MISSION BAY GOLF COURSE | BIO DIESEL, B5 | 1,126 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.5962 | (-) \$0. | \$3.1112 | \$3,503.21 |
| CITY OF SAN DIEGO | GOLF OPERATIONS | TORREY PINES GOLF COURSE | REGULAR UNLEADED GASOLINE | 12,579 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2146 | (-) \$0. | \$2.4371 | \$30,656.28 |
| CITY OF SAN DIEGO | GOLF OPERATIONS | TORREY PINES GOLF COURSE | BIO DIESEL, B5 | 11,827 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2146 | (-) \$0. | \$2.7296 | \$32,282.98 |
| CITY OF SAN DIEGO | GOLF OPERATIONS | BALBOA PARK GOLF COURSE | REGULAR UNLEADED GASOLINE | 1,216 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.3592 | (-) \$0. | \$2.5817 | \$3,139.35 |
| CITY OF SAN DIEGO | GOLF OPERATIONS | BALBOA PARK GOLF COURSE | BIO DIESEL, B5 | 1,443 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.3592 | (-) \$0. | \$2.8742 | \$4,061.24 |
| CITY OF SAN DIEGO | FLEET SERVICES | SDCCU (QUALCOMM) STADIUM | REGULAR UNLEADED GASOLINE | 1,630 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1927 | (-) \$0. | \$2.4152 | \$3,936.78 |
| CITY OF SAN DIEGO | FLEET SERVICES | SDCCU (QUALCOMM) STADIUM | ULTRA LOW SULFUR DIESEL NO. 2 | 1,760 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1927 | (-) \$0. | \$2.6152 | \$4,602.75 |
| CITY OF SAN DIEGO | COMMUNITY PARKS | MT HOPE CEMETERY | REGULAR UNLEADED GASOLINE | 1,760 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2581 | (-) \$0. | \$2.4806 | \$4,365.86 |
| CITY OF SAN DIEGO | COMMUNITY PARKS | MT HOPE CEMETERY | ULTRA LOW SULFUR DIESEL NO. 2 | 1,410 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2581 | (-) \$0. | \$2.6806 | \$3,779.65 |
| CITY OF SAN DIEGO | FIRE-RESCUE | RESCUE HEADQUARTERS | ULTRA LOW SULFUR DIESEL NO. 2 | 510,299 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2125 | (-) \$0. | \$2.6350 | \$1,344,637.87 |

| | | | | | | | | | | | | | | | |
|--|------------------------------|--|-----------------------------------|-----------|----------|--|-------------|----------|-------------|-------------|----------|-------------|-------------|----------------|--|
| CITY OF SAN DIEGO | PUBLIC UTILITIES | PUMP STATION 2 | ULTRA LOW SULFUR DIESEL NO. 2 | 100 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.7872 | (-) \$0. | OR (+) \$0. | \$3,2097 | \$320.97 | |
| CITY OF SAN DIEGO | PUBLIC UTILITIES | POINT LOMA WASTEWATER TREATMENT PLANT - GAS UTILIZATION FACILITY | ULTRA LOW SULFUR DIESEL NO. 2 | 200 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.7872 | (-) \$0. | OR (+) \$0. | \$3,2097 | \$641.94 | |
| CITY OF SAN DIEGO | PUBLIC UTILITIES | GROVE AVENUE PUMP STATION | ULTRA LOW SULFUR DIESEL NO. 2 | 120 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.7872 | (-) \$0. | OR (+) \$0. | \$3,2097 | \$385.16 | |
| CITY OF SAN DIEGO | PUBLIC UTILITIES | POINT LOMA WASTEWATER TREATMENT PLANT | ULTRA LOW SULFUR DIESEL NO. 2 | 120 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.7872 | (-) \$0. | OR (+) \$0. | \$3,2097 | \$385.16 | |
| CITY OF SAN DIEGO | PUBLIC UTILITIES | POINT LOMA WASTEWATER TREATMENT PLANT | REGULAR UNLEADED GASOLINE | 120 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.7872 | (-) \$0. | OR (+) \$0. | \$3,0097 | \$361.16 | |
| CITY OF SAN DIEGO | PUBLIC UTILITIES | METROPOLITAN OPERATIONS CENTER | ULTRA LOW SULFUR DIESEL NO. 2 | 120 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.7872 | (-) \$0. | OR (+) \$0. | \$3,2097 | \$385.16 | |
| CITY OF SAN DIEGO | PUBLIC UTILITIES | OTAY RIVER PUMP STATION | ULTRA LOW SULFUR DIESEL NO. 2 | 120 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.7872 | (-) \$0. | OR (+) \$0. | \$3,2097 | \$385.16 | |
| CITY OF SAN DIEGO | PUBLIC UTILITIES | SOUTH BAY WATER RECLAMATION PLANT | ULTRA LOW SULFUR DIESEL NO. 2 | 120 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.7872 | (-) \$0. | OR (+) \$0. | \$3,2097 | \$385.16 | |
| CITY OF SAN DIEGO | FLEET SERVICES | CHOLLAS OPERATIONS YARD | RENEWABLE DIESEL-R99 | 578,000 | (-) \$0. | | OR (+) \$0. | \$0.1061 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,5661 | \$1,483,205.80 | |
| CITY OF SAN DIEGO | FLEET SERVICES | CHOLLAS OPERATIONS YARD | REGULAR UNLEADED GASOLINE | 349,000 | (-) \$0. | | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,2341 | \$779,700.90 | |
| CITY OF SAN DIEGO | PUBLIC UTILITIES | WATER OPERATIONS BRANCH, SYSTEM OPERATIONS DIVISION | ULTRA LOW SULFUR DIESEL NO. 2 | 2,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2898 | (-) \$0. | OR (+) \$0. | \$2,7123 | \$5,424.60 | |
| CITY OF SANTEE | FIRE STATION NO. 5 | | REGULAR UNLEADED GASOLINE | 4,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2415 | (-) \$0. | OR (+) \$0. | \$2,4640 | \$9,856.00 | |
| CITY OF SANTEE | FIRE STATION NO. 5 | | ULTRA LOW SULFUR DIESEL NO. 2 | 10,500 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2415 | (-) \$0. | OR (+) \$0. | \$2,6640 | \$27,972.00 | |
| CITY OR CORONADO | | | ULTRA LOW SULFUR DIESEL NO. 2 | 26,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1334 | (-) \$0. | OR (+) \$0. | \$2,5559 | \$66,453.40 | |
| CITY OF CORONADO | | | MID-GRADE UNLEADED GASOLINE | 62,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1334 | (-) \$0. | OR (+) \$0. | \$2,3559 | \$146,065.80 | |
| COUNTY OF SAN DIEGO | | | REGULAR UNLEADED GASOLINE | 2,500,000 | (-) \$0. | | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,2341 | \$5,585,250.00 | |
| COUNTY OF SAN DIEGO | | | ULTRA LOW SULFUR DIESEL NO. 2 | 561,506 | (-) \$0. | | OR (+) \$0. | \$0.0139 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,4364 | \$1,368,053.22 | |
| | | ALTERNATIVE TO ULS DIESEL | RENEWABLE DIESEL-R99 | 561,506 | (-) \$0. | | OR (+) \$0. | \$0.1055 | (-) \$0. | OR (+) \$0. | \$0.1255 | (-) \$0. | OR (+) \$0. | \$0.4500 | |
| ESCONDIDO UNION HIGH SCHOOL DISTRICT | TRANSPORTATION YARD | | ULTRA LOW SULFUR DIESEL NO. 2 | 35,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1486 | (-) \$0. | OR (+) \$0. | \$2,5711 | \$89,988.50 | |
| LA MESA SPRING VALLEY SCHOOL DISTRICT | OPERATIONS CENTER | | REGULAR UNLEADED GASOLINE | 18,000 | (-) \$0. | | OR (+) \$0. | \$0.0131 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,2356 | \$40,240.80 | |
| LA MESA SPRING VALLEY SCHOOL DISTRICT | OPERATIONS CENTER | | ULTRA LOW SULFUR DIESEL NO. 2 | 70,000 | (-) \$0. | | OR (+) \$0. | \$0.0141 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,4366 | \$170,562.00 | |
| PORT OF SAN DIEGO | 1400 TIDELANDS | | REGULAR UNLEADED GASOLINE | 52,000 | (-) \$0. | | OR (+) \$0. | \$0.0167 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,2392 | \$116,438.40 | |
| PORT OF SAN DIEGO | 1400 TIDELANDS | | RENEWABLE DIESEL R-99-CLEAR | 11,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1428 | (-) \$0. | OR (+) \$0. | \$2,6028 | \$28,630.80 | |
| PORT OF SAN DIEGO | 10TH AVE. MARINE TERMINAL | | ULTRA LOW SULFUR DIESEL NO. 2-RED | 4,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1275 | (-) \$0. | OR (+) \$0. | \$2,5500 | \$10,200.00 | |
| RANCHO SANTA FE FIRE PROTECTION DISTRICT | | | REGULAR UNLEADED GASOLINE | 24,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2784 | (-) \$0. | OR (+) \$0. | \$2,5009 | \$60,021.60 | |
| RANCHO SANTA FE FIRE PROTECTION DISTRICT | | | ULTRA LOW SULFUR DIESEL NO. 2 | 9,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2784 | (-) \$0. | OR (+) \$0. | \$2,7009 | \$24,308.10 | |
| SAN DIEGO COMMUNITY COLLEGE | | | MID-GRADE UNLEADED GASOLINE | 75,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1888 | (-) \$0. | OR (+) \$0. | \$2,4113 | \$180,847.50 | |
| SAN DIEGO COUNTY OFFICE OF EDUCATION | | | REGULAR UNLEADED GASOLINE | 44,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.0650 | (-) \$0. | OR (+) \$0. | \$2,2875 | \$100,650.00 | |
| SAN DIEGO METROPOLITAN TRANSIT SYSTEM | VEOLIA/MTS | | ULTRA LOW SULFUR DIESEL NO. 2 | 163,641 | (-) \$0. | | OR (+) \$0. | \$0.1024 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,5249 | \$413,177.16 | |
| SAN DIEGO TRANSIT CORPORATION | IMPERIAL AVENUE DIVISION | | REGULAR UNLEADED GASOLINE | 112,047 | (-) \$0. | | OR (+) \$0. | \$0.0311 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,2536 | \$252,509.12 | |
| SAN DIEGO TRANSIT CORPORATION | KEARNY MESA DIVISION | | REGULAR UNLEADED GASOLINE | 16,788 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2884 | (-) \$0. | OR (+) \$0. | \$2,5109 | \$42,152.90 | |
| SAN DIEGO TRANSIT CORPORATION | IMPERIAL AVENUE DIVISION | | ULTRA LOW SULFUR DIESEL NO. 2 | 7,500 | (-) \$0. | | OR (+) \$0. | \$0.0310 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,4535 | \$18,401.25 | |
| METROPOLITAN TRANSIT SYSTEM ACCESS & MCS MINIBUS | | COPELY PARK DIVISION) | REGULAR UNLEADED GASOLINE | 661,204 | (-) \$0. | | OR (+) \$0. | \$0.0352 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,2577 | \$1,492,800.27 | |
| SAN DIEGO TROLLEY | | | REGULAR UNLEADED GASOLINE | 148,200 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.3237 | (-) \$0. | OR (+) \$0. | \$2,5462 | \$377,346.84 | |
| SAN DIEGO UNIFIED SCHOOL DISTRICT | TRANSPORTATION DEPARTMENT | | REGULAR UNLEADED GASOLINE | 240,000 | (-) \$0. | | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,2341 | \$536,184.00 | |
| SAN DIEGO UNIFIED SCHOOL DISTRICT | TRANSPORTATION DEPARTMENT | | RENEWABLE DIESEL - R99 | 1,400,000 | (-) \$0. | | OR (+) \$0. | \$0.1048 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,5648 | \$3,590,720.00 | |
| SAN DIEGUITO UNION HIGH SCHOOL DISTRICT | TRANSPORTATION DEPARTMENT | | MID-GRADE UNLEADED GASOLINE | 50,000 | (-) \$0. | | OR (+) \$0. | \$0.0116 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,2341 | \$111,705.00 | |
| SAN DIEGUITO UNION HIGH SCHOOL DISTRICT | TRANSPORTATION DEPARTMENT | | ULTRA LOW SULFUR DIESEL NO. 2 | 70,000 | (-) \$0. | | OR (+) \$0. | \$0.0160 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,4385 | \$170,695.00 | |
| SOUTH BAY UNION SCHOOL DISTRICT | TRANSPORTATION DEPARTMENT | | REGULAR UNLEADED GASOLINE | 30,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1297 | (-) \$0. | OR (+) \$0. | \$2,3522 | \$70,566.00 | |
| SOUTH BAY UNION SCHOOL DISTRICT | TRANSPORTATION DEPARTMENT | | ULTRA LOW SULFUR DIESEL NO. 2 | 20,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.1297 | (-) \$0. | OR (+) \$0. | \$2,5522 | \$51,044.00 | |
| SWEETWATER AUTHORITY | OPERATIONS CENTER | | REGULAR UNLEADED GASOLINE | 36,000 | (-) \$0. | | OR (+) \$0. | \$0.0190 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2,2415 | \$80,694.00 | |
| SWEETWATER AUTHORITY | OPERATIONS CENTER | | ULTRA LOW SULFUR DIESEL NO. 2 | 14,000 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.2550 | (-) \$0. | OR (+) \$0. | \$2,0775 | \$37,485.00 | |
| SWEETWATER AUTHORITY | PERDUE WATER TREATMENT PLANT | | ULTRA LOW SULFUR DIESEL NO. 2 | 2,600 | (-) \$0. | | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$0.4087 | (-) \$0. | OR (+) \$0. | \$2,8312 | \$7,361.12 | |

Item9.

| | | | | | | | | | | | | |
|---------------------------------------|---------------------------|-------------------------------|---------|----------|-------------|----------|----------|-------------|----------|-------------|------------------------|--------------|
| SWEETWATER UNION HIGH SCHOOL DISTRICT | TRANSPORTATION DEPARTMENT | REGULAR UNLEADED GASOLINE | 12,000 | (-) \$0. | OR (+) \$0. | \$0.0180 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2.2405 | \$26,886.00 |
| SWEETWATER UNION HIGH SCHOOL DISTRICT | TRANSPORTATION DEPARTMENT | ULTRA LOW SULFUR DIESEL NO. 2 | 240,000 | (-) \$0. | OR (+) \$0. | \$0.0210 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2.4435 | \$586,440.00 |
| ZOOLOGICAL SOCIETY OF SAN DIEGO | SAN DIEGO ZOO | PREMIUM UNLEADED GASOLINE | 140,000 | (-) \$0. | OR (+) \$0. | \$0.0107 | (-) \$0. | OR (+) \$0. | (-) \$0. | OR (+) \$0. | \$2.2332 | \$312,648.00 |
| ZOOLOGICAL SOCIETY OF SAN DIEGO | SAN DIEGO ZOO SAFARI PARK | REGULAR UNLEADED GASOLINE | 83,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.1700 | (-) \$0. | \$2.3925 | \$198,577.50 |
| ZOOLOGICAL SOCIETY OF SAN DIEGO | SAN DIEGO ZOO | ULTRA LOW SULFUR DIESEL | 10,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.1700 | (-) \$0. | \$2.5925 | \$25,925.00 |
| ZOOLOGICAL SOCIETY OF SAN DIEGO | SAN DIEGO ZOO SAFARI PARK | ULTRA LOW SULFUR DIESEL NO. 2 | 28,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.1700 | (-) \$0. | \$2.5925 | \$72,590.00 |
| VALLEY CENTER-PAUMA USD | TRANSPORTATION DEPARTMENT | REGULAR UNLEADED GASOLINE | 23,090 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.2182 | (-) \$0. | \$2.4407 | \$56,355.76 |
| VALLEY CENTER-PAUMA USD | TRANSPORTATION DEPARTMENT | ULTRA LOW SULFUR DIESEL NO. 2 | 40,659 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.2182 | (-) \$0. | \$2.6407 | \$107,368.22 |
| CITY OF ESCONDIDO | PUBLIC WORKS TANK 1 | REGULAR UNLEADED GASOLINE | 220,000 | (-) \$0. | OR (+) \$0. | \$0.0216 | (-) \$0. | OR (+) \$0. | | (-) \$0. | \$2.2441 | \$493,702.00 |
| CITY OF ESCONDIDO | PUBLIC WORKS TANK 2 | REGULAR UNLEADED GASOLINE | 220,000 | (-) \$0. | OR (+) \$0. | \$0.0216 | (-) \$0. | OR (+) \$0. | | (-) \$0. | \$2.2441 | \$493,702.00 |
| CITY OF ESCONDIDO | PUBLIC WORKS TANK 3 | ULTRA LOW SULFUR DIESEL | 50,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.2125 | (-) \$0. | \$2.6350 | \$131,750.00 |
| CITY OF ESCONDIDO | LAKE WOHLFORD | REGULAR UNLEADED GASOLINE | 1,800 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.2950 | (-) \$0. | \$2.5175 | \$4,531.50 |
| CITY OF ESCONDIDO | HARRE TANK 1 | ULTRA LOW SULFUR DIESEL | 2,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.4250 | (-) \$0. | \$2.8475 | \$5,695.00 |
| CITY OF ESCONDIDO | HARRE TANK 2 | ULTRA LOW SULFUR DIESEL | 1,200 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.4250 | (-) \$0. | \$2.8475 | \$3,417.00 |
| CITY OF ESCONDIDO | HARRE TANK 3 | ULTRA LOW SULFUR DIESEL | 1,200 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.4250 | (-) \$0. | \$2.8475 | \$3,417.00 |
| CITY OF ESCONDIDO | LIFT STATION 1 | DIESEL - RED | 600 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$1.7000 | (-) \$0. | \$4.1225 | \$2,473.50 |
| CITY OF ESCONDIDO | LIFT STATION 2 | DIESEL - RED | 200 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$1.7000 | (-) \$0. | \$4.1225 | \$824.50 |
| CITY OF ESCONDIDO | LIFT STATION 3 | DIESEL - RED | 300 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$1.7000 | (-) \$0. | \$4.1225 | \$1,236.75 |
| CITY OF ESCONDIDO | LIFT STATION 11 | DIESEL - RED | 160 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$1.7000 | (-) \$0. | \$4.1225 | \$659.60 |
| CITY OF ESCONDIDO | POLICE SHOOTING RANGE | DIESEL - RED | 500 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$1.9444 | (-) \$0. | \$4.3669 | \$2,183.45 |
| CITY OF ESCONDIDO | FIRE STATION 1 | ULTRA LOW SULFUR DIESEL | 13,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.3542 | (-) \$0. | \$2.7767 | \$36,097.10 |
| CITY OF ESCONDIDO | FIRE STATION 2 | ULTRA LOW SULFUR DIESEL | 3,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.9770 | (-) \$0. | \$3.3995 | \$10,198.50 |
| CITY OF ESCONDIDO | FIRE STATION 3 | ULTRA LOW SULFUR DIESEL | 3,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.9770 | (-) \$0. | \$3.3995 | \$10,198.50 |
| CITY OF ESCONDIDO | FIRE STATION 4 | ULTRA LOW SULFUR DIESEL | 3,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.9770 | (-) \$0. | \$3.3995 | \$10,198.50 |
| CITY OF ESCONDIDO | FIRE STATION 5 | ULTRA LOW SULFUR DIESEL | 3,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.9770 | (-) \$0. | \$3.3995 | \$10,198.50 |
| CITY OF ESCONDIDO | FIRE STATION 6 | ULTRA LOW SULFUR DIESEL | 3,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.9770 | (-) \$0. | \$3.3995 | \$10,198.50 |
| CITY OF ESCONDIDO | FIRE STATION 7 | ULTRA LOW SULFUR DIESEL | 3,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.9770 | (-) \$0. | \$3.3995 | \$10,198.50 |
| CHULA VISTA ESD | EDUCATION CENTER | REGULAR UNLEADED GASOLINE | 29,700 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.1275 | (-) \$0. | \$2.3500 | \$69,795.00 |
| CHULA VISTA ESD | EDUCATION CENTER | ULTRA LOW SULFUR DIESEL | 16,000 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.1275 | (-) \$0. | \$2.5500 | \$40,800.00 |
| CHULA VISTA ESD | CORPORATE YARD | REGULAR UNLEADED GASOLINE | 4,000 | (-) \$0. | OR (+) \$0. | \$0.0210 | (-) \$0. | OR (+) \$0. | | (-) \$0. | \$2.2435 | \$8,974.00 |
| CHULA VISTA ESD | CORPORATE YARD | ULTRA LOW SULFUR DIESEL | 76,800 | (-) \$0. | OR (+) \$0. | \$0.0189 | (-) \$0. | OR (+) \$0. | | (-) \$0. | \$2.4414 | \$187,499.52 |
| SAN DIEGO ST UNIV | FACILITIES | REGULAR UNLEADED GASOLINE | 53,200 | (-) \$0. | OR (+) \$0. | \$0.0210 | (-) \$0. | OR (+) \$0. | | (-) \$0. | \$2.2435 | \$119,354.20 |
| SAN DIEGO ST UNIV | FACILITIES | ULTRA LOW SULFUR DIESEL-RED | 2,700 | (-) \$0. | OR (+) \$0. | | (-) \$0. | OR (+) \$0. | \$0.2429 | (-) \$0. | \$2.6654 | \$7,196.58 |
| Total (All Agencies) | | | | | | | | | | | \$31,558,317.88 | |



STAFF REPORT

July 19, 2023
File Number 0685-10

SUBJECT

CITY OF ESCONDIDO LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT – PRELIMINARY ENGINEER’S REPORT FOR ZONES 1-38 FOR FISCAL YEAR 2023/2024.

DEPARTMENT

Development Services, Engineering Services

RECOMMENDATION

Request the City Council adopt Resolution No. 2023-87 approving the Assessment Engineer’s Report and the annual levy and collection of assessments for the City of Escondido Landscape Maintenance Assessment District (“LMD”) (Attachment “1”, LMD Map) for Zones 1 through 38 for 2023/2024 fiscal year.

Staff Recommendation: Approval and File (Andrew Firestone, Development Services Director, and Julie Procopio, City Engineer)

Presenter: Brad Mason, Landscape Project Manager

FISCAL ANALYSIS

The LMD reimburses all costs incurred by the City in all zones except Zones 12 and 13. The City of Escondido purchased property adjacent to the Reidy Creek environmental channel that lies within Zone 12 and therefore assumed the assessment assigned to this property. Zone 13 was formed to pay for the maintenance of the Centre City Parkway landscaped median, south of Felicita Avenue and north of Montview Drive. The City shares the cost of the maintenance in Zone 13 with the two shopping centers on either side of the Parkway.

A CPI increase of 7.7101% per Bureau of Labor Statistics: San Diego-Carlsbad, CA, has been applied to adjust the maximum authorized assessment for Zones 1, 4, 6, 7, 9, 10, 11, and 13 through 38. Property owners within these zones previously approved the annual CPI adjustments. Each assessment remains at or under the maximum authorized levy.

PREVIOUS ACTION

On June 14, 2023, the City Council adopted Resolution Nos. 2023-66 and 2023-67 initiating proceedings for the annual levy of assessments for Zone 1-38 of the LMD and approving the preliminary Assessment Engineer’s Report.



CITY *of* ESCONDIDO

STAFF REPORT

BACKGROUND

The LMD was established as a means to fund the ongoing maintenance of certain landscape improvements associated with the development of specific properties within the City of Escondido. These landscape improvements have special benefit to those specific properties. When properties are developed, a study is prepared to determine the cost of maintenance of the proposed landscaping and improvements. The maximum annual levy is calculated and the developer/property owner(s) vote to be assessed in that maximum amount. The maximum annual levy may or may not be established with an inflationary adjustment.

The LMD is divided into various zones. Property owners for parcels within each zone are assessed for the benefit received within their zone and the maintenance of the landscape improvements. All funds collected must be used within the zone.

Staff recommends approval of the Final Engineer's Report that reflects the budget and assessments for Zones 1-38 of the LMD for the FY 2023/2024.

RESOLUTIONS

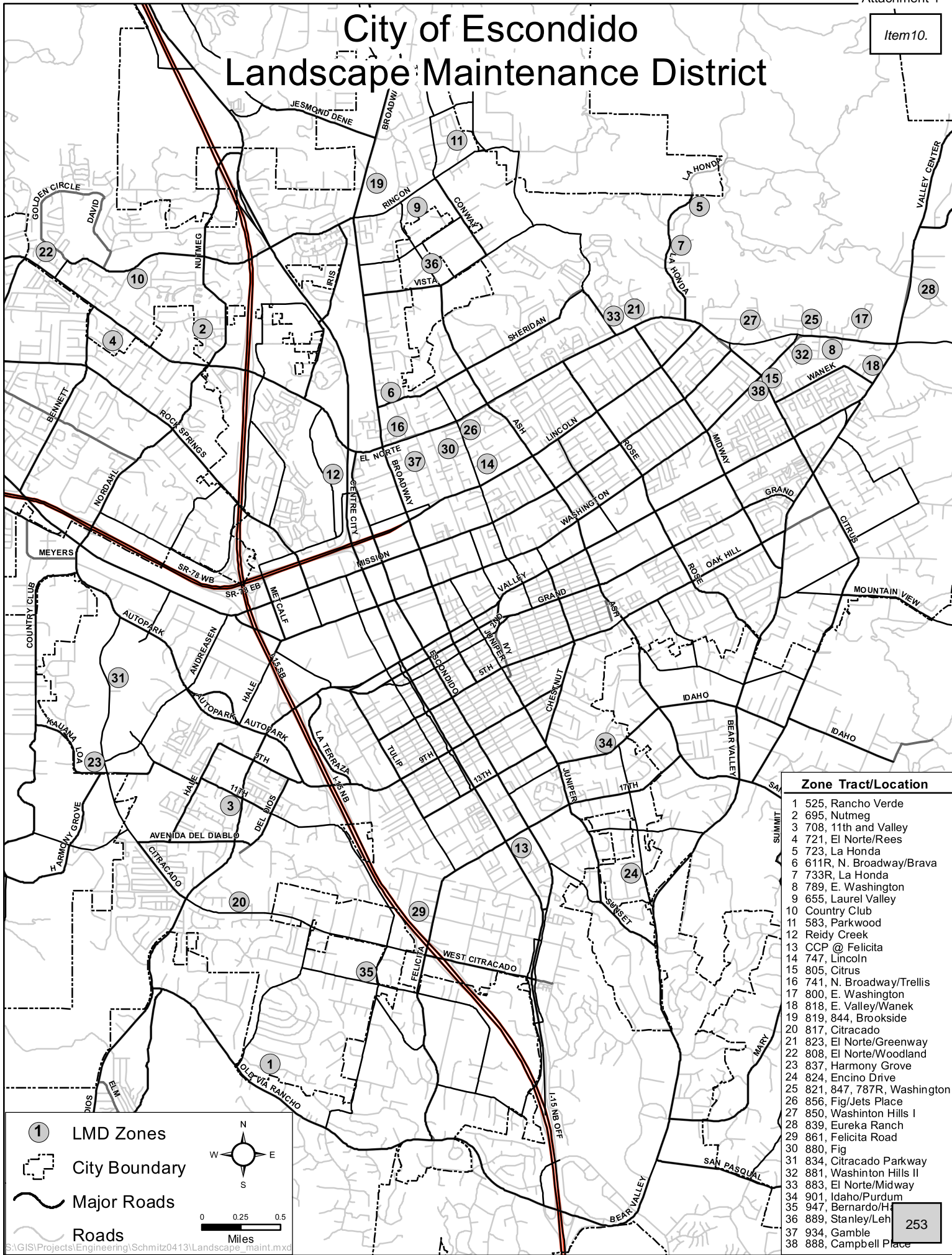
- a. Resolution No. 2023-87
- b. Resolution No. 2023-87, Exhibit "A"

ATTACHMENTS

- a. Attachment "1" - LMD Map

City of Escondido Landscape Maintenance District

Item 10.



Zone Tract/Location

- 1 525, Rancho Verde
- 2 695, Nutmeg
- 3 708, 11th and Valley
- 4 721, El Norte/Rees
- 5 723, La Honda
- 6 611R, N. Broadway/Brava
- 7 733R, La Honda
- 8 789, E. Washington
- 9 655, Laurel Valley
- 10 Country Club
- 11 583, Parkwood
- 12 Reidy Creek
- 13 CCP @ Felicity
- 14 747, Lincoln
- 15 805, Citrus
- 16 741, N. Broadway/Trellis
- 17 800, E. Washington
- 18 818, E. Valley/Wanek
- 19 819, 844, Brookside
- 20 817, Citracado
- 21 823, El Norte/Greenway
- 22 808, El Norte/Woodland
- 23 837, Harmony Grove
- 24 824, Encino Drive
- 25 821, 847, 787R, Washington
- 26 856, Fig/Jets Place
- 27 850, Washinton Hills I
- 28 839, Eureka Ranch
- 29 861, Felicity Road
- 30 880, Fig
- 31 834, Citracado Parkway
- 32 881, Washinton Hills II
- 33 883, El Norte/Midway
- 34 901, Idaho/Purdum
- 35 947, Bernardo/H
- 36 889, Stanley/Leh
- 37 934, Gamble
- 38 888, Campbell Place

RESOLUTION NO. 2023-87

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, APPROVING THE ASSESSMENT ENGINEER'S REPORT, AND APPROVING THE ANNUAL LEVY AND COLLECTION OF ASSESSMENTS IN ZONES 1 THROUGH 38 OF THE ESCONDIDO LANDSCAPE MAINTENANCE DISTRICT FOR FISCAL YEAR 2023/2024

WHEREAS, the City Council of the City of Escondido ("City") has previously formed a maintenance district pursuant to the terms of the "Landscaping and Lighting Act of 1972," being Division 15 Part 2 of the Streets and Highways Code of the State of California (the "Act"), Article XIIIID of the Constitution of the State of California ("Article XIIIID"), and the Proposition 218 Omnibus Implementation Act, Government Code Section 53750 and following, (the "Implementation Act") (the 1972 Act, Article XIIIID, and the Implementation Act are referred collectively as the "Assessment Law"). Such maintenance district is known and designated as the Escondido Landscape Maintenance Assessment District (the "Maintenance District"); and

WHEREAS, there has been established by the City, 38 zones within the Maintenance District (each individually referenced as a "Zone"); and

WHEREAS, on June 14, 2023, the City Council initiated proceedings to provide for the annual levy and collection of assessments for Zones 1 through 38 of the Maintenance District for the next ensuing fiscal year to provide for the costs and expenses necessary to pay for the maintenance of the existing improvements in Zones 1 through 38 of the Maintenance District; and

WHEREAS, the City Council also previously received and preliminarily approved a report of the Assessment Engineer (the "Assessment Engineer's Report"), a copy of which is attached hereto as Exhibit "A" and by this reference incorporated herein, for Zones 1 through 38 of the Maintenance District as required by the 1972 Act, and this City Council desires to continue with the proceedings for

the annual levy and collection; and

WHEREAS, this City Council carefully examined and reviewed the Assessment Engineer's Report as presented, and is satisfied with each and all of the items and documents as set forth therein pertaining to Zones 1 through 38 of the Maintenance District and is satisfied that the assessments for Zones 1 through 38 have been spread in accordance with the special benefits received from the improvements to be maintained, as set forth in the Assessment Engineer's Report; and

WHEREAS, the City Council desires to confirm and approve such final Assessment Engineer's Report and to authorize the annual levy and collection of the assessments for Zones 1 through 38 of the Maintenance District for Fiscal Year 2023/2024; and

WHEREAS, the City Council finds the Maintenance District as exempt from the California Environmental Quality Act (Public Resources Code Section 21000 and following) ("CEQA") pursuant to section 15302(d) of the State CEQA guidelines.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California, as follows:

1. That the above recitals are true.
2. Based upon the Assessment Engineer's Report, it is hereby determined that:
 - (a) The proportionate special benefit derived by each parcel proposed to be assessed has been determined in relationship to the entirety of the cost of maintenance of the improvements.
 - (b) No assessment is proposed to be imposed on any parcel which exceeds the reasonable cost of the proportional special benefit to be conferred on such parcel from the improvements.

(c) Only special benefits have been assessed.

3. That the Assessment Engineer's Report is hereby approved and is ordered to be filed in the office of the City Clerk as a permanent record and to remain open to public inspection. Reference is made to said Assessment Engineer's Report for a full and detailed description of:

(a) The existing improvements to be maintained;

(b) The maintenance of the improvements to be performed;

(c) The estimates of costs of the maintenance of the improvements to be performed, including the cost of incidental expenses in connection therewith, and

including that portion of the costs and expenses representing the special benefits

to be conferred by such maintenance of the improvements on the parcels within Zones 1 through 38 of the Maintenance District;

(d) The diagram of the Maintenance District and the zones therein showing (i) the exterior boundaries of the Maintenance District; (ii) the boundaries and zones within the Maintenance District; and (iii) the lines and dimensions of each parcel of land within the Maintenance District; provided, however, such diagram may refer to the San Diego County Assessor's maps for detailed description of such lines and dimensions, in which case such maps shall govern for all details concerning such lines and dimensions; and

(e) The assessment of the total amount of the cost and expenses of the maintenance of the improvements upon the several divisions of land in the Maintenance District in proportion to the estimated special benefits to be conferred on such subdivisions, respectively, by such

maintenance and the assessments upon assessable lots and parcels of land within the Maintenance District.

4. That the public interest and convenience requires the Fiscal Year 2023/2024 annual levy and collection of the assessments for Zones 1 through 38 of the Maintenance District as set forth and described in the Assessment Engineer's Report; and further it is determined to be in the best public interest and convenience to levy and collect annual assessments to pay the costs and expense of said maintenance and improvements as estimated in the Assessment Engineer's Report. All costs and expenses of the maintenance and incidental expenses have been apportioned and distributed to the benefiting parcels in Zones 1 through 38 of the Maintenance District in accordance with the special benefits received from the existing improvements.

5. The City Clerk is hereby ordered and directed to immediately file a certified copy of the diagram and assessment with the County Auditor. Said filing to be made no later than August 10, 2023.

6. After the filing of the diagram and assessment, the County Auditor shall enter on the County assessment roll opposite each lot or parcel of land the amount assessed thereupon, as shown in the assessment.

7. The assessments shall be collected at the same time and in the same manner as County taxes are collected and all laws providing for the collection and enforcement of County taxes shall apply to the collection and enforcement of the assessments.

8. The annual assessments as above authorized and confirmed and levied for these proceedings will provide revenue to finance the maintenance of authorized improvements for Zones 1 through 38 of the Maintenance District in the fiscal year commencing July 1, 2023, and ending June 30, 2024.

9. This Resolution shall take effect immediately upon its adoption.

Assessment Engineer's Report Zones 1 through 38 Fiscal Year 2023/24

City of Escondido
201 North Broadway – Escondido California 92025
Landscape Maintenance Assessment District

FINAL REPORT

JULY 19, 2023

Report pursuant to the Landscaping and Lighting Act of 1972, Part 2 Division 15 of the Streets and Highways Code, Article XIII.D. of the California Constitution, and Proposition 218 Omnibus Implementation Act (Government Code Section 53750 et seq.). The Streets and Highways Code, Part 2, Division 15, Article 4, commencing with Section 22565, directs the preparation of the Assessment Engineer's Report for each fiscal year for which assessments are to be levied and collected to pay the costs of the improvements described herein.

SPECIAL DISTRICT FINANCING & ADMINISTRATION

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Escondido CA 92025
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**CITY OF ESCONDIDO
ASSESSMENT ENGINEER'S REPORT
ZONES 1 THROUGH 38**

**ESCONDIDO LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
FISCAL YEAR 2023/24**

The Assessment Engineer's Report, submitted herein, includes the following Sections as outlined below:

| Section Description | Page |
|--|-------------|
| Compliance with Landscaping and Lighting Act of 1972, Article 4 of the California Government Code | 1 |
| Section A: Plans and Specifications for the Improvements | 2 |
| Section B: Estimate of Costs of the Improvements | 3 |
| Section C: Diagram for the Maintenance District | 5 |
| Section D: Assessment of the Estimated Costs of the Improvements | 5 |
| Section E: If Bonds or Notes will be Issued Pursuant to Section 22662.5, An Estimate of their Principal Amount | 20 |
| Appendix I: Estimate of Cost and Assessment | |
| Appendix II: Assessment Roll | |
| Appendix III: Diagram of Landscape Maintenance District Boundaries | |

COMPLIANCE WITH LANDSCAPE AND LIGHTING ACT OF 1972 ARTICLE 4 OF THE CALIFORNIA GOVERNMENT CODE

Whereas the City Council of the City of Escondido, California, did, pursuant to the provisions of the Landscape and Lighting Act of 1972, Chapter 3, Section 22622 of the California Government Code, order the preparation and filing of the Assessment Engineer's Report in accordance with Chapter 1, Article 4, commencing with Section 22565, of Chapter 1.

Section 22565 directs that the report refer to the Landscape Maintenance Assessment District (the "Maintenance District") by its distinctive designation, specify the fiscal year to which the report applies, and, with respect to that year, contain all of the following:

- (a) Plans and specifications for the improvements.
- (b) An estimate of the costs of the improvements.
- (c) A diagram for the Maintenance District.
- (d) An assessment of the estimated costs of the improvements.
- (e) If bonds or notes will be issued pursuant to Section 22662.5, an estimate of their principal amount.

In accordance with Section 22623 of the California Government Code, a preliminary report was filed with the City Clerk for submission to the legislative body. The legislative body ordered the Preparation of the Preliminary Report, initiated proceedings for the Annual Levy of Assessments and ordered the Preparation of an Assessment Engineer's Report for Zones 1 through 38 with the adoption of Resolution No. 2023-66 on June 14, 2023. The legislative body approved the report, as filed, with the adoption of Resolution No. 2023-67 as to these Zones on June 14, 2023.

Now, therefore, the following Assessment Engineer's Report is submitted:

A. PLANS AND SPECIFICATIONS FOR THE IMPROVEMENTS

In accordance with Section 22568, the plans and specifications are required to show and describe existing and proposed improvements. The plans and specifications need not be detailed but are sufficient if they show or describe the general nature, location, and extent of the improvements. If the Maintenance District is divided into Zones, the plans and specifications are required to indicate the class and type of improvements to be provided for each such Zone.

The Maintenance District has been divided into 38 distinct Zones of benefit. By reasons of variations in the nature, location, and extent of the improvements, the various Zones receive different degrees of benefit from the improvements. The improvements, which have been constructed or which may be subsequently constructed within and adjacent to the Zones and that will be serviced and maintained, and the proposed maintenance and services are generally described as follows.

DESCRIPTION OF IMPROVEMENTS TO BE MAINTAINED AND SERVICED

Landscape and Appurtenant Improvements

Landscape improvements (collectively, the "Landscape Improvements") include but are not limited to: landscaping, planting shrubbery, trees, irrigation systems, hardscapes and fixtures in public streets and sidewalks, and right-of-ways including: medians, parkways and other easements dedicated to the City of Escondido within the boundaries of the District.

Description of Maintenance and Services

Maintenance means the furnishing of services and materials for the ordinary and usual maintenance, operation and servicing of the Landscape Improvements and appurtenant facilities, including repair, removal or replacement of all or part of any of the Landscape Improvements or appurtenant providing for the life, growth, health and beauty of the Landscape Improvements, including cultivation, irrigation, trimming, spraying, fertilizing and treating for disease or injury, the removal of trimmings, rubbish, debris and other solid waste, and the cleaning, sandblasting, and painting of walls and other improvements to remove or cover graffiti.

Service means the furnishing of water for the irrigation of the Landscape Improvements and the furnishing of electric current or energy, gas or other illuminating agent for the lighting or operation of the Landscape Improvements or appurtenant facilities.

The plans and specifications for the Landscape Improvements, showing the general nature, location and the extent of the Landscape Improvements, are on file in the office of the City Engineer and are by reference herein made a part of this Report.

B. ESTIMATE OF COSTS OF THE IMPROVEMENTS

In accordance with Section 22569 of the California Government Code, the estimate of the costs of the improvements for the fiscal year is required to contain estimates of the following:

- (a) The total cost for improvements to be made that year, being the total costs of constructing or installing all purposed improvements and of maintaining and servicing all existing and proposed improvements, including all incidental expenses. This may include a cash flow reserve and an operating and maintenance reserve which are further detailed in the description of *Reserve* on the following page.
- (b) The amount of any surplus or deficit in the improvement fund to be carried over from a previous fiscal year.
- (c) The amount of any contributions to be made from sources other than assessments levied pursuant to this part. (Contributions will only be shown if such a contribution has been received.)
- (d) The amount, if any, of the annual installment for the fiscal year where the legislative body has ordered an assessment for the estimated cost of any improvements to be levied and collected in annual installments.
- (e) The net amount to be assessed upon assessable lands within the Maintenance District being the total improvement costs, as referred to in subdivision (a), increased or decreased, as the case may be, by any of the amounts referred to in subdivision (b), (c), or (d).

The estimates of cost are contained in Appendix I of this Report, titled, "Estimate of Cost and Assessment." The Assessment Law requires that a special fund be established for the revenues and expenditures of each Zone within the District. Funds levied by these assessments shall be used only for the purposes as stated herein. The City may advance funds to the Zone, if needed, to ensure adequate cash flow, and will be reimbursed for any such advances upon receipt of assessments. Any surplus or deficit remaining on June 30 must be carried over to the next fiscal year.

DESCRIPTION OF BUDGET EXPENSE ITEMS

Administration/Inspection: The cost to all departments and staff of the City for providing the coordination of maintenance and responding to public concerns regarding levy collections.

Annual Installment: The amount, if any, of the annual installment for the fiscal year where the legislative body has ordered an assessment for the estimated cost of any improvements to be levied and collected in annual installments.

Consultant: The recovery of the cost of contracting for professional services to provide District administration and legal services.

County Fee: The recovery of the cost charged by the County of San Diego for placing and collecting the fixed charged special assessments on the county tax roll.

Liability Fund: The recovery of the cost incurred by the City to provide liability insurance.

Miscellaneous Repairs: Recovery of the cost of unplanned repairs. These costs are not included in the maintenance contract and are unplanned. An example of an expenditure that would fall under this category is repairs due to vandalism.

Reserve: The collection of a reserve is a combination of a cash flow reserve and an operating and maintenance reserve. The cash flow reserve should not exceed the estimated costs of maintenance and servicing to December 10 of the fiscal year, or whenever the City expects to receive its apportionment of special assessments and tax collections from the County, whichever is later. This time period has been estimated by the City as six months from July 1 to January 1 of each fiscal year. The purpose of the

cash flow reserve is to eliminate the need for the City to transfer funds from non-District accounts to pay for District expenditures. The operating and maintenance reserve, estimated as 12 months of maintenance and servicing, is to provide a buffer for unforeseen emergency repairs and maintenance, and to allow the Zone to continue maintenance through a period of delinquencies in the collection of the assessments.

Maintenance: Includes all contracted labor, material and equipment required to properly maintain the landscaping, irrigation systems, fencing, and entry monuments within the District.

Service/Utilities: The furnishing of water and electricity required for the maintenance of the landscaping and drainage facilities.

C. DIAGRAM FOR THE MAINTENANCE DISTRICT

The diagram for a Maintenance District as required by Sections 22570 and 22571 of the California Government Code is required to show: a) the exterior boundaries of the Maintenance District, b) the boundaries of any Zones within the district, and c) the lines and dimensions of each lot or parcel of land within the district. Each lot or parcel is required to be identified by a distinctive number or letter. A Diagram of the District by Zone which shows each lot or parcel of land within Zones 1 to 38 of the District is on file in the Offices of the City Clerk and the Engineering Department Management Analyst. Appendix III provides the general location of all the zones currently within the District.

The lines and dimensions of each lot or parcel of land shown on the diagram are required to conform to those shown on the county assessor's maps for the fiscal year in which the report applies. The diagram may refer to the county assessor maps for a detailed description of the lines and dimensions of any lots or parcels, in which case, those maps govern all details concerning the lines and dimensions of such lots or parcels.

D. ASSESSMENT OF THE ESTIMATED COSTS OF THE IMPROVEMENTS

The assessment, or annual levy amount, in accordance with Sections 22572 and 22573 of the California Government Code, must refer to the fiscal year to which it applies and provide all of the following:

- (a) State the net amount, determined in accordance with Section 22569, to be assessed upon assessable lands within the Maintenance District, which includes an amount sufficient to pay the principal and interest due during the fiscal year from each parcel on any bonds or notes issued pursuant to Section 22662.5.
- (b) Describe each assessable lot or parcel of land within the District.
- (c) Assess the net amount upon all assessable lots or parcels of land within the District by apportioning that amount among the several lots or parcels in proportion to the estimated benefits to be received by each lot or parcel from the improvements.

The assessment may refer to the County assessment roll for a description of the lots or parcels, in which case that roll will govern for all details concerning the description of the lots or parcels. The 1972 Act permits the establishment of Maintenance Districts by cities for the purpose of providing certain public improvements which include the construction, maintenance and servicing of landscaping improvements. Streets and Highways Code Section 22573 requires that maintenance assessments be levied according to benefit, directing that the method of apportionment can be based on any method which fairly distributes the net amount among all assessable lots or parcel in proportion to the estimated benefit to be received by each such lot or parcel from the improvements. Article XIII.D. and the Implementation Act require that a parcel's assessment may not exceed the reasonable cost for the proportional special benefit conferred on that parcel. Article XIII.D. and the Implementation Act further provide that only special benefits are assessable and the City must separate the general benefits from the special benefit. They also require that publicly-owned properties which specially benefit from the improvements be assessed.

SPECIAL BENEFIT ANALYSIS

Proper maintenance of the street trees, street medians, and entryways provides special benefit to adjacent properties by providing security, safety, and community character and vitality.

Special Benefit

Trees, landscaping, hardscape and appurtenant facilities, if well maintained, provide beautification, shade and enhancement of desirability to the surroundings, and therefore increase property value. Street trees within the public street parkways provide special benefit to those properties directly adjacent to those tree-lined parkways. Landscaping and hardscaping within the medians in the public streets and entryways provide special benefit to those developments that are directly adjacent to those public medians or entryways. These medians are located in the arterial roadways.

General Benefit

There are no general benefits associated with local street trees. Landscaping and hardscaping within medians in the arterial roadways provide only incidental aesthetic benefit to motorists traveling to, from or through the City. Therefore, it is deemed that there are no special benefits associated with the landscaped medians and entryways.

Benefit Zones

Benefit Zones are used to differentiate between different types of Landscape Improvements to be maintained and serviced within each such Zone. The method of spread for each Zone is based on benefit units outlined in the following table:

| Zone(s) | Land Use Type | Benefit Unit | Benefit Factor |
|---------------------------------|----------------------|---------------------|-----------------------|
| 1 - 9, 11, 14 - 30 & 32 - 38 | Residential | Dwelling Unit* | 1.000 |
| 10 | Residential | Dwelling Unit* | 1.000 |
| | Church | Acre | 1.875 |
| | Commercial | Acre | 12.500 |
| | Golf Course | Acre | 0.250 |
| 12 | Residential | Acre | 1.000 |
| 13 | Non-Residential | Frontage | 1.000 |
| 31 | Non-Residential | Acre | 1.000 |

Note (*) – The Benefit Unit, Dwelling Unit, is determined based on the quantity of Dwelling Unit(s) or the projection of Dwelling Unit(s) to be constructed as determined at the time of formation/annexation or as modified by other land use changes.

Appendix I of this Report, titled, "Estimate of Cost and Assessment," shows the calculation of the net amount to be assessed by Zone. In addition, it provides the calculation of apportionment among the parcels in proportion to the special benefits to be received by each parcel. The method of apportionment fairly distributes the net amount among all assessable parcels in proportion to the special benefit to be received by each parcel from the improvements.

For a description of each assessable lot or parcel of land within the District, refer to the County of San Diego assessment roll. Appendix II of this Report, titled "Assessment Roll," provides a listing of the assessor parcel numbers and levy per parcel by Zone.

The following is a description providing the general nature, location and extent of the existing and proposed improvements for each Zone.

Zone 1: Tract 523A, 523B, 653 and 692 Rancho Verde

The boundaries of Zone 1 are coterminous with the entire boundary of Escondido Tract Nos. 523A, 523B, 653 and 692, which are located north of Via Rancho Parkway at Eucalyptus Avenue. Eucalyptus Avenue provides access to the Rancho Verde community. The improvements to be maintained provide special benefit to the properties within Zone 1. The improvements consist of entryway improvements including the entry monument and the parkway landscaping on both the east and west side of Eucalyptus Avenue extending a distance of approximately 400 feet from Via Rancho Parkway.

Zone 2: Tract 695

Zone 2 lies within the boundaries of Escondido Tract 695 located west of Nutmeg Street and south of Sunset Heights Road. This tract encompasses the southern half of three cul-de-sacs: Skyhill Place, Eagle Summit Place and Lookout Point Place. The nature and extent of the special benefit provided by the improvements to the property within Zone 2 is the slope landscaping along Nutmeg Street and the service road south of the tract.

Zone 3: Tract 708

Zone 3 lies within the boundaries of Escondido Tract 708 located at the southwest corner of West 11th Street and Valley Parkway, encompassing Lisbon Place and a portion of Chambers Street. The extent and nature of the special benefit provided by the improvements to the property within Zone 3 is the slope landscaping along Valley Parkway and West Eleventh Street.

Zone 4: Tract 721

Zone 4 lies within the boundary of Escondido Tract 721 located at the north corner of El Norte Parkway and Rees Road. Streets within the subdivision include Las Palmas Lane, Los Cedros Lane, El Rosal Place, El Cielo Lane, El Aire Place and La Manzana Lane. The extent and nature of the special benefit provided by the improvements to the property within Zone 4 is the slope and parkway landscaping along El Norte Parkway and Rees Road.

Zone 5: Tract 723

Zone 5 lies within the boundary of Escondido Tract 723. Entrance to the subdivision is at the intersection of La Honda Drive and Dublin Lane. Streets within the tract include Dublin Lane and a portion of Glasgow Lane. The nature and extent of the special benefit provided by the improvements to the property within Zone 5 includes the parkway landscaping along La Honda Drive adjacent to Tract 723.

Zone 6: Tract 611R

Zone 6 lies within the boundary of Escondido Tract 611R. Entrance to the tract is at the intersection of North Broadway and Brava Place. The nature and extent of the special benefit provided by the improvements to the property within Zone 6 which are to be maintained is the landscaped area within the right-of-way along North Broadway and the portion of Reidy Creek channel which flows under an easement within the tract.

Zone 7: Tract 733R

Zone 7 lies within the boundary of Escondido Tract 733R. Entrance to the tract is at the intersection of La Honda Drive and MacNaughton Lane approximately 0.6 miles north of El Norte Parkway. The nature and extent of the special benefit of the improvement provided to the property within Zone 7 includes the parkway landscaping along La Honda Drive adjacent to Tract 733R.

Zone 8: Tract 789

Zone 8 encompasses Tract 789 and is generally located east of Bear Valley Parkway. The northern edge of the tract abuts El Norte Parkway. The tract includes a portion of Iona Court. The nature and extent of the special benefit provided by the improvements to the property within Zone 8 include street right-of-way landscaping on that section of El Norte Parkway lying east of Justin Way and west of Kaile Lane.

Zone 9: Tract 655 Laurel Valley

Zone 9 lies within the boundaries of Laurel Valley, Escondido Tract 655, and is generally located south of Rincon Avenue and east of North Broadway. Internal subdivision streets include Crestwood Place, Terracewood Lane, a portion of Shadywood Drive, Brookwood Court, a portion of Ash Street, Pleasantwood Lane, Splendorwood Place, Parktree Lane, Valleytree Place, Springtree Place, and open space areas within lots 1, 74, 112, 161, and a portion of lot 34. The purpose of the annual assessment is for the maintenance of the landscaped areas. Maintenance includes the furnishing of services and materials for the maintenance, operation, and servicing of the landscaped open space area.

Zone 10: Country Club Lane

Zone 10, known by the name, "Country Club Lane," lies west of Interstate 15 and northeast of El Norte Parkway. Country Club Lane runs through the middle and northeast corner of the Zone. For a specific diagram showing the boundaries of

the Zone, please refer the diagram on file with the City Clerk. The nature and extent of the special benefit provided by the improvements to the property within Zone 10 includes planting materials such as ground cover, shrubs and trees, irrigation systems, decorative paving, and entry monuments within the median of Country Club Lane.

Zone 11: Parkwood

Zone 11, known by the name, "Parkwood," lies within the boundary of Escondido Tract 583 and is located north of Rincon Avenue and south of Cleveland Avenue. For a specific diagram showing the boundaries of the Zone, please refer to the diagram on file with the City Clerk. The nature and extent of the special benefit provided by the improvements to the property within Zone 11 includes planting materials such as ground cover, turf, shrubs and trees, irrigation systems, fencing, natural drainage areas, mow curbs, natural open space areas with paths, median landscape on Conway Drive, and landscape around the tract perimeter.

Zone 12: Reidy Creek

Zone 12, known by the name, "Reidy Creek," generally lies west of Centre City Parkway, north of Lincoln Avenue, and south of El Norte Parkway. The nature and extent of the special benefit provided by the improvements to the property within Zone 12 includes planting materials such as ground cover, shrubs and trees, drainage systems, and fencing.

Zone 13:

This Zone is located on the southwest and southeast corners of Centre City Parkway and Felicita Avenue. The Zone annexed to the Maintenance District in 1998/99. The special benefit of the improvements to the property within Zone 13 include maintenance of the landscaping within the median fronting the commercial centers. A portion of the special benefit has been allocated to the City on a front footage basis.

Zone 14: Tract 747

The entrance to this Zone is on Wanda Court off of Grape Street. The Zone annexed to the Maintenance District in 1999/00. The nature and extent of the special benefit of the improvements to the property within Zone 14 includes the maintenance of parkway landscaping adjacent to Tract 747 on Lincoln Parkway.

Zone 15: Tract 805

Zone 15 lies within Tract 805, lots 1-18, located east of Citrus Avenue and south of Washington Avenue. The Zone annexed to the Maintenance District in 1999/00. The nature and extent of the special benefit provided by the improvements to the property within Zone 15 includes parkway landscaping along Citrus Avenue and Washington Avenue.

Zone 16: Tract 741

Zone 16 lies within Tract 741. The entrance to this Zone is on Trellis Lane at North Broadway Avenue. The Zone annexed to the Maintenance District in 1999/00. The nature and extent of the special benefit of the improvements provided to the property within Zone 16 includes parkway landscaping along North Broadway Avenue and at the corner of Trellis Lane and North Broadway Avenue.

Zone 17: Tract 800

Zone 17 lies within Tract 800, located north of El Norte Parkway and west of the Escondido Creek channel. The Zone annexed to the Maintenance District in 1999/00. The nature and extent of the special benefit provided by the improvements to the property within Zone 17 includes parkway landscaping along El Norte Parkway.

Zone 18: Tract 818

Zone 18 lies within Tract 818. Entrance to this Zone is on Wanek Road at East Valley Parkway. The Zone annexed to the Maintenance District in 2000/01. The nature and extent of the special benefit provided by the improvements to the property within Zone 19 includes parkway landscaping along East Valley Parkway.

Zone 19: Tract 819 and Tract 844

The existing boundaries of Zone 19, approved on May 9, 2001 are coterminous with the boundaries of Escondido Tract No. 819, which is located on the east side of North Broadway and the north side of Rincon Avenue in the northern area of the City. An annexation has added the area contained within Tract 844 to Zone 19. Tract 844 is located north of Cleveland Avenue, west of Conway Drive and south of North Avenue on land adjacent to the existing Zone 19. Tract 844, referred to as Brookside II, adds a total of 40 single family dwelling units to the existing 222 single family dwelling units resulting in a grand total of 262 single family dwelling units within Zone 19. The nature and extent of the special benefit provided by the improvements to the property within Zone 19 includes the walking and equestrian trails and associated landscaping, parkway, slope and environmental channel landscaping and irrigation system.

Zone 20: Tract 817

The boundaries of Zone 20 are coterminous with the boundaries of Escondido Tract No. 817, which is located on the north and south side of Citracado Parkway at its termination point east of Scenic Trails Way. The Zone annexed to the Maintenance District in 2001/02. The nature and extent of the special benefit of the improvements provided to the property within Zone 20 include the slope landscaping on the south, east and north side of Citracado Parkway at Greenwood Place. This is the entryway to that portion of the tract referred to as Estate I (lots 1 through 8).

Zone 21: Tract 823

The boundaries of Zone 21 are coterminous with the boundaries of Escondido Tract No. 823, which is located on the north side of El Norte Parkway east of Greenway Rise. The Zone annexed to the Maintenance District in 2001/02. The nature and extent of the special benefit provided by the improvements to the property within Zone 21 includes the slope and parkway landscaping on the north side of El Norte Parkway east of Greenway Rise for a distance of approximately 380 feet.

Zone 22: Tract 808

The boundaries of Zone 22 are coterminous with the boundaries of Escondido Tract No. 808, which is located at the northeast corner of the intersection of El Norte Parkway and Woodland Parkway in the northwestern area of the City. The Zone annexed to the Maintenance District during fiscal year 2001/02. The nature and extent of the special benefit provided by the improvements to the property within Zone 22 include the maintenance of the parkway landscaping on the north side of El Norte Parkway east of Woodland Parkway for a distance of approximately 300 linear feet, and approximately 550 linear feet of parkway landscaping on the east side of Woodland Parkway and on the north and south side of Dancer Court, the entry street to the development.

Zone 23: Tract 837 Harmony Grove

The boundaries of Zone 23 are coterminous with the boundaries of Escondido Tract No. 837, which is located on Harmony Grove Road just west of Howard Lane in the southwestern area of the City. The Zone annexed to the Maintenance District during fiscal year 2001/02. The nature and extent of the special benefit provided by the improvements to the property within Zone 23 to be maintained include approximately 2,600 square feet of parkway landscaping on the north side of Harmony Grove Road east and west of Princess Kyra Place.

Zone 24: Tract 824 and Tract 845

The existing boundaries of Zone 24, approved on June 2, 2002, are coterminous with the boundaries of Escondido Tract No. 824, which has its main entryway and frontage on Encino Drive between Rancho Verde Drive and Montana Luna Court in the southeastern area of the City. An annexation has added the area contained within Tract 845 to Zone 24. Tract 845 fronts the east side of Juniper Street and is located north of Amparo Drive, the access street to Tract 845. Tract 845 abuts lot 28 and a portion of lot 27 in Tract 824 and adds a total of 13 single family dwelling units to the existing total of 45 single family dwelling units resulting in a grand total of 58 single family dwelling units within Zone 24. The nature and extent of the special benefit provided by the improvements to the property within Zone 24 to be maintained for the existing boundaries of Zone 24 include approximately 64,200 square feet of parkway and slope landscaping on the west side of Encino Drive north and south of the main entry street to Tract No. 824 for a distance of approximately 1,000 feet. The improvements to be maintained which were added to Zone 24 with the annexation of Tract 845 are the parkway and slope landscaping along Juniper Street north of Amparo Drive. Amparo Drive provides access to the expanded Zone 24 area from Juniper Street on the west and from Encino Drive on the east.

Zone 25: Tract 787R, 821 (Excepting lot 12) and 847

The boundaries of Zone 25 are coterminous with the boundaries of Escondido Tract Nos. 787R, 821 (excepting Lot 12) and 847, which are located on the north side of El Norte Parkway east of El Norte Hills Place. The nature and extent of the special benefit of the improvements to the property within Zone 25 includes the slope and parkway landscaping on the north side of El Norte Parkway extending from the west corner of Tract 787R to the east corner of Tract 821, a distance of approximately 770 feet of landscaped area.

Zone 26: Tract 856

The boundaries of Zone 26 are coterminous with the boundaries of Escondido Tract No. 856, which is located on the east side of Fig Street, south of El Norte Parkway and just north of Stanley Court in the northern area of the City. The

nature and extent of the special benefit provided by the improvements to the property within Zone 26 includes approximately 2,700 square feet of parkway landscaping on the east side of Fig Street, for a distance of approximately 70 linear feet north of Jets Place (the entry street to the Tract 856 subdivision) and approximately 75 linear feet south of Jets Place.

Zone 27: Tract 850 Washington Hills

The boundaries of Zone 27 are coterminous with the boundaries of Escondido Tract No. 850, which is located north and south of a new segment of El Norte Parkway constructed with this development. The new segment of El Norte Parkway extends from a new intersection with Citrus Avenue on the west to a new intersection with Washington Avenue on the east. The nature and extent of the special benefit provided by the improvements to the property within Zone 27 include approximately 29,900 square feet of parkway landscaping located along the frontage property of Tract No. 850 on both El Norte Parkway and Washington Avenue. The annexation of area contained within Tentative Map 2006-08 in March 2008 added one parcel (3 additional dwelling units) to the existing 124 dwelling units for a total of 127 dwelling units. The new segment of El Norte Parkway extends from a new intersection with Citrus Avenue on the west to a new intersection with Washington Avenue on the east.

Zone 28: Tract 839 Eureka Ranch

The boundaries of Zone 28 are coterminous with the boundaries of Escondido Tract No. 839, which is located on the west side of East Valley Parkway for a distance of 800 feet north of El Norte Parkway and on both the east and west side of East Valley Parkway extending another 1,250 feet further north. The nature and extent of the special benefit provided by the improvements to the property within Zone 28 include the following: a 600 linear foot median in El Norte Parkway between Key Lime Way and East Valley Parkway encompassing approximately 2,400 square feet, an 800 linear foot median in East Valley Parkway between El Norte Parkway and Eureka Drive encompassing approximately 4,900 square feet, a 1,250 linear foot median in East Valley Parkway between Eureka Drive and Beven Drive encompassing approximately 7,675 square feet, 630 linear feet of parkway and open space (Lot A within Unit 2) on the north side of El Norte Parkway between Key Lime Way and East Valley Parkway encompassing approximately 20,420 square feet, 2,105 linear feet of

parkway and open space (Lot A within Unit 2 and Unit 3) on the west side of East Valley Parkway between El Norte Parkway and Beven Drive encompassing approximately 148,235 square feet, 2,250 square feet of parkway and open space at the southeast corner of East Valley Parkway and Eureka Drive, 1,300 linear feet of parkway and open space (Lot A within Unit 4) on the east side of East Valley Parkway between Eureka Drive and Beven Drive encompassing approximately 88,100 square feet, 480 linear feet of median, parkway and open space (includes Lot A within Unit 3) on Beven Drive encompassing approximately 12,600 square feet, and 65 linear feet of parkway on the northeast corner of Wohlford Drive and Beven Drive encompassing approximately 420 square feet. The improvements to be maintained by the Landscape Maintenance District within these defined areas consist of trees, shrubs, ground cover, hardscape and an irrigation system. The total area of landscape and hardscape to be maintained is approximately 287,000 square feet. The improvements to be maintained by the HOA include all entry walls (including post and board fence, lighting and signage); trellis structures, decorative walls and benches.

Zone 29: Tract 861

The boundaries of Zone 29 are coterminous with the boundaries of Escondido Tract No. 861, which is located on the west side of Felicita Road, south of Brotherton Road, north of Escondido Lane and east of Interstate 15 in the central area of the City. The nature and extent of the special benefit provided by the improvements to the property within Zone 29 include approximately 4,578 square feet of parkway and grass channel landscaping on the west side of Felicita Road. The parkway extends for a distance of approximately 185 linear feet north of Rockwell Springs Court and approximately 405 linear feet south of the entry street.

Zone 30: Tract 880

The boundaries of Zone 30 are coterminous with the boundaries of Escondido Tract No. 880, which is located on the west side of Fig Street, south of Siggson Court and north of Stanley Court in the northern area of the City. The nature and extent of the special benefit provided by the improvements to the property within Zone 30 include approximately 1,910 square feet of parkway landscaping on the

west side of Fig Street, for a distance of approximately 60 linear feet north of the entry street to Tract 880 and approximately 60 linear feet south of the entry street to Tract 880.

Zone 31: Tract 834

The boundaries of Zone 31 are coterminous with the boundaries of Escondido Tract No. 834, which is known as the Escondido Research and Technology Center. The nature and extent of the special benefit provided by the improvements to the property within Zone 31 include slope and right-of-way landscaping.

Zone 32: Tract 881 Washington Hills II

The boundaries of Zone 32 are coterminous with the boundaries of Escondido Tract No. 881, which is located on the south side of Washington Avenue between Alta Meadow Lane and Veronica Place. The improvements along Washington Avenue to be maintained include 90 feet of parkway landscape east of Trovita Court and 85 feet of parkway landscape west of Trovita Court (approximately 875 square feet of maintained area). The nature and extent of the special benefit provided by the improvements to the property within Zone 32 include maintenance of trees, shrubs, ground cover and an irrigation system.

Zone 33: Tract 883

The boundaries of Zone 33 are coterminous with the boundaries of Escondido Tract No. 883, which is located on the north side of El Norte Parkway between Alita Lane and Greenway Drive. The nature and extent of the special benefit provided by the improvements to the property within Zone 33 include the following improvements along El Norte Parkway and Midway Drive, the main point of access from El Norte Parkway:

1. El Norte Parkway – approximately 300 linear feet of slope and parkway landscape west of Midway Drive and approximately 120 linear feet of slope and parkway landscape east of Midway Drive.

2. Midway Drive – approximately 120 linear feet of slope and parkway landscape north of El Norte Parkway on the west side and approximately 90 linear feet of slope and parkway landscape north of El Norte Parkway on the east side.

The improvements to be maintained consist of trees, shrubs, ground cover and an irrigation system.

Zone 34: Tract 901

The boundaries of Zone 34 are coterminous with the boundaries of Escondido Tract No. 901, which is located on the north side of Idaho Avenue just west of Purdum Lane. The nature and extent of the special benefit provided by the improvements to the property within Zone 34 include approximately 200 linear feet of slope and parkway landscaping along Idaho Avenue. The improvements to be maintained consist of trees, shrubs, ground cover and an irrigation system.

Zone 35: Tract 947

The boundaries of Zone 35 are coterminous with the boundaries of Escondido Tract No. 947, which is located on the south side of Hamilton Lane approximately 230 feet west of Bernardo Avenue. The nature and extent of the special benefit provided by the improvements to the property within Zone 35 include the improvements along Hamilton Lane, approximately 370 linear feet of parkway landscaping for a depth of 15 feet behind an existing sidewalk. The improvements to be maintained consist of trees, shrubs, ground cover and an irrigation system.

Zone 36: Tract 889

The boundaries of Zone 36 are coterminous with the boundaries of Escondido Tract No. 889, which is located on the north side of Lehner Avenue, south of Stanley Avenue and east of Ash Street in the northern area of the City. The nature and extent of the special benefit provided by the improvements to the property within Zone 36 include approximately 2,700 square feet of parkway landscaping on the south side of Stanley Avenue east and west of Alec Way, the

entry street to Tract 889; 2,200 square feet of parkway landscaping on the north side of Lehner Avenue east and west of Alec Way; and 3,700 square feet of landscaped bio-swale at the southwest corner of the development. The improvements to be maintained consist of trees, shrubs, ground cover and an irrigation system.

Zone 37: Tract 934

Zone 37 is located at 1207 Gamble Street between Lincoln Avenue and El Norte Parkway. The improvements to be maintained by the Landscape Maintenance District include parkway landscape along approximately 120 feet of Gamble Street and along approximately 20 feet of Emilia Place. The landscaped areas include or will include trees, shrubs, groundcover, a bio-swale, and an automatic irrigation system. The landscaped area totals approximately 1,840 square feet.

Zone 38: Tract 888

The boundaries of Zone 38 are coterminous with the boundaries of Escondido Tract 888, which is located south of East Washington Avenue and west of North Citrus Avenue. The nature and extent of the special benefit provided by the improvements to the property within Zone 38 include planting materials such as ground cover, grass bio swale, shrubs and trees, irrigation systems, and natural drainage areas within Citrus Avenue right-of-way and dedicated 10-foot landscape parkway.

E. IF BONDS OR NOTES WILL BE ISSUED PURSUANT TO SECTION 22662.5, AN ESTIMATE OF THEIR PRINCIPAL AMOUNT

For the current fiscal year the legislative body of the City of Escondido has not determined the need for bonds or notes to be issued.

**CITY OF ESCONDIDO
LANDSCAPE AND MAINTENANCE ASSESSMENT DISTRICT**

APPENDIX I

ESTIMATE OF COST AND ASSESSMENT

**Appendix I
 Estimate of Cost and Assessment**

| ZONE DESCRIPTION | ZONE 1 523A&B,653 | ZONE 2 Tract 695 | ZONE 3 Tract 708 | ZONE 4 Tract 721 | ZONE 5 Tract 723 |
|---|----------------------|---------------------|---------------------|----------------------|----------------------|
| Projected Beginning Balance (07/01/23) | \$65,011.09 | \$6,108.77 | \$15,570.57 | \$13,108.22 | \$6,215.81 |
| <u>Expenditures</u> | | | | | |
| <u>Direct Costs</u> | | | | | |
| Maintenance | 2,208.00 | 2,208.00 | 2,208.00 | 2,208.00 | 7,728.00 |
| Miscellaneous Repairs | 20,129.00 | 6,180.77 | 8,180.77 | 8,352.00 | 2,457.00 |
| Service/Utilities | 16,869.00 | 3,998.50 | 3,399.00 | 8,343.50 | 8,327.00 |
| Annual Installment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Subtotal Direct Costs: | 39,206.00 | 12,387.27 | 13,787.77 | 18,903.50 | 18,512.00 |
| <u>Administrative Costs</u> | | | | | |
| Administration/Inspection | 10,000.00 | 1,100.00 | 1,650.00 | 1,230.00 | 1,200.00 |
| Liability Fund | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consultant | 1,170.78 | 550.00 | 600.00 | 1,000.00 | 1,000.00 |
| County Fee | 29.70 | 2.90 | 2.00 | 8.20 | 3.00 |
| Subtotal Administrative Costs: | 11,200.48 | 1,652.90 | 2,252.00 | 2,238.20 | 2,203.00 |
| Subtotal Direct and Administrative: | \$50,406.48 | \$14,040.17 | \$16,039.77 | \$21,141.70 | \$20,715.00 |
| Reserve | 48,183.43 | 618.38 | 8,080.80 | 8,535.44 | 193.61 |
| Total Expenditures: | \$98,589.91 | \$14,658.55 | \$24,120.57 | \$29,677.14 | \$20,908.61 |
| Projected Ending Balance (June 30, 2024) | (\$33,578.82) | (\$8,549.78) | (\$8,550.00) | (\$16,568.92) | (\$14,692.80) |
| Calculated Required Net Levy | \$33,578.82 | \$8,549.78 | \$8,550.00 | \$16,568.92 | \$14,692.80 |
| <u>City Contribution</u> | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| <u>Apportionment</u> | | | | | |
| Unit of Benefit | Per Parcel | Per Parcel | Per Parcel | Per Parcel | Per Parcel |
| Number of Benefit Units | 297 | 29 | 20 | 82 | 30 |
| Authorized Maximum Levy 2023/24 | \$113.06 | \$294.83 | \$427.50 | \$211.79 | \$489.77 |
| Levy per Unit 2023/24 | \$113.06 | \$294.82 | \$427.50 | \$202.06 | \$489.76 |
| Actual Total Levy | \$33,578.82 | \$8,549.78 | \$8,550.00 | \$16,568.92 | \$14,692.80 |
| <u>Historical Information</u> | | | | | |
| 2023/24 Levy per Unit | \$113.06 | \$294.82 | \$427.50 | \$202.06 | \$489.76 |
| 2022/23 Levy per Unit | \$104.96 | \$294.82 | \$427.50 | \$196.62 | \$489.76 |
| 2021/22 Levy per Unit | \$96.02 | \$294.82 | \$427.50 | \$186.88 | \$489.76 |
| 2020/21 Levy per Unit | \$96.02 | \$294.82 | \$427.50 | \$184.12 | \$489.76 |
| 2019/20 Levy per Unit | \$96.02 | \$294.82 | \$427.50 | \$179.88 | \$489.76 |
| 2018/19 Levy per Unit | \$92.90 | \$294.82 | \$427.50 | \$174.02 | \$489.76 |
| 2017/18 Levy per Unit | \$90.18 | \$294.82 | \$427.50 | \$168.94 | \$489.76 |
| 2016/17 Levy per Unit | \$88.44 | \$294.82 | \$427.50 | \$165.68 | \$489.76 |
| 2015/16 Levy per Unit | \$87.04 | \$294.82 | \$427.50 | \$163.04 | \$489.76 |
| 2014/15 Levy per Unit | \$85.46 | \$294.82 | \$427.50 | \$160.10 | \$489.76 |
| 2013/14 Levy per Unit | \$84.35 | \$294.82 | \$427.50 | \$158.00 | \$489.76 |
| 2012/13 Levy per Unit | \$83.02 | \$294.82 | \$427.50 | \$155.52 | \$489.76 |
| 2011/12 Levy per Unit | \$80.58 | \$294.82 | \$427.50 | \$150.94 | \$489.76 |
| 2010/11 Levy per Unit | \$68.70 | \$265.34 | \$360.96 | \$148.98 | \$368.98 |
| 2009/10 Levy per Unit | \$68.94 | \$235.30 | \$310.96 | \$101.32 | \$270.98 |
| 2008/09 Levy per Unit | \$49.98 | \$235.32 | \$310.96 | \$101.32 | \$270.98 |
| 2007/08 Levy per Unit | \$49.98 | \$149.96 | \$186.10 | \$101.32 | \$270.98 |
| 2006/07 Levy per Unit | \$49.98 | \$149.96 | \$186.10 | \$101.32 | \$270.98 |
| 2005/06 Levy per Unit | \$49.98 | \$159.96 | \$198.86 | \$101.32 | \$270.98 |

Note (General): The difference between Calculated Required Net Levy and Actual Total Levy is due to rounding.

**Appendix I
 Estimate of Cost and Assessment**

| ZONE DESCRIPTION | ZONE 6 Tract 611R | ZONE 7 Tract 733R | ZONE 8 Tract 789 | ZONE 9 Laurel Valley | ZONE 10 Country Club |
|---|---------------------|----------------------|---------------------|-----------------------|----------------------|
| Projected Beginning Balance (07/01/23) | \$7,166.17 | \$44,261.85 | \$3,436.95 | \$27,518.39 | \$13,910.49 |
| <u>Expenditures</u> | | | | | |
| <i>Direct Costs</i> | | | | | |
| Maintenance | 2,208.00 | 13,248.00 | 2,208.00 | 35,328.00 | 0.00 |
| Miscellaneous Repairs | 3,908.26 | 5,279.71 | 1,438.26 | 23,411.52 | 5,000.00 |
| Service/Utilities | 2,678.50 | 7,073.00 | 2,002.00 | 41,320.00 | 0.00 |
| Annual Installment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Subtotal Direct Costs: | 8,794.76 | 25,600.71 | 5,648.26 | 100,059.52 | 5,000.00 |
| <i>Administrative Costs</i> | | | | | |
| Administration/Inspection | 2,000.00 | 4,200.00 | 175.00 | 14,350.00 | 9,200.00 |
| Liability Fund | 330.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consultant | 500.00 | 600.00 | 150.00 | 400.00 | 2,155.00 |
| County Fee | 1.30 | 2.20 | 2.90 | 15.60 | 0.00 |
| Subtotal Administrative Costs: | 2,831.30 | 4,802.20 | 327.90 | 14,765.60 | 11,355.00 |
| Subtotal Direct and Administrative: | \$11,626.06 | \$30,402.91 | \$5,976.16 | \$114,825.12 | \$16,355.00 |
| Reserve | 2,596.97 | 30,360.26 | 76.59 | 15,278.87 | 9,265.00 |
| Total Expenditures: | \$14,223.03 | \$60,763.17 | \$6,052.75 | \$130,103.99 | \$25,620.00 |
| Projected Ending Balance (June 30, 2024) | (\$7,056.86) | (\$16,501.32) | (\$2,615.80) | (\$102,585.60) | (\$11,709.51) |
| Calculated Required Net Levy | \$7,056.86 | \$16,501.32 | \$2,615.80 | \$102,585.60 | \$11,709.51 |
| <u>City Contribution</u> | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| <u>Apportionment</u> | | | | | |
| Unit of Benefit | Per Parcel | Per Parcel | Per Parcel | Per Parcel | Per EDU |
| Number of Benefit Units | 13 | 22 | 29 | 156 | 1,571.25 |
| Authorized Maximum Levy 2023/24 | \$542.85 | \$1,238.38 | \$90.20 | \$657.60 | \$22.12 |
| Levy per Unit 2023/24 | \$542.84 | \$750.06 | \$90.20 | \$657.60 | \$0.00 |
| Actual Total Levy | \$7,056.92 | \$16,501.32 | \$2,615.80 | \$102,585.60 | \$0.00 |
| <u>Historical Information</u> | | | | | |
| 2023/24 Levy per Unit | \$542.84 | \$750.06 | \$90.20 | \$657.60 | \$0.00 |
| 2022/23 Levy per Unit | \$479.04 | \$712.06 | \$90.20 | \$610.32 | \$0.00 |
| 2021/22 Levy per Unit | \$479.04 | \$695.24 | \$90.20 | \$580.30 | \$0.00 |
| 2020/21 Levy per Unit | \$471.94 | \$695.24 | \$90.20 | \$571.70 | \$0.00 |
| 2019/20 Levy per Unit | \$461.08 | \$695.24 | \$90.20 | \$558.56 | \$18.78 |
| 2018/19 Levy per Unit | \$446.06 | \$695.24 | \$90.20 | \$540.36 | \$18.18 |
| 2017/18 Levy per Unit | \$433.00 | \$695.24 | \$90.20 | \$524.54 | \$17.64 |
| 2016/17 Levy per Unit | \$424.66 | \$688.36 | \$90.20 | \$514.44 | \$17.30 |
| 2015/16 Levy per Unit | \$417.90 | \$688.36 | \$90.20 | \$506.24 | \$17.02 |
| 2014/15 Levy per Unit | \$410.38 | \$663.36 | \$90.20 | \$497.12 | \$16.72 |
| 2013/14 Levy per Unit | \$405.00 | \$660.39 | \$90.20 | \$490.62 | \$16.50 |
| 2012/13 Levy per Unit | \$398.62 | \$629.12 | \$90.20 | \$482.88 | \$16.24 |
| 2011/12 Levy per Unit | \$386.88 | \$599.16 | \$90.20 | \$468.66 | \$15.76 |
| 2010/11 Levy per Unit | \$381.84 | \$582.16 | \$90.20 | \$462.56 | \$15.56 |
| 2009/10 Levy per Unit | \$370.32 | \$582.16 | \$0.00 | \$462.56 | \$15.56 |
| 2008/09 Levy per Unit | \$279.98 | \$299.00 | \$0.00 | \$448.60 | \$15.08 |
| 2007/08 Levy per Unit | \$279.98 | \$244.60 | \$0.00 | \$435.44 | \$14.64 |
| 2006/07 Levy per Unit | \$279.98 | \$244.60 | \$0.00 | \$421.12 | \$14.16 |
| 2005/06 Levy per Unit | \$287.66 | \$0.00 | \$0.00 | \$406.22 | \$13.66 |

Note (General): The difference between Calculated Required Net Levy and Actual Total Levy is due to rounding.

**Appendix I
 Estimate of Cost and Assessment**

| ZONE DESCRIPTION | ZONE 11 Parkwood | ZONE 12 Reidy Creek | ZONE 13 Ctr City Prkwy | ZONE 14 Tract 747 | ZONE 15 Tract 805 |
|---|-----------------------|----------------------|------------------------|---------------------|---------------------|
| Projected Beginning Balance (07/01/23) | \$80,099.14 | \$167,143.38 | \$23,686.94 | \$11,737.61 | \$20,725.29 |
| <u>Expenditures</u> | | | | | |
| <u>Direct Costs</u> | | | | | |
| Maintenance | 35,328.00 | 35,328.00 | 2,208.00 | 2,208.00 | 2,208.00 |
| Miscellaneous Repairs | 23,331.00 | 49,549.24 | 7,180.00 | 1,938.26 | 5,884.51 |
| Service/Utilities | 65,076.00 | 0.00 | 4,785.00 | 2,750.00 | 3,740.00 |
| Annual Installment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Subtotal Direct Costs: | 123,735.00 | 84,877.24 | 14,173.00 | 6,896.26 | 11,832.51 |
| <u>Administrative Costs</u> | | | | | |
| Administration/Inspection | 5,400.00 | 25,050.00 | 5,250.00 | 520.00 | 1,800.00 |
| Liability Fund | 520.00 | 2,200.00 | 0.00 | 0.00 | 0.00 |
| Consultant | 1,000.00 | 1,500.00 | 525.00 | 400.00 | 525.00 |
| County Fee | 33.00 | 1.80 | 2.00 | 0.80 | 1.80 |
| Subtotal Administrative Costs: | 6,953.00 | 28,751.80 | 5,777.00 | 920.80 | 2,326.80 |
| Subtotal Direct and Administrative: | \$130,688.00 | \$113,629.04 | \$19,950.00 | \$7,817.06 | \$14,159.31 |
| Reserve | 55,341.14 | 112,845.50 | 19,093.75 | 9,094.15 | 16,452.30 |
| Total Expenditures: | \$186,029.14 | \$226,474.54 | \$39,043.75 | \$16,911.21 | \$30,611.61 |
| Projected Ending Balance (June 30, 2024) | (\$105,930.00) | (\$59,331.16) | (\$15,356.81) | (\$5,173.60) | (\$9,886.32) |
| Calculated Required Net Levy | \$105,930.00 | \$59,331.16 | \$15,356.81 | \$5,173.60 | \$9,886.32 |
| <u>City Contribution</u> | \$0.00 | \$0.00 | \$4,782.11 | \$0.00 | \$0.00 |
| <u>Apportionment</u> | | | | | |
| Unit of Benefit | Per Parcel | Per Acre | Front Footage | Per Parcel | Per Parcel |
| Number of Benefit Units | 330 | 86.19 | 1,515 | 8 | 18 |
| Authorized Maximum Levy 2023/24 | \$321.01 | \$688.38 | \$6.98 | \$825.58 | \$577.91 |
| Levy per Unit 2023/24 | \$321.00 | \$688.38 | \$6.98 | \$646.70 | \$549.24 |
| Actual Total Levy | \$105,930.00 | \$59,331.16 | \$10,574.68 | \$5,173.60 | \$9,886.32 |
| <u>Historical Information</u> | | | | | |
| 2023/24 Levy per Unit | \$321.00 | \$688.38 | \$6.98 | \$646.70 | \$549.24 |
| 2022/23 Levy per Unit | \$298.02 | \$688.38 | \$6.16 | \$600.46 | \$509.98 |
| 2021/22 Levy per Unit | \$283.26 | \$688.38 | \$6.16 | \$582.58 | \$509.98 |
| 2020/21 Levy per Unit | \$279.08 | \$688.38 | \$6.06 | \$554.84 | \$502.42 |
| 2019/20 Levy per Unit | \$272.66 | \$688.38 | \$5.74 | \$549.84 | \$490.86 |
| 2018/19 Levy per Unit | \$263.78 | \$688.38 | \$5.74 | \$549.84 | \$474.86 |
| 2017/18 Levy per Unit | \$256.06 | \$404.68 | \$5.56 | \$549.84 | \$460.98 |
| 2016/17 Levy per Unit | \$251.12 | \$388.20 | \$5.46 | \$459.52 | \$452.08 |
| 2015/16 Levy per Unit | \$247.12 | \$342.41 | \$5.37 | \$459.52 | \$444.88 |
| 2014/15 Levy per Unit | \$242.66 | \$405.52 | \$5.28 | \$459.52 | \$436.88 |
| 2013/14 Levy per Unit | \$239.50 | \$393.92 | \$5.21 | \$459.52 | \$431.16 |
| 2012/13 Levy per Unit | \$207.50 | \$383.72 | \$4.74 | \$459.52 | \$424.36 |
| 2011/12 Levy per Unit | \$207.50 | \$383.72 | \$4.74 | \$459.52 | \$411.86 |
| 2010/11 Levy per Unit | \$207.50 | \$383.72 | \$4.74 | \$459.52 | \$385.42 |
| 2009/10 Levy per Unit | \$175.08 | \$398.64 | \$3.56 | \$399.00 | \$385.40 |
| 2008/09 Levy per Unit | \$175.08 | \$199.00 | \$2.67 | \$399.00 | \$299.00 |
| 2007/08 Levy per Unit | \$175.08 | \$238.00 | \$4.62 | \$399.00 | \$341.34 |
| 2006/07 Levy per Unit | \$175.08 | \$238.00 | \$4.46 | \$399.00 | \$325.00 |
| 2005/06 Levy per Unit | \$175.08 | \$299.00 | \$4.30 | \$399.00 | \$325.00 |

Note (General): The difference between Calculated Required Net Levy and Actual Total Levy is due to rounding.

**Appendix I
 Estimate of Cost and Assessment**

| ZONE DESCRIPTION | ZONE 16 Tract 741 | ZONE 17 Tract 800 | ZONE 18 Tract 818 | ZONE 19 Tract 819 & 844 | ZONE 20 Tract 817 |
|---|---------------------|---------------------|---------------------|-------------------------|----------------------|
| Projected Beginning Balance (07/01/23) | \$9,224.61 | \$8,025.11 | \$3,896.31 | \$314,504.75 | \$22,059.15 |
| <u>Expenditures</u> | | | | | |
| <u>Direct Costs</u> | | | | | |
| Maintenance | 2,208.00 | 2,208.00 | 2,208.00 | 52,992.00 | 3,312.00 |
| Miscellaneous Repairs | 2,898.26 | 4,939.51 | 2,684.51 | 69,469.34 | 6,326.77 |
| Service/Utilities | 1,303.50 | 2,964.50 | 1,802.50 | 111,303.50 | 5,280.00 |
| Annual Installment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Subtotal Direct Costs: | 6,409.76 | 10,112.01 | 6,695.01 | 233,764.84 | 14,918.77 |
| <u>Administrative Costs</u> | | | | | |
| Administration/Inspection | 600.00 | 1,500.00 | 325.00 | 46,860.00 | 940.00 |
| Liability Fund | 0.00 | 0.00 | 0.00 | 2,350.00 | 0.00 |
| Consultant | 340.00 | 500.00 | 585.00 | 3,403.00 | 340.00 |
| County Fee | 1.00 | 4.70 | 5.00 | 26.20 | 0.90 |
| Subtotal Administrative Costs: | 941.00 | 2,004.70 | 915.00 | 52,639.20 | 1,280.90 |
| Subtotal Direct and Administrative: | \$7,350.76 | \$12,116.71 | \$7,610.01 | \$286,404.04 | \$16,199.67 |
| Reserve | 6,001.65 | 3,668.10 | 2,116.30 | 229,662.55 | 17,439.06 |
| Total Expenditures: | \$13,352.41 | \$15,784.81 | \$9,726.31 | \$516,066.59 | \$33,638.73 |
| Projected Ending Balance (June 30, 2024) | (\$4,127.80) | (\$7,759.70) | (\$5,830.00) | (\$201,561.84) | (\$11,579.58) |
| Calculated Required Net Levy | \$4,127.80 | \$7,759.70 | \$5,830.00 | \$201,561.84 | \$11,579.58 |
| <u>City Contribution</u> | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| <u>Apportionment</u> | | | | | |
| Unit of Benefit | Per Parcel | Per Parcel | Per Parcel | Per Parcel | Per Parcel |
| Number of Benefit Units | 10 | 47 | 50 | 262 | 9 |
| Authorized Maximum Levy 2023/24 | \$412.79 | \$165.11 | \$116.61 | \$1,300.26 | \$1,309.69 |
| Levy per Unit 2023/24 | \$412.78 | \$165.10 | \$116.60 | \$769.32 | \$1,286.62 |
| Actual Total Levy | \$4,127.80 | \$7,759.70 | \$5,830.00 | \$201,561.84 | \$11,579.58 |
| <u>Historical Information</u> | | | | | |
| 2023/24 Levy per Unit | \$412.78 | \$165.10 | \$116.60 | \$769.32 | \$1,286.62 |
| 2022/23 Levy per Unit | \$364.26 | \$145.70 | \$107.90 | \$769.32 | \$1,194.64 |
| 2021/22 Levy per Unit | \$364.26 | \$145.70 | \$102.90 | \$689.82 | \$1,101.20 |
| 2020/21 Levy per Unit | \$358.88 | \$143.54 | \$101.38 | \$689.82 | \$1,101.20 |
| 2019/20 Levy per Unit | \$350.62 | \$140.24 | \$99.04 | \$689.82 | \$1,112.44 |
| 2018/19 Levy per Unit | \$339.18 | \$135.66 | \$95.82 | \$689.82 | \$1,076.18 |
| 2017/18 Levy per Unit | \$329.26 | \$131.70 | \$93.02 | \$689.82 | \$1,044.70 |
| 2016/17 Levy per Unit | \$320.96 | \$129.16 | \$91.22 | \$689.82 | \$1,024.56 |
| 2015/16 Levy per Unit | \$317.78 | \$127.10 | \$89.76 | \$689.82 | \$1,008.24 |
| 2014/15 Levy per Unit | \$298.44 | \$124.82 | \$88.16 | \$659.32 | \$990.08 |
| 2013/14 Levy per Unit | \$288.20 | \$123.18 | \$87.00 | \$698.36 | \$783.26 |
| 2012/13 Levy per Unit | \$303.12 | \$121.24 | \$85.62 | \$688.36 | \$783.26 |
| 2011/12 Levy per Unit | \$294.18 | \$117.66 | \$83.10 | \$698.14 | \$783.26 |
| 2010/11 Levy per Unit | \$290.36 | \$116.14 | \$82.02 | \$579.22 | \$696.42 |
| 2009/10 Levy per Unit | \$255.00 | \$116.14 | \$82.02 | \$579.22 | \$696.42 |
| 2008/09 Levy per Unit | \$255.00 | \$108.12 | \$54.98 | \$579.22 | \$591.78 |
| 2007/08 Levy per Unit | \$255.00 | \$64.90 | \$54.98 | \$623.50 | \$591.78 |
| 2006/07 Levy per Unit | \$255.00 | \$64.90 | \$54.98 | \$623.50 | \$591.78 |
| 2005/06 Levy per Unit | \$255.00 | \$59.00 | \$49.64 | \$699.46 | \$591.78 |

Note (General): The difference between Calculated Required Net Levy and Actual Total Levy is due to rounding.

**Appendix I
 Estimate of Cost and Assessment**

| ZONE DESCRIPTION | ZONE 21 Tract 823 | ZONE 22 Tract 808 | ZONE 23 Tract 837 | ZONE 24 Tract 824 & 845 | ZONE 25 Tr. 847,821,787 |
|---|----------------------|----------------------|----------------------|----------------------------|----------------------------|
| Projected Beginning Balance (07/01/23) | \$22,301.53 | \$21,458.11 | \$9,809.81 | \$26,058.07 | \$23,632.79 |
| <u>Expenditures</u> | | | | | |
| <u>Direct Costs</u> | | | | | |
| Maintenance | 2,208.00 | 2,208.00 | 2,208.00 | 3,312.00 | 2,208.00 |
| Miscellaneous Repairs | 11,384.51 | 7,884.51 | 2,288.26 | 15,465.54 | 5,588.26 |
| Service/Utilities | 3,811.50 | 4,609.50 | 2,700.50 | 19,965.00 | 3,250.50 |
| Annual Installment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Subtotal Direct Costs: | 17,404.01 | 14,702.01 | 7,196.76 | 38,742.54 | 11,046.76 |
| <u>Administrative Costs</u> | | | | | |
| Administration/Inspection | 3,090.00 | 5,000.00 | 1,100.00 | 6,310.00 | 6,250.00 |
| Liability Fund | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consultant | 580.00 | 750.00 | 380.00 | 1,310.00 | 1,055.00 |
| County Fee | 1.60 | 2.30 | 1.60 | 5.80 | 5.20 |
| Subtotal Administrative Costs: | 3,671.60 | 5,752.30 | 1,481.60 | 7,625.80 | 7,310.20 |
| Subtotal Direct and Administrative: | \$21,075.61 | \$20,454.31 | \$8,678.36 | \$46,368.34 | \$18,356.96 |
| Reserve | 9,926.08 | 11,942.14 | 8,749.69 | 12,463.21 | 15,828.71 |
| Total Expenditures: | \$31,001.69 | \$32,396.45 | \$17,428.05 | \$58,831.55 | \$34,185.67 |
| Projected Ending Balance (June 30, 2024) | (\$8,700.16) | (\$10,938.34) | (\$7,618.24) | (\$32,773.48) | (\$10,552.88) |
| Calculated Required Net Levy | \$8,700.16 | \$10,938.34 | \$7,618.24 | \$32,773.48 | \$10,552.88 |
| <u>City Contribution</u> | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| <u>Apportionment</u> | | | | | |
| Unit of Benefit | Per Parcel | Per Parcel | Per Parcel | Per Parcel | Per Parcel |
| Number of Benefit Units | 16 | 23 | 16 | 58 | 52 |
| Authorized Maximum Levy 2023/24 | \$744.35 | \$1,259.35 | \$603.55 | \$594.54 | \$400.35 |
| Levy per Unit 2023/24 | \$543.76 | \$475.58 | \$476.14 | \$565.06 | \$202.94 |
| Actual Total Levy | \$8,700.00 | \$10,938.34 | \$7,618.24 | \$32,773.48 | \$10,552.88 |
| <u>Historical Information</u> | | | | | |
| 2023/24 Levy per Unit | \$543.76 | \$475.58 | \$476.14 | \$565.06 | \$202.94 |
| 2022/23 Levy per Unit | \$504.88 | \$441.58 | \$442.10 | \$524.66 | \$188.44 |
| 2021/22 Levy per Unit | \$501.72 | \$439.58 | \$399.54 | \$524.66 | \$140.94 |
| 2020/21 Levy per Unit | \$456.12 | \$434.58 | \$380.52 | \$516.88 | \$140.94 |
| 2019/20 Levy per Unit | \$434.40 | \$429.58 | \$362.40 | \$505.00 | \$140.94 |
| 2018/19 Levy per Unit | \$413.72 | \$424.58 | \$345.06 | \$488.54 | \$140.94 |
| 2017/18 Levy per Unit | \$593.74 | \$417.04 | \$321.70 | \$474.24 | \$319.34 |
| 2016/17 Levy per Unit | \$538.72 | \$348.54 | \$268.86 | \$465.10 | \$234.62 |
| 2015/16 Levy per Unit | \$533.40 | \$345.10 | \$266.20 | \$457.70 | \$232.30 |
| 2014/15 Levy per Unit | \$562.70 | \$263.20 | \$311.48 | \$449.46 | \$231.76 |
| 2013/14 Levy per Unit | \$555.34 | \$398.48 | \$367.48 | \$443.56 | \$168.10 |
| 2012/13 Levy per Unit | \$546.58 | \$398.48 | \$407.24 | \$436.58 | \$140.34 |
| 2011/12 Levy per Unit | \$530.50 | \$392.12 | \$430.14 | \$423.72 | \$175.94 |
| 2010/11 Levy per Unit | \$473.50 | \$424.74 | \$424.54 | \$418.20 | \$158.20 |
| 2009/10 Levy per Unit | \$473.50 | \$584.02 | \$396.26 | \$418.20 | \$83.10 |
| 2008/09 Levy per Unit | \$299.00 | \$0.00 | \$250.00 | \$299.00 | \$123.30 |
| 2007/08 Levy per Unit | \$299.00 | \$0.00 | \$199.00 | \$299.00 | \$123.30 |
| 2006/07 Levy per Unit | \$299.00 | \$199.00 | \$199.00 | \$299.00 | \$123.30 |
| 2005/06 Levy per Unit | \$299.00 | \$44.02 | \$199.00 | \$250.68 | \$123.30 |

Note (General): The difference between Calculated Required Net Levy and Actual Total Levy is due to rounding.

**Appendix I
 Estimate of Cost and Assessment**

| ZONE DESCRIPTION | ZONE 26 Tracts 856 | ZONE 27 Tract 850 | ZONE 28 Tract 839 | ZONE 29 Tract 861 | ZONE 30 Tract 880 |
|---|-----------------------|----------------------|-----------------------|----------------------|----------------------|
| Projected Beginning Balance (07/01/23) | \$16,133.81 | \$61,439.80 | \$214,581.54 | \$17,204.36 | \$0.84 |
| <u>Expenditures</u> | | | | | |
| <u>Direct Costs</u> | | | | | |
| Maintenance | 2,208.00 | 3,312.00 | 33,120.00 | 2,208.00 | 0.00 |
| Miscellaneous Repairs | 5,588.26 | 14,044.00 | 59,990.00 | 4,588.26 | 0.00 |
| Service/Utilities | 3,591.50 | 15,423.00 | 77,555.50 | 3,888.50 | 0.00 |
| Annual Installment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Subtotal Direct Costs: | 11,387.76 | 32,779.00 | 170,665.50 | 10,684.76 | 0.00 |
| <u>Administrative Costs</u> | | | | | |
| Administration/Inspection | 1,850.00 | 17,686.00 | 29,003.00 | 1,100.00 | 0.00 |
| Liability Fund | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consultant | 840.00 | 2,500.00 | 1,700.00 | 295.00 | 0.84 |
| County Fee | 1.30 | 12.70 | 34.00 | 1.20 | 0.00 |
| Subtotal Administrative Costs: | 2,691.30 | 20,198.70 | 30,737.00 | 1,396.20 | 0.84 |
| Subtotal Direct and Administrative: | \$14,079.06 | \$52,977.70 | \$201,402.50 | \$12,080.96 | \$0.84 |
| Reserve | 10,346.93 | 54,405.62 | 200,451.04 | 12,696.12 | 0.00 |
| Total Expenditures: | \$24,425.99 | \$107,383.32 | \$401,853.54 | \$24,777.08 | \$0.84 |
| Projected Ending Balance (June 30, 2024) | (\$8,292.18) | (\$45,943.52) | (\$187,272.00) | (\$7,572.72) | \$0.00 |
| Calculated Required Net Levy | \$8,292.18 | \$45,943.52 | \$187,272.00 | \$7,572.72 | \$0.00 |
| <u>City Contribution</u> | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| <u>Apportionment</u> | | | | | |
| Unit of Benefit | Per Parcel | Per Parcel | Per Parcel | Per Parcel | Per Parcel |
| Number of Benefit Units | 13 | 127 | 340 | 12 | 4 |
| Authorized Maximum Levy 2023/24 | \$671.16 | \$600.56 | \$665.30 | \$712.26 | \$971.26 |
| Levy per Unit 2023/24 | \$637.86 | \$361.76 | \$550.80 | \$631.06 | \$0.00 |
| Actual Total Levy | \$8,292.18 | \$45,943.52 | \$187,272.00 | \$7,572.72 | \$0.00 |
| <u>Historical Information</u> | | | | | |
| 2023/24 Levy per Unit | \$637.86 | \$361.76 | \$550.80 | \$631.06 | \$0.00 |
| 2022/23 Levy per Unit | \$592.26 | \$335.90 | \$511.42 | \$585.94 | \$0.00 |
| 2021/22 Levy per Unit | \$475.72 | \$307.22 | \$404.80 | \$520.40 | \$0.00 |
| 2020/21 Levy per Unit | \$470.72 | \$279.30 | \$385.52 | \$515.40 | \$0.00 |
| 2019/20 Levy per Unit | \$485.70 | \$253.92 | \$367.18 | \$515.40 | \$0.00 |
| 2018/19 Levy per Unit | \$485.70 | \$230.84 | \$349.70 | \$515.40 | \$0.00 |
| 2017/18 Levy per Unit | \$516.68 | \$233.70 | \$296.32 | \$557.20 | \$0.00 |
| 2016/17 Levy per Unit | \$443.52 | \$302.42 | \$331.76 | \$476.56 | \$0.00 |
| 2015/16 Levy per Unit | \$439.14 | \$299.44 | \$331.76 | \$476.56 | \$0.00 |
| 2014/15 Levy per Unit | \$459.48 | \$273.68 | \$296.32 | \$434.22 | \$0.00 |
| 2013/14 Levy per Unit | \$455.36 | \$214.48 | \$274.58 | \$374.04 | \$0.00 |
| 2012/13 Levy per Unit | \$455.36 | \$214.48 | \$274.58 | \$374.04 | \$0.00 |
| 2011/12 Levy per Unit | \$478.32 | \$195.88 | \$265.76 | \$497.86 | \$0.00 |
| 2010/11 Levy per Unit | \$406.10 | \$186.62 | \$216.72 | \$0.00 | \$0.00 |
| 2009/10 Levy per Unit | \$406.10 | \$62.86 | \$195.64 | \$262.90 | \$0.00 |
| 2008/09 Levy per Unit | \$295.00 | \$40.36 | \$193.40 | \$0.00 | \$0.00 |
| 2007/08 Levy per Unit | \$395.48 | \$86.62 | \$440.54 | \$394.60 | \$499.00 |
| 2006/07 Levy per Unit | \$395.48 | \$259.70 | \$43.48 | \$394.60 | \$499.00 |
| 2005/06 Levy per Unit | \$395.48 | \$370.06 | \$0.00 | \$439.68 | \$587.60 |

Note (General): The difference between Calculated Required Net Levy and Actual Total Levy is due to rounding.

**Appendix I
 Estimate of Cost and Assessment**

| ZONE DESCRIPTION | ZONE 31 Tract 834 | ZONE 32 Tract 881 | ZONE 33 Tract 883 | ZONE 34 Tract 901 | ZONE 35 Tract 947 |
|---|-------------------|---------------------|----------------------|---------------------|---------------------|
| Projected Beginning Balance (07/01/23) | \$2.29 | \$15,561.92 | \$14,282.69 | \$15,168.58 | \$19,094.48 |
| <u>Expenditures</u> | | | | | |
| <u>Direct Costs</u> | | | | | |
| Maintenance | 0.00 | 2,208.00 | 2,208.00 | 3,312.00 | 3,312.00 |
| Miscellaneous Repairs | 0.00 | 3,088.26 | 7,984.51 | 6,484.26 | 2,634.26 |
| Service/Utilities | 0.00 | 2,469.50 | 7,040.00 | 4,218.50 | 3,850.00 |
| Annual Installment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Subtotal Direct Costs: | 0.00 | 7,765.76 | 17,232.51 | 14,014.76 | 9,796.26 |
| <u>Administrative Costs</u> | | | | | |
| Administration/Inspection | 2.29 | 2,510.00 | 2,055.00 | 680.00 | 790.00 |
| Liability Fund | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consultant | 0.00 | 645.00 | 525.00 | 550.00 | 800.00 |
| County Fee | 0.00 | 2.20 | 1.10 | 0.50 | 0.60 |
| Subtotal Administrative Costs: | 2.29 | 3,157.20 | 2,581.10 | 1,230.50 | 1,590.60 |
| Subtotal Direct and Administrative: | \$2.29 | \$10,922.96 | \$19,813.61 | \$15,245.26 | \$11,386.86 |
| Reserve | 0.00 | 11,443.12 | 5,128.52 | 6,040.92 | 15,100.82 |
| Total Expenditures: | \$2.29 | \$22,366.08 | \$24,942.13 | \$21,286.18 | \$26,487.68 |
| Projected Ending Balance (June 30, 2024) | \$0.00 | (\$6,804.16) | (\$10,659.44) | (\$6,117.60) | (\$7,393.20) |
| Calculated Required Net Levy | \$0.00 | \$6,804.16 | \$10,659.44 | \$6,117.60 | \$7,393.20 |
| <u>City Contribution</u> | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| <u>Apportionment</u> | | | | | |
| Unit of Benefit | \$0.00 | Per Parcel | Per Parcel | Per Parcel | Per Parcel |
| Number of Benefit Units | - | 22 | 11 | 5 | 6 |
| Authorized Maximum Levy 2023/24 | \$0.00 | \$365.40 | \$1,172.72 | \$1,561.54 | \$1,298.77 |
| Levy per Unit 2023/24 | \$0.00 | \$309.28 | \$969.04 | \$1,223.52 | \$1,232.20 |
| Actual Total Levy | \$0.00 | \$6,804.16 | \$10,659.44 | \$6,117.60 | \$7,393.20 |
| <u>Historical Information</u> | | | | | |
| 2023/24 Levy per Unit | \$0.00 | \$309.28 | \$969.04 | \$1,223.52 | \$1,232.20 |
| 2022/23 Levy per Unit | \$0.00 | \$287.16 | \$899.76 | \$1,136.04 | \$1,144.10 |
| 2021/22 Levy per Unit | \$0.00 | \$264.06 | \$896.32 | \$1,198.84 | \$1,129.14 |
| 2020/21 Levy per Unit | \$0.00 | \$251.48 | \$896.32 | \$1,198.84 | \$1,129.14 |
| 2019/20 Levy per Unit | \$0.00 | \$239.52 | \$896.32 | \$1,245.60 | \$1,067.22 |
| 2018/19 Levy per Unit | \$0.00 | \$228.12 | \$896.32 | \$1,245.60 | \$1,067.22 |
| 2017/18 Levy per Unit | \$0.00 | \$291.46 | \$935.44 | \$1,245.60 | \$740.58 |
| 2016/17 Levy per Unit | \$0.00 | \$206.16 | \$917.40 | \$1,221.58 | \$624.64 |
| 2015/16 Levy per Unit | \$0.00 | \$204.12 | \$902.80 | \$1,202.12 | \$618.46 |
| 2014/15 Levy per Unit | \$0.00 | \$276.22 | \$886.54 | \$1,180.48 | \$644.40 |
| 2013/14 Levy per Unit | \$0.00 | \$179.98 | \$874.94 | \$999.30 | \$968.98 |
| 2012/13 Levy per Unit | \$0.00 | \$198.44 | \$861.14 | \$990.98 | \$953.70 |
| 2011/12 Levy per Unit | \$0.00 | \$195.44 | \$835.78 | \$990.98 | \$925.62 |
| 2010/11 Levy per Unit | \$0.00 | \$195.44 | \$824.90 | \$990.98 | \$62.72 |
| 2009/10 Levy per Unit | \$0.00 | \$197.44 | \$673.98 | \$899.72 | \$0.00 |
| 2008/09 Levy per Unit | \$0.00 | \$145.82 | \$499.94 | \$816.76 | \$788.78 |
| 2007/08 Levy per Unit | \$0.00 | \$241.96 | \$776.53 | \$886.54 | \$856.76 |
| 2006/07 Levy per Unit | \$0.00 | \$233.50 | \$750.54 | \$998.10 | \$998.10 |
| 2005/06 Levy per Unit | \$0.00 | N/A | N/A | N/A | N/A |

Note (General): The difference between Calculated Required Net Levy and Actual Total Levy is due to rounding.

**Appendix I
 Estimate of Cost and Assessment**

| ZONE DESCRIPTION | ZONE 36 Tract 889 | ZONE 37 Tract 934 | ZONE 38 Tract 888 | TOTAL ZONES |
|---|----------------------|----------------------|----------------------|-----------------------|
| Projected Beginning Balance (07/01/23) | \$5,982.12 | \$14,053.22 | \$15,806.39 | \$1,375,982.95 |
| <u>Expenditures</u> | | | | |
| <u>Direct Costs</u> | | | | |
| Maintenance | 0.00 | 0.00 | 2,208.00 | 276,000.00 |
| Miscellaneous Repairs | 0.00 | 3,886.20 | 5,838.26 | 415,276.04 |
| Service/Utilities | 0.00 | 3,840.00 | 2,541.00 | 451,770.00 |
| Annual Installment | 0.00 | 0.00 | 0.00 | 0.00 |
| Subtotal Direct Costs: | 0.00 | 7,726.20 | 10,587.26 | 1,143,046.04 |
| <u>Administrative Costs</u> | | | | |
| Administration/Inspection | 3,300.00 | 4,030.00 | 950.00 | 219,056.29 |
| Liability Fund | 0.00 | 0.00 | 0.00 | 5,400.00 |
| Consultant | 800.00 | 670.00 | 822.16 | 31,466.78 |
| County Fee | 0.00 | 0.50 | 0.70 | 216.30 |
| Subtotal Administrative Costs: | 4,100.00 | 4,700.50 | 1,772.86 | 256,139.37 |
| Subtotal Direct and Administrative: | \$4,100.00 | \$12,426.70 | \$12,360.12 | \$1,399,185.41 |
| Reserve | 4,815.10 | 1,626.52 | 8,964.51 | 984,832.89 |
| Total Expenditures: | \$8,915.10 | \$14,053.22 | \$21,324.63 | \$2,384,018.30 |
| Projected Ending Balance (June 30, 2024) | (\$2,932.98) | \$0.00 | (\$5,518.24) | |
| Calculated Required Net Levy | \$2,932.98 | \$0.00 | \$5,518.24 | \$1,008,035.35 |
| <u>City Contribution</u> | \$0.00 | \$0.00 | \$0.00 | \$4,782.11 |
| <u>Apportionment</u> | | | | |
| Unit of Benefit | Per Parcel | Per Parcel | Per Parcel | |
| Number of Benefit Units | 16 | 5 | 7 | |
| Authorized Maximum Levy 2023/24 | \$996.78 | \$0.00 | \$1,316.17 | |
| Levy per Unit 2023/24 | \$0.00 | \$0.00 | \$788.32 | |
| Actual Total Levy | \$0.00 | \$0.00 | \$5,518.24 | \$988,610.64 |
| <u>Historical Information</u> | | | | |
| 2023/24 Levy per Unit | \$0.00 | \$0.00 | \$788.32 | |
| 2022/23 Levy per Unit | \$0.00 | \$21.74 | \$731.96 | |
| 2021/22 Levy per Unit | \$0.00 | \$0.00 | \$727.14 | |
| 2020/21 Levy per Unit | \$0.00 | \$661.76 | \$722.14 | |
| 2019/20 Levy per Unit | \$0.00 | \$661.76 | \$722.14 | |
| 2018/19 Levy per Unit | \$0.00 | \$661.76 | \$722.14 | |
| 2017/18 Levy per Unit | \$0.00 | \$0.00 | \$1,029.64 | |
| 2016/17 Levy per Unit | \$0.00 | \$1,084.32 | \$913.76 | |
| 2015/16 Levy per Unit | \$0.00 | \$1,067.07 | \$913.76 | |
| 2014/15 Levy per Unit | \$26.64 | \$0.00 | \$995.00 | |
| 2013/14 Levy per Unit | \$147.12 | \$0.00 | NA | |
| 2012/13 Levy per Unit | \$256.22 | \$0.00 | NA | |
| 2011/12 Levy per Unit | \$390.35 | \$0.00 | NA | |
| 2010/11 Levy per Unit | \$301.60 | N/A | NA | |
| 2009/10 Levy per Unit | \$330.41 | N/A | NA | |
| 2008/09 Levy per Unit | \$136.04 | N/A | N/A | |
| 2007/08 Levy per Unit | N/A | N/A | N/A | |
| 2006/07 Levy per Unit | N/A | N/A | N/A | |
| 2005/06 Levy per Unit | N/A | N/A | N/A | |

Note (General): The difference between Calculated Required Net Levy and Actual Total Levy is due to rounding.

**CITY OF ESCONDIDO
LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT**

APPENDIX II

ASSESSMENT ROLL

The assessment roll shows, for every Zone, each assessor parcel number and the proposed assessment amount.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 1
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 238-481-01-00 | 2245 Eucalyptus Ave | 1 | \$113.06 |
| 238-481-02-00 | 2257 Eucalyptus Ave | 1 | \$113.06 |
| 238-481-03-00 | 2301 Eucalyptus Ave | 1 | \$113.06 |
| 238-481-04-00 | 2313 Eucalyptus Ave | 1 | \$113.06 |
| 238-481-05-00 | 2325 Eucalyptus Ave | 1 | \$113.06 |
| 238-481-06-00 | 2337 Eucalyptus Ave | 1 | \$113.06 |
| 238-481-07-00 | 2415 Eucalyptus Ave | 1 | \$113.06 |
| 238-481-08-00 | 2427 Eucalyptus Ave | 1 | \$113.06 |
| 238-481-09-00 | 2439 Eucalyptus Ave | 1 | \$113.06 |
| 238-481-10-00 | 2451 Eucalyptus Ave | 1 | \$113.06 |
| 238-482-01-00 | 1629 Buckskin Dr | 1 | \$113.06 |
| 238-482-02-00 | 1619 Buckskin Dr | 1 | \$113.06 |
| 238-482-03-00 | 1609 Buckskin Dr | 1 | \$113.06 |
| 238-482-04-00 | 1543 Buckskin Dr | 1 | \$113.06 |
| 238-482-05-00 | 1535 Buckskin Dr | 1 | \$113.06 |
| 238-482-06-00 | 1527 Buckskin Dr | 1 | \$113.06 |
| 238-482-07-00 | 1519 Buckskin Dr | 1 | \$113.06 |
| 238-482-08-00 | 1511 Buckskin Dr | 1 | \$113.06 |
| 238-482-09-00 | 1439 Buckskin Dr | 1 | \$113.06 |
| 238-482-10-00 | 1433 Buckskin Dr | 1 | \$113.06 |
| 238-482-11-00 | 1427 Buckskin Dr | 1 | \$113.06 |
| 238-482-12-00 | 1421 Buckskin Dr | 1 | \$113.06 |
| 238-482-13-00 | 1415 Buckskin Dr | 1 | \$113.06 |
| 238-483-01-00 | 1627 Winsome Dr | 1 | \$113.06 |
| 238-483-02-00 | 1617 Winsome Dr | 1 | \$113.06 |
| 238-483-03-00 | 1607 Winsome Dr | 1 | \$113.06 |
| 238-483-04-00 | 1545 Winsome Dr | 1 | \$113.06 |
| 238-483-05-00 | 1537 Winsome Dr | 1 | \$113.06 |
| 238-483-06-00 | 1529 Winsome Dr | 1 | \$113.06 |
| 238-483-07-00 | 1521 Winsome Dr | 1 | \$113.06 |
| 238-483-08-00 | 1513 Winsome Dr | 1 | \$113.06 |
| 238-483-09-00 | 1449 Winsome Dr | 1 | \$113.06 |
| 238-483-10-00 | 1441 Winsome Dr | 1 | \$113.06 |
| 238-483-11-00 | 1435 Winsome Dr | 1 | \$113.06 |
| 238-483-12-00 | 1429 Winsome Dr | 1 | \$113.06 |
| 238-483-13-00 | 1423 Winsome Dr | 1 | \$113.06 |
| 238-483-14-00 | 1417 Winsome Dr | 1 | \$113.06 |
| 238-483-15-00 | 1411 Winsome Dr | 1 | \$113.06 |
| 238-483-16-00 | 1409 Mandeville Dr | 1 | \$113.06 |
| 238-483-17-00 | 1405 Mandeville Dr | 1 | \$113.06 |
| 238-483-18-00 | 2320 Cortina Cir | 1 | \$113.06 |
| 238-483-19-00 | 2328 Cortina Cir | 1 | \$113.06 |
| 238-483-20-00 | 2336 Cortina Cir | 1 | \$113.06 |
| 238-483-21-00 | 2342 Cortina Cir | 1 | \$113.06 |
| 238-484-01-00 | 1631 Cortina Cir | 1 | \$113.06 |
| 238-484-02-00 | 1621 Cortina Cir | 1 | \$113.06 |
| 238-484-03-00 | 1611 Cortina Cir | 1 | \$113.06 |
| 238-484-04-00 | 1539 Cortina Cir | 1 | \$113.06 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 1
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 238-484-05-00 | 1529 Cortina Cir | 1 | \$113.06 |
| 238-484-06-00 | 1519 Cortina Cir | 1 | \$113.06 |
| 238-484-07-00 | 1509 Cortina Cir | 1 | \$113.06 |
| 238-484-08-00 | 1441 Cortina Cir | 1 | \$113.06 |
| 238-484-09-00 | 1433 Cortina Cir | 1 | \$113.06 |
| 238-484-10-00 | 1425 Cortina Cir | 1 | \$113.06 |
| 238-484-11-00 | 1417 Cortina Cir | 1 | \$113.06 |
| 238-484-12-00 | 1412 Ventana Dr | 1 | \$113.06 |
| 238-484-13-00 | 1420 Ventana Dr | 1 | \$113.06 |
| 238-484-14-00 | 1428 Ventana Dr | 1 | \$113.06 |
| 238-484-15-00 | 1436 Ventana Dr | 1 | \$113.06 |
| 238-484-16-00 | 1444 Ventana Dr | 1 | \$113.06 |
| 238-484-17-00 | 1452 Ventana Dr | 1 | \$113.06 |
| 238-484-18-00 | 1510 Ventana Dr | 1 | \$113.06 |
| 238-484-19-00 | 1520 Ventana Dr | 1 | \$113.06 |
| 238-484-20-00 | 1530 Ventana Dr | 1 | \$113.06 |
| 238-484-21-00 | 1540 Ventana Dr | 1 | \$113.06 |
| 238-484-22-00 | 1550 Ventana Dr | 1 | \$113.06 |
| 238-484-23-00 | 1610 Ventana Dr | 1 | \$113.06 |
| 238-484-24-00 | 1620 Ventana Dr | 1 | \$113.06 |
| 238-484-25-00 | 1630 Ventana Dr | 1 | \$113.06 |
| 238-484-26-00 | 1640 Ventana Dr | 1 | \$113.06 |
| 238-485-01-00 | 2470 Eucalyptus Ave | 1 | \$113.06 |
| 238-485-02-00 | 2460 Eucalyptus Ave | 1 | \$113.06 |
| 238-485-03-00 | 1639 Ventana Dr | 1 | \$113.06 |
| 238-485-04-00 | 1629 Ventana Dr | 1 | \$113.06 |
| 238-485-05-00 | 1619 Ventana Dr | 1 | \$113.06 |
| 238-485-06-00 | 1609 Ventana Dr | 1 | \$113.06 |
| 238-485-07-00 | 1549 Ventana Dr | 1 | \$113.06 |
| 238-485-08-00 | 1539 Ventana Dr | 1 | \$113.06 |
| 238-485-09-00 | 1529 Ventana Dr | 1 | \$113.06 |
| 238-485-10-00 | 1519 Ventana Dr | 1 | \$113.06 |
| 238-485-11-00 | 1509 Ventana Dr | 1 | \$113.06 |
| 238-485-12-00 | 1451 Ventana Dr | 1 | \$113.06 |
| 238-485-13-00 | 1445 Ventana Dr | 1 | \$113.06 |
| 238-485-14-00 | 1437 Ventana Dr | 1 | \$113.06 |
| 238-485-15-00 | 1431 Ventana Dr | 1 | \$113.06 |
| 238-485-16-00 | 1425 Ventana Dr | 1 | \$113.06 |
| 238-485-17-00 | 1417 Ventana Dr | 1 | \$113.06 |
| 238-485-18-00 | 2463 Monterey Dr | 1 | \$113.06 |
| 238-485-19-00 | 2475 Monterey Dr | 1 | \$113.06 |
| 238-485-20-00 | 2488 Monterey Dr | 1 | \$113.06 |
| 238-485-21-00 | 2484 Monterey Dr | 1 | \$113.06 |
| 238-485-22-00 | 2480 Monterey Dr | 1 | \$113.06 |
| 238-485-23-00 | 2470 Monterey Dr | 1 | \$113.06 |
| 238-485-24-00 | 2460 Monterey Dr | 1 | \$113.06 |
| 238-485-25-00 | 2450 Monterey Dr | 1 | \$113.06 |
| 238-485-26-00 | 2440 Monterey Dr | 1 | \$113.06 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 1
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 238-485-27-00 | 2335 Cortina Cir | 1 | \$113.06 |
| 238-485-28-00 | 2329 Cortina Cir | 1 | \$113.06 |
| 238-485-29-00 | 2321 Cortina Cir | 1 | \$113.06 |
| 238-491-67-00 | 2225 Cortina Cir | 1 | \$113.06 |
| 238-491-68-00 | 2223 Cortina Cir | 1 | \$113.06 |
| 238-491-69-00 | 2221 Cortina Cir | 1 | \$113.06 |
| 238-491-70-00 | 2220 Eucalyptus Ave | 1 | \$113.06 |
| 238-491-71-00 | 2218 Eucalyptus Ave | 1 | \$113.06 |
| 238-491-72-00 | 1465 Hamilton Ln | 1 | \$113.06 |
| 238-491-73-00 | 1455 Hamilton Ln | 1 | \$113.06 |
| 238-491-74-00 | 1445 Hamilton Ln | 1 | \$113.06 |
| 238-491-75-00 | 1435 Hamilton Ln | 1 | \$113.06 |
| 238-491-76-00 | 1425 Hamilton Ln | 1 | \$113.06 |
| 238-493-01-00 | 2319 Cortina Cir | 1 | \$113.06 |
| 238-493-02-00 | 2317 Cortina Cir | 1 | \$113.06 |
| 238-493-03-00 | 2315 Cortina Cir | 1 | \$113.06 |
| 238-493-04-00 | 2313 Cortina Cir | 1 | \$113.06 |
| 238-493-05-00 | 2301 Cortina Cir | 1 | \$113.06 |
| 238-493-06-00 | 2243 Cortina Cir | 1 | \$113.06 |
| 238-493-07-00 | 1375 Orinda Pl | 1 | \$113.06 |
| 238-493-08-00 | 2307 Cortina Cir | 1 | \$113.06 |
| 238-493-09-00 | 1365 Orinda Pl | 1 | \$113.06 |
| 238-493-11-00 | 1353 Orinda Pl | 1 | \$113.06 |
| 238-493-12-00 | 1354 Orinda Pl | 1 | \$113.06 |
| 238-493-13-00 | 1366 Orinda Pl | 1 | \$113.06 |
| 238-493-14-00 | 1386 Orinda Pl | 1 | \$113.06 |
| 238-493-15-00 | 1396 Orinda Pl | 1 | \$113.06 |
| 238-493-16-00 | 2241 Cortina Cir | 1 | \$113.06 |
| 238-493-17-00 | 2239 Cortina Cir | 1 | \$113.06 |
| 238-493-18-00 | 2237 Cortina Cir | 1 | \$113.06 |
| 238-493-19-00 | 2235 Cortina Cir | 1 | \$113.06 |
| 238-493-20-00 | 2233 Cortina Cir | 1 | \$113.06 |
| 238-493-21-00 | 2227 Cortina Cir | 1 | \$113.06 |
| 238-493-22-00 | 1355 Orinda Pl | 1 | \$113.06 |
| 238-494-01-00 | 2220 Cortina Cir | 1 | \$113.06 |
| 238-494-02-00 | 2222 Cortina Cir | 1 | \$113.06 |
| 238-494-03-00 | 2224 Cortina Cir | 1 | \$113.06 |
| 238-494-04-00 | 2226 Cortina Cir | 1 | \$113.06 |
| 238-494-05-00 | 2234 Cortina Cir | 1 | \$113.06 |
| 238-494-06-00 | 2237 Winsome Pl | 1 | \$113.06 |
| 238-494-07-00 | 2238 Winsome Pl | 1 | \$113.06 |
| 238-494-08-00 | 2240 Winsome Pl | 1 | \$113.06 |
| 238-494-09-00 | 2242 Winsome Pl | 1 | \$113.06 |
| 238-494-10-00 | 2244 Winsome Pl | 1 | \$113.06 |
| 238-494-11-00 | 2246 Winsome Pl | 1 | \$113.06 |
| 238-494-12-00 | 1406 Mandeville Dr | 1 | \$113.06 |
| 238-494-13-00 | 2248 Winsome Pl | 1 | \$113.06 |
| 238-494-14-00 | 1410 Mandeville Dr | 1 | \$113.06 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 1
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 238-494-15-00 | 1412 Mandeville Dr | 1 | \$113.06 |
| 238-494-16-00 | 2239 Winsome Pl | 1 | \$113.06 |
| 238-494-17-00 | 2243 Winsome Pl | 1 | \$113.06 |
| 238-494-18-00 | 1403 Stoneridge Cir | 1 | \$113.06 |
| 238-494-19-00 | 1395 Stoneridge Cir | 1 | \$113.06 |
| 238-494-20-00 | 1387 Stoneridge Cir | 1 | \$113.06 |
| 238-494-21-00 | 1385 Stoneridge Cir | 1 | \$113.06 |
| 238-494-22-00 | 1383 Stoneridge Cir | 1 | \$113.06 |
| 238-494-23-00 | 1381 Stoneridge Cir | 1 | \$113.06 |
| 238-494-24-00 | 1379 Stoneridge Cir | 1 | \$113.06 |
| 238-494-25-00 | 1377 Stoneridge Cir | 1 | \$113.06 |
| 238-494-26-00 | 1375 Stoneridge Cir | 1 | \$113.06 |
| 238-494-27-00 | 1373 Stoneridge Cir | 1 | \$113.06 |
| 238-494-28-00 | 1371 Stoneridge Cir | 1 | \$113.06 |
| 238-494-29-00 | 2224 Eucalyptus Ave | 1 | \$113.06 |
| 238-494-30-00 | 1366 Stoneridge Cir | 1 | \$113.06 |
| 238-494-31-00 | 1368 Stoneridge Cir | 1 | \$113.06 |
| 238-494-32-00 | 1370 Stoneridge Cir | 1 | \$113.06 |
| 238-494-33-00 | 1372 Stoneridge Cir | 1 | \$113.06 |
| 238-494-34-00 | 1376 Stoneridge Cir | 1 | \$113.06 |
| 238-494-35-00 | 1378 Stoneridge Cir | 1 | \$113.06 |
| 238-494-36-00 | 1380 Stoneridge Cir | 1 | \$113.06 |
| 238-494-37-00 | 1382 Stoneridge Cir | 1 | \$113.06 |
| 238-494-38-00 | 1422 Mandeville Pl | 1 | \$113.06 |
| 238-494-39-00 | 1432 Mandeville Pl | 1 | \$113.06 |
| 238-494-40-00 | 1512 Mandeville Pl | 1 | \$113.06 |
| 238-494-41-00 | 1528 Mandeville Pl | 1 | \$113.06 |
| 238-494-42-00 | 1540 Mandeville Pl | 1 | \$113.06 |
| 238-494-43-00 | 1560 Mandeville Pl | 1 | \$113.06 |
| 238-494-44-00 | 1610 Mandeville Pl | 1 | \$113.06 |
| 238-494-45-00 | 1616 Mandeville Pl | 1 | \$113.06 |
| 238-494-46-00 | 1618 Shalimar Pl | 1 | \$113.06 |
| 238-494-47-00 | 1612 Shalimar Pl | 1 | \$113.06 |
| 238-494-48-00 | 1566 Shalimar Pl | 1 | \$113.06 |
| 238-494-49-00 | 1544 Shalimar Pl | 1 | \$113.06 |
| 238-494-50-00 | 1530 Shalimar Pl | 1 | \$113.06 |
| 238-494-51-00 | 1615 Mandeville Pl | 1 | \$113.06 |
| 238-494-52-00 | 1609 Mandeville Pl | 1 | \$113.06 |
| 238-494-53-00 | 1557 Mandeville Pl | 1 | \$113.06 |
| 238-494-54-00 | 1539 Mandeville Pl | 1 | \$113.06 |
| 238-494-55-00 | 1527 Mandeville Pl | 1 | \$113.06 |
| 238-494-56-00 | 1524 Stoneridge Cir | 1 | \$113.06 |
| 238-494-57-00 | 1422 Stoneridge Cir | 1 | \$113.06 |
| 238-494-58-00 | 1419 Stoneridge Cir | 1 | \$113.06 |
| 238-494-59-00 | 1425 Stoneridge Cir | 1 | \$113.06 |
| 238-494-60-00 | 1437 Stoneridge Cir | 1 | \$113.06 |
| 238-494-61-00 | 1521 Stoneridge Cir | 1 | \$113.06 |
| 238-494-62-00 | 1529 Stoneridge Cir | 1 | \$113.06 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 1
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|----------------------|-------------|-----------------|
| 238-494-63-00 | 1535 Stoneridge Cir | 1 | \$113.06 |
| 238-494-64-00 | 1555 Stoneridge Cir | 1 | \$113.06 |
| 238-494-65-00 | 1611 Stoneridge Cir | 1 | \$113.06 |
| 238-494-66-00 | 1617 Stoneridge Cir | 1 | \$113.06 |
| 238-500-01-00 | 1695 Hamilton Ln | 1 | \$113.06 |
| 238-500-02-00 | 1677 Hamilton Ln | 1 | \$113.06 |
| 238-500-03-00 | 1659 Hamilton Ln | 1 | \$113.06 |
| 238-500-04-00 | 1641 Hamilton Ln | 1 | \$113.06 |
| 238-500-05-00 | 1623 Hamilton Ln | 1 | \$113.06 |
| 238-500-06-00 | 1605 Hamilton Ln | 1 | \$113.06 |
| 238-500-07-00 | 1593 Hamilton Ln | 1 | \$113.06 |
| 238-500-08-00 | 1573 Hamilton Ln | 1 | \$113.06 |
| 238-500-09-00 | 1553 Hamilton Ln | 1 | \$113.06 |
| 238-500-10-00 | 1533 Hamilton Ln | 1 | \$113.06 |
| 238-500-11-00 | 2217 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-12-00 | 2219 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-13-00 | 2221 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-14-00 | 2223 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-15-00 | 1600 Glade Pl | 1 | \$113.06 |
| 238-500-16-00 | 1610 Glade Pl | 1 | \$113.06 |
| 238-500-17-00 | 1620 Glade Pl | 1 | \$113.06 |
| 238-500-18-00 | 1631- Glade Pl | 1 | \$113.06 |
| 238-500-19-00 | 1621 Glade Pl | 1 | \$113.06 |
| 238-500-20-00 | 1611 Glade Pl | 1 | \$113.06 |
| 238-500-21-00 | 2225 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-22-00 | 2227 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-23-00 | 1640 Cambria Pl | 1 | \$113.06 |
| 238-500-24-00 | 1644 Cambria Pl | 1 | \$113.06 |
| 238-500-25-00 | 1654 Cambria Pl | 1 | \$113.06 |
| 238-500-26-00 | 1664 Cambria Pl | 1 | \$113.06 |
| 238-500-27-00 | 1674 Cambria Pl | 1 | \$113.06 |
| 238-500-28-00 | 1684 Cambria Pl | 1 | \$113.06 |
| 238-500-29-00 | 1683 Cambria Pl | 1 | \$113.06 |
| 238-500-30-00 | 1673 Cambria Pl | 1 | \$113.06 |
| 238-500-31-00 | 1663 Cambria Pl | 1 | \$113.06 |
| 238-500-32-00 | 1653 Cambria Pl | 1 | \$113.06 |
| 238-500-33-00 | 1643 Cambria Pl | 1 | \$113.06 |
| 238-500-34-00 | 2229 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-35-00 | 2231 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-36-00 | 2233 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-37-00 | 2235 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-38-00 | 2237 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-39-00 | 2239 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-40-00 | 2241 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-41-00 | 2243 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-42-00 | 1625- Stoneridge Cir | 1 | \$113.06 |
| 238-500-43-00 | 2244 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-44-00 | 2242 Eucalyptus Ave | 1 | \$113.06 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 1
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|----------------------|----------------|--------------------|
| 238-500-45-00 | 2240 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-46-00 | 2238 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-47-00 | 2234 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-48-00 | 2232 Eucalyptus Ave | 1 | \$113.06 |
| 238-500-49-00 | 2230 Eucalyptus Ave | 1 | \$113.06 |
| 238-540-01-00 | 2201 Eucalyptus Ave | 1 | \$113.06 |
| 238-540-02-00 | 2203 Eucalyptus Ave | 1 | \$113.06 |
| 238-540-03-00 | 2205 Eucalyptus Ave | 1 | \$113.06 |
| 238-540-04-00 | 2207 Eucalyptus Ave | 1 | \$113.06 |
| 238-540-05-00 | 2209 Eucalyptus Ave | 1 | \$113.06 |
| 238-540-06-00 | 2211 Eucalyptus Ave | 1 | \$113.06 |
| 238-540-07-00 | 1512 Hillstone Ave | 1 | \$113.06 |
| 238-540-08-00 | 1534 Hillstone Ave | 1 | \$113.06 |
| 238-540-09-00 | 1556 Hillstone Ave | 1 | \$113.06 |
| 238-540-10-00 | 2220 Blossom Hill Ln | 1 | \$113.06 |
| 238-540-11-00 | 2216 Blossom Hill Ln | 1 | \$113.06 |
| 238-540-12-00 | 2212 Blossom Hill Ln | 1 | \$113.06 |
| 238-540-13-00 | 2208 Blossom Hill Ln | 1 | \$113.06 |
| 238-540-14-00 | 2204 Blossom Hill Ln | 1 | \$113.06 |
| 238-540-15-00 | 2200 Blossom Hill Ln | 1 | \$113.06 |
| 238-540-16-00 | 2202 Sonrisa Gln | 1 | \$113.06 |
| 238-540-17-00 | 2206 Sonrisa Gln | 1 | \$113.06 |
| 238-540-18-00 | 2210 Sonrisa Gln | 1 | \$113.06 |
| 238-540-19-00 | 2214 Sonrisa Gln | 1 | \$113.06 |
| 238-540-20-00 | 2218 Sonrisa Gln | 1 | \$113.06 |
| 238-540-21-00 | 2222 Sonrisa Gln | 1 | \$113.06 |
| 238-540-22-00 | 2226 Sonrisa Gln | 1 | \$113.06 |
| 238-540-23-00 | 2230 Sonrisa Gln | 1 | \$113.06 |
| 238-540-24-00 | 1608 Hillstone Ave | 1 | \$113.06 |
| 238-540-25-00 | 1620 Hillstone Ave | 1 | \$113.06 |
| 238-540-26-00 | 1632 Hillstone Ave | 1 | \$113.06 |
| 238-540-27-00 | 1654 Hillstone Ave | 1 | \$113.06 |
| 238-540-28-00 | 1676 Hillstone Ave | 1 | \$113.06 |
| 238-540-29-00 | 1698 Hillstone Ave | 1 | \$113.06 |
| 238-540-30-00 | 2227 Villa Verde Rd | 1 | \$113.06 |
| 238-540-31-00 | 2239 Villa Verde Rd | 1 | \$113.06 |
| 238-540-32-00 | 2261 Villa Verde Rd | 1 | \$113.06 |
| 238-540-33-00 | 2283 Villa Verde Rd | 1 | \$113.06 |
| 238-540-34-00 | 2286 Villa Verde Rd | 1 | \$113.06 |
| 238-540-35-00 | 2264 Villa Verde Rd | 1 | \$113.06 |
| 238-540-36-00 | 1671 Hillstone Ave | 1 | \$113.06 |
| 238-540-37-00 | 1639 Hillstone Ave | 1 | \$113.06 |
| 238-540-38-00 | 1627 Hillstone Ave | 1 | \$113.06 |
| 238-540-41-00 | 1571 Hillstone Ave | 1 | \$113.06 |
| 238-540-42-00 | 1559 Hillstone Ave | 1 | \$113.06 |
| 238-540-43-00 | 1537 Hillstone Ave | 1 | \$113.06 |
| 238-540-44-00 | 1515 Hillstone Ave | 1 | \$113.06 |
| 238-540-45-00 | 1504 Hamilton Ln | 1 | \$113.06 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 1
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|--------------------|-------------|-----------------|
| 238-540-46-00 | 1528 Hamilton Ln | 1 | \$113.06 |
| 238-540-47-00 | 1546 Hamilton Ln | 1 | \$113.06 |
| 238-540-48-00 | 1560 Hamilton Ln | 1 | \$113.06 |
| 238-540-51-00 | 1626 Hamilton Ln | 1 | \$113.06 |
| 238-540-52-00 | 1644 Hamilton Ln | 1 | \$113.06 |
| 238-540-53-00 | 1608 Hamilton Ln | 1 | \$113.06 |
| 238-540-55-00 | 1582 Hamilton Ln | 1 | \$113.06 |
| 238-540-57-00 | 1605 Hillstone Ave | 1 | \$113.06 |
| 238-540-58-00 | 1593 Hillstone Ave | 1 | \$113.06 |
| Totals: | Parcels: 297 | | \$33,578.82 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 2
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|------------------------|-------------|-----------------|
| 226-820-01-00 | 1862 Lookout Point Pl | 1 | \$294.82 |
| 226-820-02-00 | 1858 Lookout Point Pl | 1 | \$294.82 |
| 226-820-03-00 | 1854 Lookout Point Pl | 1 | \$294.82 |
| 226-820-04-00 | 1850 Lookout Point Pl | 1 | \$294.82 |
| 226-820-05-00 | 1851 Lookout Point Pl | 1 | \$294.82 |
| 226-820-06-00 | 1855 Lookout Point Pl | 1 | \$294.82 |
| 226-820-07-00 | 1859 Lookout Point Pl | 1 | \$294.82 |
| 226-820-08-00 | 1049 Sunset Heights Rd | 1 | \$294.82 |
| 226-820-09-00 | 1057 Sunset Heights Rd | 1 | \$294.82 |
| 226-820-10-00 | 1063 Sunset Heights Rd | 1 | \$294.82 |
| 226-820-11-00 | 1864 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-12-00 | 1860 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-13-00 | 1852 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-14-00 | 1850 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-15-00 | 1851 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-16-00 | 1853 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-17-00 | 1855 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-18-00 | 1857 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-19-00 | 1859 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-20-00 | 1861 Eagle Summit Pl | 1 | \$294.82 |
| 226-820-21-00 | 1071 Sunset Heights Rd | 1 | \$294.82 |
| 226-820-22-00 | 1862 Skyhill Pl | 1 | \$294.82 |
| 226-820-23-00 | 1856 Skyhill Pl | 1 | \$294.82 |
| 226-820-24-00 | 1852 Skyhill Pl | 1 | \$294.82 |
| 226-820-25-00 | 1850 Skyhill Pl | 1 | \$294.82 |
| 226-820-26-00 | 1851 Skyhill Pl | 1 | \$294.82 |
| 226-820-27-00 | 1853 Skyhill Pl | 1 | \$294.82 |
| 226-820-28-00 | 1857 Skyhill Pl | 1 | \$294.82 |
| 226-820-29-00 | 1861 Skyhill Pl | 1 | \$294.82 |
| Totals: | Parcels: 29 | | \$8,549.78 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 3
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|--------------------|-------------|-----------------|
| 235-083-01-00 | 1669 Lisbon Pl | 1 | \$427.50 |
| 235-083-02-00 | 1659 Lisbon Pl | 1 | \$427.50 |
| 235-083-03-00 | 1653 Lisbon Pl | 1 | \$427.50 |
| 235-083-04-00 | 1649 Lisbon Pl | 1 | \$427.50 |
| 235-083-05-00 | 1647 Lisbon Pl | 1 | \$427.50 |
| 235-083-06-00 | 1645 Lisbon Pl | 1 | \$427.50 |
| 235-083-07-00 | 1641 Lisbon Pl | 1 | \$427.50 |
| 235-083-08-00 | 1639 Lisbon Pl | 1 | \$427.50 |
| 235-083-09-00 | 1636 Lisbon Pl | 1 | \$427.50 |
| 235-083-10-00 | 1638 Lisbon Pl | 1 | \$427.50 |
| 235-083-11-00 | 1642 Lisbon Pl | 1 | \$427.50 |
| 235-083-12-00 | 1646 Lisbon Pl | 1 | \$427.50 |
| 235-083-13-00 | 1650 Lisbon Pl | 1 | \$427.50 |
| 235-083-14-00 | 1654 Lisbon Pl | 1 | \$427.50 |
| 235-083-15-00 | 1658 Lisbon Pl | 1 | \$427.50 |
| 235-083-16-00 | 1662 Lisbon Pl | 1 | \$427.50 |
| 235-083-17-00 | 1664 Lisbon Pl | 1 | \$427.50 |
| 235-083-18-00 | 1920 Chambers St | 1 | \$427.50 |
| 235-083-19-00 | 1916 Chambers St | 1 | \$427.50 |
| 235-083-20-00 | 1643 11th Ave West | 1 | \$427.50 |
| Totals: | Parcels: 20 | | \$8,550.00 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 4
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|--------------------|-------------|-----------------|
| 226-831-01-00 | 1444 Los Cedros Ln | 1 | \$202.06 |
| 226-831-02-00 | 1440 Los Cedros Ln | 1 | \$202.06 |
| 226-831-03-00 | 1738 Las Palmas Ln | 1 | \$202.06 |
| 226-831-04-00 | 1734 Las Palmas Ln | 1 | \$202.06 |
| 226-831-05-00 | 1730 Las Palmas Ln | 1 | \$202.06 |
| 226-831-06-00 | 1726 Las Palmas Ln | 1 | \$202.06 |
| 226-831-07-00 | 1722 Las Palmas Ln | 1 | \$202.06 |
| 226-831-08-00 | 1725 El Aire Pl | 1 | \$202.06 |
| 226-831-09-00 | 1729 El Aire Pl | 1 | \$202.06 |
| 226-831-10-00 | 1733 El Aire Pl | 1 | \$202.06 |
| 226-831-11-00 | 1737 El Aire Pl | 1 | \$202.06 |
| 226-831-12-00 | 1741 El Aire Pl | 1 | \$202.06 |
| 226-831-13-00 | 1745 El Aire Pl | 1 | \$202.06 |
| 226-831-14-00 | 1749 El Aire Pl | 1 | \$202.06 |
| 226-831-15-00 | 1755 El Aire Pl | 1 | \$202.06 |
| 226-831-16-00 | 1750 El Aire Pl | 1 | \$202.06 |
| 226-831-17-00 | 1746 El Aire Pl | 1 | \$202.06 |
| 226-831-18-00 | 1742 El Aire Pl | 1 | \$202.06 |
| 226-831-19-00 | 1738 El Aire Pl | 1 | \$202.06 |
| 226-831-20-00 | 1734 El Aire Pl | 1 | \$202.06 |
| 226-831-21-00 | 1730 El Aire Pl | 1 | \$202.06 |
| 226-831-22-00 | 1726 El Aire Pl | 1 | \$202.06 |
| 226-831-23-00 | 1723 La Manzana Ln | 1 | \$202.06 |
| 226-831-24-00 | 1727 La Manzana Ln | 1 | \$202.06 |
| 226-831-25-00 | 1731 La Manzana Ln | 1 | \$202.06 |
| 226-831-26-00 | 1735 La Manzana Ln | 1 | \$202.06 |
| 226-831-27-00 | 1739 La Manzana Ln | 1 | \$202.06 |
| 226-831-28-00 | 1743 La Manzana Ln | 1 | \$202.06 |
| 226-831-29-00 | 1747 La Manzana Ln | 1 | \$202.06 |
| 226-831-30-00 | 1753 La Manzana Ln | 1 | \$202.06 |
| 226-831-31-00 | 1748 La Manzana Ln | 1 | \$202.06 |
| 226-831-32-00 | 1742 La Manzana Ln | 1 | \$202.06 |
| 226-831-33-00 | 1738 La Manzana Ln | 1 | \$202.06 |
| 226-831-34-00 | 1736 La Manzana Ln | 1 | \$202.06 |
| 226-831-35-00 | 1728 La Manzana Ln | 1 | \$202.06 |
| 226-831-36-00 | 1724 La Manzana Ln | 1 | \$202.06 |
| 226-831-37-00 | 1401 El Cielo Ln | 1 | \$202.06 |
| 226-831-38-00 | 1405 El Cielo Ln | 1 | \$202.06 |
| 226-831-39-00 | 1409 El Cielo Ln | 1 | \$202.06 |
| 226-831-40-00 | 1413 El Cielo Ln | 1 | \$202.06 |
| 226-831-41-00 | 1417 El Cielo Ln | 1 | \$202.06 |
| 226-831-42-00 | 1421 El Cielo Ln | 1 | \$202.06 |
| 226-831-43-00 | 1425 El Cielo Ln | 1 | \$202.06 |
| 226-831-44-00 | 1429 El Cielo Ln | 1 | \$202.06 |
| 226-831-45-00 | 1433 El Cielo Ln | 1 | \$202.06 |
| 226-831-46-00 | 1437 El Cielo Ln | 1 | \$202.06 |
| 226-832-01-00 | 1711 Las Palmas Ln | 1 | \$202.06 |
| 226-832-02-00 | 1715 Las Palmas Ln | 1 | \$202.06 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 4
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|---------------------|-------------|-----------------|
| 226-832-03-00 | 1719 Las Palmas Ln | 1 | \$202.06 |
| 226-832-04-00 | 1723 Las Palmas Ln | 1 | \$202.06 |
| 226-832-05-00 | 1727 Las Palmas Ln | 1 | \$202.06 |
| 226-832-06-00 | 1731 Las Palmas Ln | 1 | \$202.06 |
| 226-832-07-00 | 1735 Las Palmas Ln | 1 | \$202.06 |
| 226-832-08-00 | 1736 El Rosal Pl | 1 | \$202.06 |
| 226-832-09-00 | 1732 El Rosal Pl | 1 | \$202.06 |
| 226-832-10-00 | 1728 El Rosal Pl | 1 | \$202.06 |
| 226-832-11-00 | 1724 El Rosal Pl | 1 | \$202.06 |
| 226-832-12-00 | 1718 El Rosal Pl | 1 | \$202.06 |
| 226-832-13-00 | 1714 El Rosal Pl | 1 | \$202.06 |
| 226-832-14-00 | 1710 El Rosal Pl | 1 | \$202.06 |
| 226-832-15-00 | 1706 El Rosal Pl | 1 | \$202.06 |
| 226-832-16-00 | 1702 El Rosal Pl | 1 | \$202.06 |
| 226-832-17-00 | 1707 El Rosal Pl | 1 | \$202.06 |
| 226-832-18-00 | 1717 El Rosal Pl | 1 | \$202.06 |
| 226-832-19-00 | 1721 El Rosal Pl | 1 | \$202.06 |
| 226-832-20-00 | 1725 El Rosal Pl | 1 | \$202.06 |
| 226-832-21-00 | 1731 El Rosal Pl | 1 | \$202.06 |
| 226-832-22-00 | 1737 El Rosal Pl | 1 | \$202.06 |
| 226-832-23-00 | 1471 Los Cedros Ln | 1 | \$202.06 |
| 226-832-24-00 | 1475 Los Cedros Ln | 1 | \$202.06 |
| 226-832-25-00 | 1481 Los Cedros Ln | 1 | \$202.06 |
| 226-832-26-00 | 1485 Los Cedros Ln | 1 | \$202.06 |
| 226-832-27-00 | 1488 Los Cedros Ln | 1 | \$202.06 |
| 226-832-28-00 | 1480- Los Cedros Ln | 1 | \$202.06 |
| 226-832-29-00 | 1476 Los Cedros Ln | 1 | \$202.06 |
| 226-832-30-00 | 1472 Los Cedros Ln | 1 | \$202.06 |
| 226-832-31-00 | 1468 Los Cedros Ln | 1 | \$202.06 |
| 226-832-32-00 | 1464 Los Cedros Ln | 1 | \$202.06 |
| 226-832-33-00 | 1460 Los Cedros Ln | 1 | \$202.06 |
| 226-832-34-00 | 1456 Los Cedros Ln | 1 | \$202.06 |
| 226-832-35-00 | 1452 Los Cedros Ln | 1 | \$202.06 |
| 226-832-36-00 | 1448 Los Cedros Ln | 1 | \$202.06 |
| Totals: | Parcels: 82 | | \$16,568.92 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 5
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-----------------|----------------|--------------------|
| 225-700-01-00 | 1537 Glasgow Ln | 1 | \$489.76 |
| 225-700-02-00 | 1541 Glasgow Ln | 1 | \$489.76 |
| 225-700-03-00 | 1545 Glasgow Ln | 1 | \$489.76 |
| 225-700-04-00 | 1549 Glasgow Ln | 1 | \$489.76 |
| 225-700-05-00 | 1553 Glasgow Ln | 1 | \$489.76 |
| 225-700-06-00 | 1558 Dublin Ln | 1 | \$489.76 |
| 225-700-07-00 | 1554 Dublin Ln | 1 | \$489.76 |
| 225-700-08-00 | 1550 Dublin Ln | 1 | \$489.76 |
| 225-700-09-00 | 1546 Dublin Ln | 1 | \$489.76 |
| 225-700-10-00 | 1542 Dublin Ln | 1 | \$489.76 |
| 225-700-11-00 | 1538 Dublin Ln | 1 | \$489.76 |
| 225-700-12-00 | 1543 Dublin Ln | 1 | \$489.76 |
| 225-700-13-00 | 1547 Dublin Ln | 1 | \$489.76 |
| 225-700-14-00 | 1551 Dublin Ln | 1 | \$489.76 |
| 225-700-15-00 | 1555 Dublin Ln | 1 | \$489.76 |
| 225-700-16-00 | 1559 Dublin Ln | 1 | \$489.76 |
| 225-700-17-00 | 1563 Dublin Ln | 1 | \$489.76 |
| 225-700-18-00 | 1567 Dublin Ln | 1 | \$489.76 |
| 225-700-19-00 | 1619 Glasgow Ln | 1 | \$489.76 |
| 225-700-22-00 | 1614 Glasgow Ln | 1 | \$489.76 |
| 225-700-23-00 | 1608 Glasgow Ln | 1 | \$489.76 |
| 225-700-24-00 | 1554 Glasgow Ln | 1 | \$489.76 |
| 225-700-25-00 | 1552 Glasgow Ln | 1 | \$489.76 |
| 225-700-26-00 | 1548 Glasgow Ln | 1 | \$489.76 |
| 225-700-27-00 | 1546 Glasgow Ln | 1 | \$489.76 |
| 225-700-28-00 | 1544 Glasgow Ln | 1 | \$489.76 |
| 225-700-29-00 | 1542 Glasgow Ln | 1 | \$489.76 |
| 225-700-30-00 | 1538 Glasgow Ln | 1 | \$489.76 |
| 225-700-31-00 | 1626 Glasgow Ln | 1 | \$489.76 |
| 225-700-33-00 | 1620 Glasgow Ln | 1 | \$489.76 |
| Totals: | Parcels: 30 | | \$14,692.80 |

Item 10.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 6
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------|----------------|--------------------|
| 227-680-02-00 | 122 Brava Pl | 1 | \$542.84 |
| 227-680-03-00 | 134 Brava Pl | 1 | \$542.84 |
| 227-680-04-00 | 146 Brava Pl | 1 | \$542.84 |
| 227-680-05-00 | 158 Brava Pl | 1 | \$542.84 |
| 227-680-06-00 | 160 Brava Pl | 1 | \$542.84 |
| 227-680-07-00 | 172 Brava Pl | 1 | \$542.84 |
| 227-680-08-00 | 165 Brava Pl | 1 | \$542.84 |
| 227-680-09-00 | 153 Brava Pl | 1 | \$542.84 |
| 227-680-10-00 | 141 Brava Pl | 1 | \$542.84 |
| 227-680-11-00 | 129 Brava Pl | 1 | \$542.84 |
| 227-680-12-00 | 117 Brava Pl | 1 | \$542.84 |
| 227-680-13-00 | 105 Brava Pl | 1 | \$542.84 |
| 227-680-35-00 | 110 Brava Pl | 1 | \$542.84 |
| Totals: | | | \$7,056.92 |
| | Parcels: | 13 | |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 7
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-----------------|----------------|--------------------|
| 225-710-01-00 | 1533 Glasgow Ln | 1 | \$750.06 |
| 225-710-02-00 | 1529 Glasgow Ln | 1 | \$750.06 |
| 225-710-03-00 | 1525 Glasgow Ln | 1 | \$750.06 |
| 225-710-04-00 | 1521 Glasgow Ln | 1 | \$750.06 |
| 225-710-05-00 | 1517 Glasgow Ln | 1 | \$750.06 |
| 225-710-06-00 | 1513 Glasgow Ln | 1 | \$750.06 |
| 225-710-07-00 | 1509 Glasgow Ln | 1 | \$750.06 |
| 225-710-08-00 | 1505 Glasgow Ln | 1 | \$750.06 |
| 225-710-09-00 | 1502 Glasgow Ln | 1 | \$750.06 |
| 225-710-10-00 | 1506 Glasgow Ln | 1 | \$750.06 |
| 225-710-11-00 | 1510 Glasgow Ln | 1 | \$750.06 |
| 225-710-12-00 | 1514 Glasgow Ln | 1 | \$750.06 |
| 225-710-13-00 | 1518 Glasgow Ln | 1 | \$750.06 |
| 225-710-14-00 | 1526 Glasgow Ln | 1 | \$750.06 |
| 225-710-15-00 | 2415 Stevens Pl | 1 | \$750.06 |
| 225-710-16-00 | 2427 Stevens Pl | 1 | \$750.06 |
| 225-710-17-00 | 2431 Stevens Pl | 1 | \$750.06 |
| 225-710-18-00 | 2447 Stevens Pl | 1 | \$750.06 |
| 225-710-19-00 | 2434 Stevens Pl | 1 | \$750.06 |
| 225-710-20-00 | 2426 Stevens Pl | 1 | \$750.06 |
| 225-710-21-00 | 2418 Stevens Pl | 1 | \$750.06 |
| 225-710-22-00 | 2416 Stevens Pl | 1 | \$750.06 |
| Totals: | Parcels: 22 | | \$16,501.32 |

Item 10.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 8
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|---------------|-------------|-----------------|
| 231-790-54-00 | 561 Iona Ct | 1 | \$90.20 |
| 231-790-55-00 | 565 Iona Ct | 1 | \$90.20 |
| 231-790-56-00 | 569 Iona Ct | 1 | \$90.20 |
| 231-790-57-00 | 573 Iona Ct | 1 | \$90.20 |
| 231-790-58-00 | 577 Iona Ct | 1 | \$90.20 |
| 231-790-59-00 | 581 Iona Ct | 1 | \$90.20 |
| 231-790-60-00 | 585 Iona Ct | 1 | \$90.20 |
| 231-790-61-00 | 589 Iona Ct | 1 | \$90.20 |
| 231-790-62-00 | 593 Iona Ct | 1 | \$90.20 |
| 231-790-63-00 | 597 Iona Ct | 1 | \$90.20 |
| 231-790-64-00 | 601 Iona Ct | 1 | \$90.20 |
| 231-790-65-00 | 605 Iona Ct | 1 | \$90.20 |
| 231-790-66-00 | 609 Iona Ct | 1 | \$90.20 |
| 231-790-67-00 | 613 Iona Ct | 1 | \$90.20 |
| 231-790-68-00 | 617 Iona Ct | 1 | \$90.20 |
| 231-790-69-00 | 621 Iona Ct | 1 | \$90.20 |
| 231-790-70-00 | 625 Iona Ct | 1 | \$90.20 |
| 231-790-71-00 | 2795 Geise Ct | 1 | \$90.20 |
| 231-790-72-00 | 2789 Geise Ct | 1 | \$90.20 |
| 231-790-73-00 | 2783 Geise Ct | 1 | \$90.20 |
| 231-790-74-00 | 2777 Geise Ct | 1 | \$90.20 |
| 231-790-75-00 | 628 Iona Ct | 1 | \$90.20 |
| 231-790-76-00 | 624 Iona Ct | 1 | \$90.20 |
| 231-790-77-00 | Iona Ct | 1 | \$90.20 |
| 231-790-78-00 | 578 Iona Ct | 1 | \$90.20 |
| 231-790-79-00 | 574 Iona Ct | 1 | \$90.20 |
| 231-790-80-00 | 570 Iona Ct | 1 | \$90.20 |
| 231-790-81-00 | 566 Iona Ct | 1 | \$90.20 |
| 231-790-82-00 | 562 Iona Ct | 1 | \$90.20 |
| Totals: | Parcels: 29 | | \$2,615.80 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 -Zone 9
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|----------------------|----------------|--------------------|
| 224-991-02-00 | 2253 Parktree Ln | 1 | \$657.60 |
| 224-991-03-00 | 2243 Parktree Ln | 1 | \$657.60 |
| 224-991-04-00 | 2231 Parktree Ln | 1 | \$657.60 |
| 224-991-05-00 | 2223 Parktree Ln | 1 | \$657.60 |
| 224-991-06-00 | 2211 Parktree Ln | 1 | \$657.60 |
| 224-991-07-00 | 2203 Parktree Ln | 1 | \$657.60 |
| 224-991-08-00 | 2195 Parktree Ln | 1 | \$657.60 |
| 224-991-09-00 | 2187 Parktree Ln | 1 | \$657.60 |
| 224-991-10-00 | 2165 Parktree Ln | 1 | \$657.60 |
| 224-991-11-00 | 2164 Parktree Ln | 1 | \$657.60 |
| 224-991-12-00 | 2170 Parktree Ln | 1 | \$657.60 |
| 224-991-13-00 | 2176 Parktree Ln | 1 | \$657.60 |
| 224-991-14-00 | 2184 Parktree Ln | 1 | \$657.60 |
| 224-991-15-00 | 315 Valleytree Pl | 1 | \$657.60 |
| 224-991-16-00 | 323 Valleytree Pl | 1 | \$657.60 |
| 224-991-17-00 | 329 Valleytree Pl | 1 | \$657.60 |
| 224-991-18-00 | 334 Valleytree Pl | 1 | \$657.60 |
| 224-991-19-00 | 328 Valleytree Pl | 1 | \$657.60 |
| 224-991-20-00 | 322 Valleytree Pl | 1 | \$657.60 |
| 224-991-21-00 | 314 Valleytree Pl | 1 | \$657.60 |
| 224-991-22-00 | 317 Springtree Pl | 1 | \$657.60 |
| 224-991-23-00 | 325 Springtree Pl | 1 | \$657.60 |
| 224-991-24-00 | 329 Springtree Pl | 1 | \$657.60 |
| 224-991-25-00 | 335 Springtree Pl | 1 | \$657.60 |
| 224-991-26-00 | 345 Springtree Pl | 1 | \$657.60 |
| 224-991-27-00 | 346 Springtree Pl | 1 | \$657.60 |
| 224-991-28-00 | 342 Springtree Pl | 1 | \$657.60 |
| 224-991-29-00 | 338 Springtree Pl | 1 | \$657.60 |
| 224-991-30-00 | 334 Springtree Pl | 1 | \$657.60 |
| 224-991-31-00 | 330 Springtree Pl | 1 | \$657.60 |
| 224-991-32-00 | 324 Springtree Pl | 1 | \$657.60 |
| 224-991-33-00 | 316 Springtree Pl | 1 | \$657.60 |
| 224-991-35-00 | 2257 Brookwood Ct | 1 | \$657.60 |
| 224-991-37-00 | 2256 Brookwood Ct | 1 | \$657.60 |
| 224-991-38-00 | 2248 Brookwood Ct | 1 | \$657.60 |
| 224-991-39-00 | 2242 Brookwood Ct | 1 | \$657.60 |
| 224-991-40-00 | 2236 Brookwood Ct | 1 | \$657.60 |
| 224-991-41-00 | 2211 Brookwood Ct | 1 | \$657.60 |
| 224-991-42-00 | 2219 Brookwood Ct | 1 | \$657.60 |
| 224-991-43-00 | 2223 Brookwood Ct | 1 | \$657.60 |
| 224-991-44-00 | 2229 Brookwood Ct | 1 | \$657.60 |
| 224-991-45-00 | 2207 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-46-00 | 2203 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-47-00 | 2199 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-48-00 | 2195 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-49-00 | 2191 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-50-00 | 2187 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-51-00 | 2183 Pleasantwood Ln | 1 | \$657.60 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 -Zone 9
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|----------------------|----------------|--------------------|
| 224-991-52-00 | 2179 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-53-00 | 2175 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-54-00 | 2171 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-55-00 | 2167 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-56-00 | 2163 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-57-00 | 2159 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-58-00 | 2153 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-59-00 | 2145 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-60-00 | 2141 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-61-00 | 2137 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-62-00 | 2138 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-63-00 | 2146 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-64-00 | 2156 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-65-00 | 2162 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-66-00 | 2168 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-67-00 | 2179 Splendorwood Pl | 1 | \$657.60 |
| 224-991-68-00 | 2177 Splendorwood Pl | 1 | \$657.60 |
| 224-991-69-00 | 2167 Splendorwood Pl | 1 | \$657.60 |
| 224-991-70-00 | 2161 Splendorwood Pl | 1 | \$657.60 |
| 224-991-71-00 | 2151 Splendorwood Pl | 1 | \$657.60 |
| 224-991-72-00 | 2145 Splendorwood Pl | 1 | \$657.60 |
| 224-991-73-00 | 2137 Splendorwood Pl | 1 | \$657.60 |
| 224-991-75-00 | 2136 Splendorwood Pl | 1 | \$657.60 |
| 224-991-76-00 | 2144 Splendorwood Pl | 1 | \$657.60 |
| 224-991-77-00 | 2152 Splendorwood Pl | 1 | \$657.60 |
| 224-991-78-00 | 2158 Splendorwood Pl | 1 | \$657.60 |
| 224-991-79-00 | 2164 Splendorwood Pl | 1 | \$657.60 |
| 224-991-80-00 | 2170 Splendorwood Pl | 1 | \$657.60 |
| 224-991-81-00 | 2176 Splendorwood Pl | 1 | \$657.60 |
| 224-991-82-00 | 2180 Splendorwood Pl | 1 | \$657.60 |
| 224-991-83-00 | 2184 Splendorwood Pl | 1 | \$657.60 |
| 224-991-84-00 | 2188 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-85-00 | 2196 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-86-00 | 2204 Pleasantwood Ln | 1 | \$657.60 |
| 224-991-88-00 | 2260 Brookwood Ct | 1 | \$657.60 |
| 224-992-01-00 | 520 Shadywood Dr | 1 | \$657.60 |
| 224-992-02-00 | 528 Shadywood Dr | 1 | \$657.60 |
| 224-992-03-00 | 536 Shadywood Dr | 1 | \$657.60 |
| 224-992-04-00 | 542 Shadywood Dr | 1 | \$657.60 |
| 224-992-05-00 | 548 Shadywood Dr | 1 | \$657.60 |
| 224-992-06-00 | 556 Shadywood Dr | 1 | \$657.60 |
| 224-992-07-00 | 564 Shadywood Dr | 1 | \$657.60 |
| 224-992-08-00 | 570 Shadywood Dr | 1 | \$657.60 |
| 224-992-09-00 | 576 Shadywood Dr | 1 | \$657.60 |
| 224-992-10-00 | 582 Shadywood Dr | 1 | \$657.60 |
| 224-992-11-00 | 588 Shadywood Dr | 1 | \$657.60 |
| 224-992-12-00 | 596 Shadywood Dr | 1 | \$657.60 |
| 224-992-13-00 | 604 Shadywood Dr | 1 | \$657.60 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 -Zone 9
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 224-992-15-00 | 614 Shadywood Dr | 1 | \$657.60 |
| 224-992-16-00 | 620 Shadywood Dr | 1 | \$657.60 |
| 224-992-17-00 | 626 Shadywood Dr | 1 | \$657.60 |
| 224-992-18-00 | 632 Shadywood Dr | 1 | \$657.60 |
| 224-992-19-00 | 638 Shadywood Dr | 1 | \$657.60 |
| 224-992-20-00 | 646 Shadywood Dr | 1 | \$657.60 |
| 224-992-21-00 | 654 Shadywood Dr | 1 | \$657.60 |
| 224-992-22-00 | 660 Shadywood Dr | 1 | \$657.60 |
| 224-992-23-00 | 666 Shadywood Dr | 1 | \$657.60 |
| 224-992-24-00 | 674 Shadywood Dr | 1 | \$657.60 |
| 224-992-25-00 | 678 Shadywood Dr | 1 | \$657.60 |
| 224-992-27-00 | 677 Shadywood Dr | 1 | \$657.60 |
| 224-992-28-00 | 673 Shadywood Dr | 1 | \$657.60 |
| 224-992-29-00 | 665 Shadywood Dr | 1 | \$657.60 |
| 224-992-30-00 | 661 Shadywood Dr | 1 | \$657.60 |
| 224-992-31-00 | 653 Shadywood Dr | 1 | \$657.60 |
| 224-992-32-00 | 648 Crestwood Pl | 1 | \$657.60 |
| 224-992-33-00 | 650 Crestwood Pl | 1 | \$657.60 |
| 224-992-34-00 | 654 Crestwood Pl | 1 | \$657.60 |
| 224-992-35-00 | 658 Crestwood Pl | 1 | \$657.60 |
| 224-992-36-00 | 660 Crestwood Pl | 1 | \$657.60 |
| 224-992-37-00 | 668 Crestwood Pl | 1 | \$657.60 |
| 224-992-38-00 | 672 Crestwood Pl | 1 | \$657.60 |
| 224-992-39-00 | 676 Crestwood Pl | 1 | \$657.60 |
| 224-992-40-00 | 680 Crestwood Pl | 1 | \$657.60 |
| 224-992-41-00 | 684 Crestwood Pl | 1 | \$657.60 |
| 224-992-42-00 | 687 Crestwood Pl | 1 | \$657.60 |
| 224-992-43-00 | 683 Crestwood Pl | 1 | \$657.60 |
| 224-992-44-00 | 679 Crestwood Pl | 1 | \$657.60 |
| 224-992-45-00 | 653 Crestwood Pl | 1 | \$657.60 |
| 224-992-46-00 | 649 Crestwood Pl | 1 | \$657.60 |
| 224-992-47-00 | 645 Crestwood Pl | 1 | \$657.60 |
| 224-992-48-00 | 2216 Terracewood Ln | 1 | \$657.60 |
| 224-992-49-00 | 2210 Terracewood Ln | 1 | \$657.60 |
| 224-992-50-00 | 2208 Terracewood Ln | 1 | \$657.60 |
| 224-992-51-00 | 2197 Terracewood Ln | 1 | \$657.60 |
| 224-992-52-00 | 2201 Terracewood Ln | 1 | \$657.60 |
| 224-992-53-00 | 2205 Terracewood Ln | 1 | \$657.60 |
| 224-992-54-00 | 2209 Terracewood Ln | 1 | \$657.60 |
| 224-992-55-00 | 2211 Terracewood Ln | 1 | \$657.60 |
| 224-992-56-00 | 2215 Terracewood Ln | 1 | \$657.60 |
| 224-992-57-00 | 2219 Terracewood Ln | 1 | \$657.60 |
| 224-992-58-00 | 2225 Terracewood Ln | 1 | \$657.60 |
| 224-992-59-00 | 2231 Terracewood Ln | 1 | \$657.60 |
| 224-992-60-00 | 2239 Terracewood Ln | 1 | \$657.60 |
| 224-992-61-00 | 2241 Terracewood Ln | 1 | \$657.60 |
| 224-992-62-00 | 2249 Terracewood Ln | 1 | \$657.60 |
| 224-992-63-00 | 607 Shadywood Dr | 1 | \$657.60 |

Item 10.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 -Zone 9
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|------------------|----------------|--------------------|
| 224-992-64-00 | 597 Shadywood Dr | 1 | \$657.60 |
| 224-992-65-00 | 589 Shadywood Dr | 1 | \$657.60 |
| 224-992-66-00 | 585 Shadywood Dr | 1 | \$657.60 |
| 224-992-67-00 | 581 Shadywood Dr | 1 | \$657.60 |
| 224-992-68-00 | 577 Shadywood Dr | 1 | \$657.60 |
| 224-992-69-00 | 571 Shadywood Dr | 1 | \$657.60 |
| 224-992-70-00 | 565 Shadywood Dr | 1 | \$657.60 |
| 224-992-71-00 | 561 Shadywood Dr | 1 | \$657.60 |
| 224-992-72-00 | 555 Shadywood Dr | 1 | \$657.60 |
| 224-992-73-00 | 545 Shadywood Dr | 1 | \$657.60 |
| 224-992-74-00 | 539 Shadywood Dr | 1 | \$657.60 |
| 224-992-76-00 | 610 Shadywood Dr | 1 | \$657.60 |
| Totals: | | Parcels: 156 | \$102,585.60 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 11
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|--------------------|
| 224-971-01-00 | 837 Lochwood Pl | 1 | \$321.00 |
| 224-971-02-00 | 833 Lochwood Pl | 1 | \$321.00 |
| 224-971-03-00 | 829 Lochwood Pl | 1 | \$321.00 |
| 224-971-04-00 | 825 Lochwood Pl | 1 | \$321.00 |
| 224-971-05-00 | 821 Lochwood Pl | 1 | \$321.00 |
| 224-971-06-00 | 817 Lochwood Pl | 1 | \$321.00 |
| 224-971-07-00 | 813 Lochwood Pl | 1 | \$321.00 |
| 224-971-08-00 | 809 Lochwood Pl | 1 | \$321.00 |
| 224-971-09-00 | 805 Lochwood Pl | 1 | \$321.00 |
| 224-971-10-00 | 749 Lochwood Pl | 1 | \$321.00 |
| 224-971-11-00 | 745 Lochwood Pl | 1 | \$321.00 |
| 224-971-12-00 | 741 Lochwood Pl | 1 | \$321.00 |
| 224-971-13-00 | 737 Lochwood Pl | 1 | \$321.00 |
| 224-971-14-00 | 733 Lochwood Pl | 1 | \$321.00 |
| 224-971-15-00 | 729 Lochwood Pl | 1 | \$321.00 |
| 224-971-16-00 | 732 Lochwood Pl | 1 | \$321.00 |
| 224-971-17-00 | 736 Lochwood Pl | 1 | \$321.00 |
| 224-971-18-00 | 740 Lochwood Pl | 1 | \$321.00 |
| 224-971-19-00 | 744 Lochwood Pl | 1 | \$321.00 |
| 224-971-20-00 | 748 Lochwood Pl | 1 | \$321.00 |
| 224-971-21-00 | 804 Lochwood Pl | 1 | \$321.00 |
| 224-971-22-00 | 808 Lochwood Pl | 1 | \$321.00 |
| 224-971-23-00 | 812 Lochwood Pl | 1 | \$321.00 |
| 224-971-24-00 | 816 Lochwood Pl | 1 | \$321.00 |
| 224-971-25-00 | 820 Lochwood Pl | 1 | \$321.00 |
| 224-971-26-00 | 824 Lochwood Pl | 1 | \$321.00 |
| 224-971-27-00 | 828 Lochwood Pl | 1 | \$321.00 |
| 224-971-28-00 | 832 Lochwood Pl | 1 | \$321.00 |
| 224-971-29-00 | 836 Lochwood Pl | 1 | \$321.00 |
| 224-971-30-00 | 840 Lochwood Pl | 1 | \$321.00 |
| 224-971-31-00 | 835 Cleveland Ave | 1 | \$321.00 |
| 224-971-32-00 | 831 Cleveland Ave | 1 | \$321.00 |
| 224-971-33-00 | 827 Cleveland Ave | 1 | \$321.00 |
| 224-971-34-00 | 823 Cleveland Ave | 1 | \$321.00 |
| 224-971-35-00 | 819 Cleveland Ave | 1 | \$321.00 |
| 224-971-36-00 | 815 Cleveland Ave | 1 | \$321.00 |
| 224-971-37-00 | 811 Cleveland Ave | 1 | \$321.00 |
| 224-971-38-00 | 807 Cleveland Ave | 1 | \$321.00 |
| 224-971-39-00 | 749 Cleveland Ave | 1 | \$321.00 |
| 224-971-40-00 | 745 Cleveland Ave | 1 | \$321.00 |
| 224-971-41-00 | 741 Cleveland Ave | 1 | \$321.00 |
| 224-971-42-00 | 739 Cleveland Ave | 1 | \$321.00 |
| 224-971-43-00 | 733 Cleveland Ave | 1 | \$321.00 |
| 224-971-44-00 | 729 Cleveland Ave | 1 | \$321.00 |
| 224-971-45-00 | 725 Cleveland Ave | 1 | \$321.00 |
| 224-972-01-00 | 2363 Conway Dr | 1 | \$321.00 |
| 224-972-02-00 | 2359 Conway Dr | 1 | \$321.00 |
| 224-972-03-00 | 2355 Conway Dr | 1 | \$321.00 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 11
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|--------------------|
| 224-972-04-00 | 2351 Conway Dr | 1 | \$321.00 |
| 224-972-05-00 | 2347 Conway Dr | 1 | \$321.00 |
| 224-972-06-00 | 2343 Conway Dr | 1 | \$321.00 |
| 224-972-07-00 | 2339 Conway Dr | 1 | \$321.00 |
| 224-972-08-00 | 2335 Conway Dr | 1 | \$321.00 |
| 224-972-09-00 | 2331 Conway Dr | 1 | \$321.00 |
| 224-972-10-00 | 2327 Conway Dr | 1 | \$321.00 |
| 224-972-11-00 | 2323 Conway Dr | 1 | \$321.00 |
| 224-972-12-00 | 2319 Conway Dr | 1 | \$321.00 |
| 224-972-13-00 | 2315 Conway Dr | 1 | \$321.00 |
| 224-972-14-00 | 2311 Conway Dr | 1 | \$321.00 |
| 224-972-15-00 | 2307 Conway Dr | 1 | \$321.00 |
| 224-972-16-00 | 2302 Fair Oak Ct | 1 | \$321.00 |
| 224-972-17-00 | 2304 Fair Oak Ct | 1 | \$321.00 |
| 224-972-18-00 | 2306 Fair Oak Ct | 1 | \$321.00 |
| 224-972-19-00 | 2308 Fair Oak Ct | 1 | \$321.00 |
| 224-972-20-00 | 811 Lanewood Pl | 1 | \$321.00 |
| 224-972-21-00 | 825 Lanewood Pl | 1 | \$321.00 |
| 224-972-22-00 | 826 Lanewood Pl | 1 | \$321.00 |
| 224-972-23-00 | 822 Lanewood Pl | 1 | \$321.00 |
| 224-972-24-00 | 818 Lanewood Pl | 1 | \$321.00 |
| 224-972-25-00 | 814 Lanewood Pl | 1 | \$321.00 |
| 224-972-26-00 | 810 Lanewood Pl | 1 | \$321.00 |
| 224-972-27-00 | 809 Timberwood Pl | 1 | \$321.00 |
| 224-972-28-00 | 813 Timberwood Pl | 1 | \$321.00 |
| 224-972-29-00 | 817 Timberwood Pl | 1 | \$321.00 |
| 224-972-30-00 | 821 Timberwood Pl | 1 | \$321.00 |
| 224-972-31-00 | 825 Timberwood Pl | 1 | \$321.00 |
| 224-972-32-00 | 829 Timberwood Pl | 1 | \$321.00 |
| 224-972-33-00 | 828 Timberwood Pl | 1 | \$321.00 |
| 224-972-34-00 | 824 Timberwood Pl | 1 | \$321.00 |
| 224-972-35-00 | 820 Timberwood Pl | 1 | \$321.00 |
| 224-972-36-00 | 816 Timberwood Pl | 1 | \$321.00 |
| 224-972-37-00 | 812 Timberwood Pl | 1 | \$321.00 |
| 224-972-38-00 | 808 Timberwood Pl | 1 | \$321.00 |
| 224-972-39-00 | 807 Glenwood Way | 1 | \$321.00 |
| 224-972-40-00 | 813 Glenwood Way | 1 | \$321.00 |
| 224-972-41-00 | 817 Glenwood Way | 1 | \$321.00 |
| 224-972-42-00 | 821 Glenwood Way | 1 | \$321.00 |
| 224-972-43-00 | 825 Glenwood Way | 1 | \$321.00 |
| 224-972-44-00 | 829 Glenwood Way | 1 | \$321.00 |
| 224-972-45-00 | 833 Glenwood Way | 1 | \$321.00 |
| 224-973-01-00 | 2407 Conway Dr | 1 | \$321.00 |
| 224-973-02-00 | 2403 Conway Dr | 1 | \$321.00 |
| 224-973-03-00 | 834 Glenwood Way | 1 | \$321.00 |
| 224-973-04-00 | 830 Glenwood Way | 1 | \$321.00 |
| 224-973-05-00 | 826 Glenwood Way | 1 | \$321.00 |
| 224-973-06-00 | 822 Glenwood Way | 1 | \$321.00 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 11
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 224-973-07-00 | 818 Glenwood Way | 1 | \$321.00 |
| 224-973-08-00 | 814 Glenwood Way | 1 | \$321.00 |
| 224-973-09-00 | 810 Glenwood Way | 1 | \$321.00 |
| 224-973-10-00 | 806 Glenwood Way | 1 | \$321.00 |
| 224-973-11-00 | 802 Glenwood Way | 1 | \$321.00 |
| 224-973-12-00 | 2345 Fair Oak Ct | 1 | \$321.00 |
| 224-973-13-00 | 2343 Fair Oak Ct | 1 | \$321.00 |
| 224-973-14-00 | 2341 Fair Oak Ct | 1 | \$321.00 |
| 224-973-15-00 | 2339 Fair Oak Ct | 1 | \$321.00 |
| 224-973-16-00 | 2337 Fair Oak Ct | 1 | \$321.00 |
| 224-973-17-00 | 2335 Fair Oak Ct | 1 | \$321.00 |
| 224-973-18-00 | 2333 Fair Oak Ct | 1 | \$321.00 |
| 224-973-19-00 | 2331 Fair Oak Ct | 1 | \$321.00 |
| 224-973-20-00 | 2329 Fair Oak Ct | 1 | \$321.00 |
| 224-973-21-00 | 2327 Fair Oak Ct | 1 | \$321.00 |
| 224-973-22-00 | 2325 Fair Oak Ct | 1 | \$321.00 |
| 224-973-23-00 | 2323 Fair Oak Ct | 1 | \$321.00 |
| 224-973-24-00 | 2321 Fair Oak Ct | 1 | \$321.00 |
| 224-973-25-00 | 2319 Fair Oak Ct | 1 | \$321.00 |
| 224-973-26-00 | 2317 Fair Oak Ct | 1 | \$321.00 |
| 224-973-27-00 | 2315 Fair Oak Ct | 1 | \$321.00 |
| 224-973-28-00 | 2313 Fair Oak Ct | 1 | \$321.00 |
| 224-973-29-00 | 2311 Fair Oak Ct | 1 | \$321.00 |
| 224-973-30-00 | 2309 Fair Oak Ct | 1 | \$321.00 |
| 224-973-31-00 | 2307 Fair Oak Ct | 1 | \$321.00 |
| 224-973-32-00 | 2305 Fair Oak Ct | 1 | \$321.00 |
| 224-973-33-00 | 2303 Fair Oak Ct | 1 | \$321.00 |
| 224-973-34-00 | 2301 Fair Oak Ct | 1 | \$321.00 |
| 224-981-01-00 | 910 Lochwood Pl | 1 | \$321.00 |
| 224-981-02-00 | 920 Lochwood Pl | 1 | \$321.00 |
| 224-981-03-00 | 930 Lochwood Pl | 1 | \$321.00 |
| 224-981-04-00 | 940 Lochwood Pl | 1 | \$321.00 |
| 224-981-05-00 | 1010 Lochwood Pl | 1 | \$321.00 |
| 224-981-06-00 | 1020 Lochwood Pl | 1 | \$321.00 |
| 224-981-07-00 | 1030 Lochwood Pl | 1 | \$321.00 |
| 224-981-08-00 | 1040 Lochwood Pl | 1 | \$321.00 |
| 224-981-09-00 | 1050 Lochwood Pl | 1 | \$321.00 |
| 224-981-10-00 | 1110 Lochwood Pl | 1 | \$321.00 |
| 224-981-11-00 | 1120 Lochwood Pl | 1 | \$321.00 |
| 224-981-12-00 | 1130 Lochwood Pl | 1 | \$321.00 |
| 224-981-13-00 | 1140 Lochwood Pl | 1 | \$321.00 |
| 224-981-14-00 | 1150 Lochwood Pl | 1 | \$321.00 |
| 224-981-15-00 | 1160 Lochwood Pl | 1 | \$321.00 |
| 224-981-16-00 | 1170 Lochwood Pl | 1 | \$321.00 |
| 224-981-17-00 | 2440 Lake Forest St | 1 | \$321.00 |
| 224-981-18-00 | 2438 Lake Forest St | 1 | \$321.00 |
| 224-981-19-00 | 2436 Lake Forest St | 1 | \$321.00 |
| 224-981-20-00 | 2434 Lake Forest St | 1 | \$321.00 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 11
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 224-981-21-00 | 2432 Lake Forest St | 1 | \$321.00 |
| 224-981-22-00 | 2430 Lake Forest St | 1 | \$321.00 |
| 224-981-23-00 | 2428 Lake Forest St | 1 | \$321.00 |
| 224-981-24-00 | 2426 Lake Forest St | 1 | \$321.00 |
| 224-981-25-00 | 2424 Lake Forest St | 1 | \$321.00 |
| 224-981-26-00 | 2422 Lake Forest St | 1 | \$321.00 |
| 224-981-27-00 | 2420 Lake Forest St | 1 | \$321.00 |
| 224-981-28-00 | 2418 Lake Forest St | 1 | \$321.00 |
| 224-981-29-00 | 2416 Lake Forest St | 1 | \$321.00 |
| 224-981-30-00 | 2414 Lake Forest St | 1 | \$321.00 |
| 224-981-31-00 | 2412 Lake Forest St | 1 | \$321.00 |
| 224-981-32-00 | 2410 Lake Forest St | 1 | \$321.00 |
| 224-981-33-00 | 2408 Lake Forest St | 1 | \$321.00 |
| 224-981-34-00 | 2406 Lake Forest St | 1 | \$321.00 |
| 224-981-35-00 | 2404 Lake Forest St | 1 | \$321.00 |
| 224-981-36-00 | 2402 Lake Forest St | 1 | \$321.00 |
| 224-981-37-00 | 2360 Lake Forest St | 1 | \$321.00 |
| 224-981-38-00 | 2358 Lake Forest St | 1 | \$321.00 |
| 224-982-01-00 | 2402 Heatherwood Ct | 1 | \$321.00 |
| 224-982-02-00 | 2404 Heatherwood Ct | 1 | \$321.00 |
| 224-982-03-00 | 2406 Heatherwood Ct | 1 | \$321.00 |
| 224-982-04-00 | 2408 Heatherwood Ct | 1 | \$321.00 |
| 224-982-05-00 | 2410 Heatherwood Ct | 1 | \$321.00 |
| 224-982-06-00 | 2412 Heatherwood Ct | 1 | \$321.00 |
| 224-982-07-00 | 2414 Heatherwood Ct | 1 | \$321.00 |
| 224-982-08-00 | 2424 Heatherwood Ct | 1 | \$321.00 |
| 224-982-09-00 | 2426 Heatherwood Ct | 1 | \$321.00 |
| 224-982-10-00 | 2428 Heatherwood Ct | 1 | \$321.00 |
| 224-982-11-00 | 2430 Heatherwood Ct | 1 | \$321.00 |
| 224-982-12-00 | 2432 Heatherwood Ct | 1 | \$321.00 |
| 224-982-13-00 | 2434 Heatherwood Ct | 1 | \$321.00 |
| 224-982-14-00 | 2436 Heatherwood Ct | 1 | \$321.00 |
| 224-982-15-00 | 2438 Heatherwood Ct | 1 | \$321.00 |
| 224-982-16-00 | 2440 Heatherwood Ct | 1 | \$321.00 |
| 224-982-17-00 | 2442 Heatherwood Ct | 1 | \$321.00 |
| 224-982-20-00 | 2435 Smokewood Pl | 1 | \$321.00 |
| 224-982-21-00 | 2433 Smokewood Pl | 1 | \$321.00 |
| 224-982-22-00 | 2431 Smokewood Pl | 1 | \$321.00 |
| 224-982-23-00 | 2429 Smokewood Pl | 1 | \$321.00 |
| 224-982-24-00 | 2427 Smokewood Pl | 1 | \$321.00 |
| 224-982-25-00 | 2425 Smokewood Pl | 1 | \$321.00 |
| 224-982-26-00 | 2423 Smokewood Pl | 1 | \$321.00 |
| 224-982-27-00 | 2421 Smokewood Pl | 1 | \$321.00 |
| 224-982-28-00 | 2422 Smokewood Pl | 1 | \$321.00 |
| 224-982-29-00 | 2424 Smokewood Pl | 1 | \$321.00 |
| 224-982-30-00 | 2426 Smokewood Pl | 1 | \$321.00 |
| 224-982-31-00 | 2428 Smokewood Pl | 1 | \$321.00 |
| 224-982-32-00 | 2430 Smokewood Pl | 1 | \$321.00 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 11
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 224-982-33-00 | 2432 Smokewood Pl | 1 | \$321.00 |
| 224-982-34-00 | 2434 Smokewood Pl | 1 | \$321.00 |
| 224-982-35-00 | 2436 Smokewood Pl | 1 | \$321.00 |
| 224-982-36-00 | 1121 Lochwood Pl | 1 | \$321.00 |
| 224-982-37-00 | 1131 Lochwood Pl | 1 | \$321.00 |
| 224-982-38-00 | 1141 Lochwood Pl | 1 | \$321.00 |
| 224-982-39-00 | 1151 Lochwood Pl | 1 | \$321.00 |
| 224-982-40-00 | 2431 Lake Forest St | 1 | \$321.00 |
| 224-982-41-00 | 2429 Lake Forest St | 1 | \$321.00 |
| 224-982-42-00 | 2427 Lake Forest St | 1 | \$321.00 |
| 224-982-43-00 | 2425 Lake Forest St | 1 | \$321.00 |
| 224-982-44-00 | 2423 Lake Forest St | 1 | \$321.00 |
| 224-982-45-00 | 2421 Lake Forest St | 1 | \$321.00 |
| 224-982-46-00 | 2419 Lake Forest St | 1 | \$321.00 |
| 224-982-47-00 | 2417 Lake Forest St | 1 | \$321.00 |
| 224-982-48-00 | 2415 Lake Forest St | 1 | \$321.00 |
| 224-982-49-00 | 2413 Lake Forest St | 1 | \$321.00 |
| 224-982-50-00 | 2411 Lake Forest St | 1 | \$321.00 |
| 224-982-52-00 | 2444 Heatherwood Ct | 1 | \$321.00 |
| 224-982-53-00 | 2437 Smokewood Pl | 1 | \$321.00 |
| 224-983-01-00 | 2403 Heatherwood Ct | 1 | \$321.00 |
| 224-983-02-00 | 2405 Heatherwood Ct | 1 | \$321.00 |
| 224-983-03-00 | 2407 Heatherwood Ct | 1 | \$321.00 |
| 224-983-04-00 | 2409 Heatherwood Ct | 1 | \$321.00 |
| 224-983-05-00 | 2411 Heatherwood Ct | 1 | \$321.00 |
| 224-983-06-00 | 2413 Heatherwood Ct | 1 | \$321.00 |
| 224-983-07-00 | 2415 Heatherwood Ct | 1 | \$321.00 |
| 224-983-08-00 | 2417 Heatherwood Ct | 1 | \$321.00 |
| 224-983-09-00 | 2419 Heatherwood Ct | 1 | \$321.00 |
| 224-983-10-00 | 2421 Heatherwood Ct | 1 | \$321.00 |
| 224-983-11-00 | 2423 Heatherwood Ct | 1 | \$321.00 |
| 224-983-12-00 | 2425 Heatherwood Ct | 1 | \$321.00 |
| 224-983-13-00 | 2427 Heatherwood Ct | 1 | \$321.00 |
| 224-983-14-00 | 2429 Heatherwood Ct | 1 | \$321.00 |
| 224-983-15-00 | 2431 Heatherwood Ct | 1 | \$321.00 |
| 224-983-16-00 | 2433 Heatherwood Ct | 1 | \$321.00 |
| 224-983-17-00 | 2435 Heatherwood Ct | 1 | \$321.00 |
| 224-983-18-00 | 2437 Heatherwood Ct | 1 | \$321.00 |
| 224-983-19-00 | 2439 Heatherwood Ct | 1 | \$321.00 |
| 224-983-20-00 | 2441 Heatherwood Ct | 1 | \$321.00 |
| 224-983-21-00 | 2443 Heatherwood Ct | 1 | \$321.00 |
| 224-983-22-00 | 2454 Conway Dr | 1 | \$321.00 |
| 224-983-23-00 | 2450 Conway Dr | 1 | \$321.00 |
| 224-983-24-00 | 2446 Conway Dr | 1 | \$321.00 |
| 224-983-25-00 | 2442 Conway Dr | 1 | \$321.00 |
| 224-983-26-00 | 2438 Conway Dr | 1 | \$321.00 |
| 224-983-27-00 | 2434 Conway Dr | 1 | \$321.00 |
| 224-983-28-00 | 2430 Conway Dr | 1 | \$321.00 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 11
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 224-983-29-00 | 2426 Conway Dr | 1 | \$321.00 |
| 224-983-30-00 | 2422 Conway Dr | 1 | \$321.00 |
| 224-983-31-00 | 2418 Conway Dr | 1 | \$321.00 |
| 224-983-32-00 | 2414 Conway Dr | 1 | \$321.00 |
| 224-983-33-00 | 2410 Conway Dr | 1 | \$321.00 |
| 224-983-34-00 | 908 Glenwood Way | 1 | \$321.00 |
| 224-983-35-00 | 914 Glenwood Way | 1 | \$321.00 |
| 224-983-36-00 | 920 Glenwood Way | 1 | \$321.00 |
| 224-983-37-00 | 926 Glenwood Way | 1 | \$321.00 |
| 224-983-38-00 | 932 Glenwood Way | 1 | \$321.00 |
| 224-983-39-00 | 938 Glenwood Way | 1 | \$321.00 |
| 224-983-40-00 | 1004 Glenwood Way | 1 | \$321.00 |
| 224-983-41-00 | 1010 Glenwood Way | 1 | \$321.00 |
| 224-983-42-00 | 1016 Glenwood Way | 1 | \$321.00 |
| 224-983-43-00 | 1022 Glenwood Way | 1 | \$321.00 |
| 224-983-44-00 | 1028 Glenwood Way | 1 | \$321.00 |
| 224-983-45-00 | 1034 Glenwood Way | 1 | \$321.00 |
| 224-984-01-00 | 907 Glenwood Way | 1 | \$321.00 |
| 224-984-02-00 | 913 Glenwood Way | 1 | \$321.00 |
| 224-984-03-00 | 919 Glenwood Way | 1 | \$321.00 |
| 224-984-04-00 | 925 Glenwood Way | 1 | \$321.00 |
| 224-984-05-00 | 931 Glenwood Way | 1 | \$321.00 |
| 224-984-06-00 | 937 Glenwood Way | 1 | \$321.00 |
| 224-984-07-00 | 1005 Glenwood Way | 1 | \$321.00 |
| 224-984-08-00 | 1013 Glenwood Way | 1 | \$321.00 |
| 224-984-09-00 | 2345 Lake Forest St | 1 | \$321.00 |
| 224-984-10-00 | 2343 Lake Forest St | 1 | \$321.00 |
| 224-984-11-00 | 2341 Lake Forest St | 1 | \$321.00 |
| 224-984-12-00 | 2339 Lake Forest St | 1 | \$321.00 |
| 224-984-13-00 | 2337 Lake Forest St | 1 | \$321.00 |
| 224-984-14-00 | 2335 Lake Forest St | 1 | \$321.00 |
| 224-984-15-00 | 2333 Lake Forest St | 1 | \$321.00 |
| 224-984-16-00 | 2331 Lake Forest St | 1 | \$321.00 |
| 224-984-17-00 | 2329 Lake Forest St | 1 | \$321.00 |
| 224-984-18-00 | 2327 Lake Forest St | 1 | \$321.00 |
| 224-984-19-00 | 2325 Lake Forest St | 1 | \$321.00 |
| 224-984-20-00 | 2323 Lake Forest St | 1 | \$321.00 |
| 224-984-21-00 | 2319 Lake Forest St | 1 | \$321.00 |
| 224-984-22-00 | 2315 Lake Forest St | 1 | \$321.00 |
| 224-984-23-00 | 2311 Lake Forest St | 1 | \$321.00 |
| 224-985-01-00 | 2310 Lake Forest St | 1 | \$321.00 |
| 224-985-02-00 | 2312 Lake Forest St | 1 | \$321.00 |
| 224-985-03-00 | 2314 Lake Forest St | 1 | \$321.00 |
| 224-985-04-00 | 2316 Lake Forest St | 1 | \$321.00 |
| 224-985-05-00 | 2318 Lake Forest St | 1 | \$321.00 |
| 224-985-06-00 | 2320 Lake Forest St | 1 | \$321.00 |
| 224-985-07-00 | 2322 Lake Forest St | 1 | \$321.00 |
| 224-985-08-00 | 2324 Lake Forest St | 1 | \$321.00 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 11
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 224-985-09-00 | 2326 Lake Forest St | 1 | \$321.00 |
| 224-985-10-00 | 2328 Lake Forest St | 1 | \$321.00 |
| 224-985-11-00 | 2330 Lake Forest St | 1 | \$321.00 |
| 224-985-12-00 | 2332 Lake Forest St | 1 | \$321.00 |
| 224-985-13-00 | 2334 Lake Forest St | 1 | \$321.00 |
| 224-985-14-00 | 2336 Lake Forest St | 1 | \$321.00 |
| 224-985-15-00 | 2338 Lake Forest St | 1 | \$321.00 |
| 224-985-16-00 | 2340 Lake Forest St | 1 | \$321.00 |
| 224-985-17-00 | 2342 Lake Forest St | 1 | \$321.00 |
| 224-985-18-00 | 2344 Lake Forest St | 1 | \$321.00 |
| 224-985-19-00 | 2346 Lake Forest St | 1 | \$321.00 |
| 224-985-20-00 | 2348 Lake Forest St | 1 | \$321.00 |
| 224-985-21-00 | 2350 Lake Forest St | 1 | \$321.00 |
| 224-985-22-00 | 2354 Lake Forest St | 1 | \$321.00 |
| 224-985-23-00 | 2356 Lake Forest St | 1 | \$321.00 |
| 224-985-24-00 | 2303 Briarwood Pl | 1 | \$321.00 |
| 224-985-25-00 | 2307 Briarwood Pl | 1 | \$321.00 |
| 224-985-26-00 | 2311 Briarwood Pl | 1 | \$321.00 |
| 224-985-27-00 | 2315 Briarwood Pl | 1 | \$321.00 |
| 224-985-28-00 | 2319 Briarwood Pl | 1 | \$321.00 |
| 224-985-29-00 | 2323 Briarwood Pl | 1 | \$321.00 |
| 224-985-30-00 | 2327 Briarwood Pl | 1 | \$321.00 |
| 224-985-31-00 | 2331 Briarwood Pl | 1 | \$321.00 |
| 224-985-32-00 | 2335 Briarwood Pl | 1 | \$321.00 |
| 224-985-33-00 | 2339 Briarwood Pl | 1 | \$321.00 |
| 224-985-34-00 | 2343 Briarwood Pl | 1 | \$321.00 |
| 224-985-35-00 | 2347 Briarwood Pl | 1 | \$321.00 |
| 224-985-36-00 | 2351 Briarwood Pl | 1 | \$321.00 |
| 224-985-37-00 | 2355 Briarwood Pl | 1 | \$321.00 |
| 224-985-38-00 | 2359 Briarwood Pl | 1 | \$321.00 |
| 224-985-39-00 | 2360 Briarwood Pl | 1 | \$321.00 |
| 224-985-40-00 | 2356 Briarwood Pl | 1 | \$321.00 |
| 224-985-43-00 | 2344 Briarwood Pl | 1 | \$321.00 |
| 224-985-44-00 | 2340 Briarwood Pl | 1 | \$321.00 |
| 224-985-45-00 | 2336 Briarwood Pl | 1 | \$321.00 |
| 224-985-46-00 | 2332 Briarwood Pl | 1 | \$321.00 |
| 224-985-47-00 | 2328 Briarwood Pl | 1 | \$321.00 |
| 224-985-48-00 | 2324 Briarwood Pl | 1 | \$321.00 |
| 224-985-49-00 | 2320 Briarwood Pl | 1 | \$321.00 |
| 224-985-50-00 | 2312 Briarwood Pl | 1 | \$321.00 |
| 224-985-54-00 | 2352 Briarwood Pl | 1 | \$321.00 |
| 224-985-55-00 | 2348 Briarwood Pl | 1 | \$321.00 |
| Totals: | Parcels: 330 | | \$105,930.00 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 12
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|-------------------------|-------------|--------------------|
| 226-203-07-00 | 451- El Norte Pkwy | 3.330 | \$2,292.30 |
| 226-203-08-00 | 1345 Morning View Dr | 5.280 | \$3,634.62 |
| 226-203-14-00 | 1350 Morning View Dr | 5.260 | \$3,620.86 |
| 226-211-03-00 | 457- El Norte Pkwy West | 3.530 | \$2,429.96 |
| 226-211-05-00 | 1301 Morning View Dr | 5.030 | \$3,462.54 |
| 226-211-09-00 | 1357 Las Villas Way | 0.960 | \$660.84 |
| 226-211-23-00 | 1342- Morning View Dr | 7.050 | \$4,853.06 |
| 226-211-24-00 | 1302- Morning View Dr | 3.900 | \$2,684.66 |
| 226-211-26-00 | 345 El Norte Pkwy West | 8.550 | \$5,885.62 |
| 226-211-27-00 | 1325- Las Villas Way | 7.120 | \$4,901.24 |
| 228-060-06-00 | 1301 Morning View | 7.160 | \$4,928.78 |
| 228-073-20-00 | 1045 Morning View Dr | 8.300 | \$5,713.52 |
| 228-073-23-00 | Morning View Dr | 0.550 | \$378.60 |
| 228-073-24-00 | 130 Las Villas Way | 4.230 | \$2,911.84 |
| 228-073-25-00 | Las Villas Way | 0.940 | \$647.06 |
| 228-073-26-00 | 1245 Morning View Dr | 8.470 | \$5,830.56 |
| 228-073-27-00 | Morning View Dr | 6.530 | \$4,495.10 |
| Totals: | Parcels: 17 | | \$59,331.16 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 13
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Assessable Acres | Assessment Levy |
|-----------------------|------------------------|------------------|-----------------|
| 236-252-35-00 | 415 Felicita Ave | 0.226 | \$70.40 |
| 236-252-47-00 | Felicita Ave | 0.540 | \$168.24 |
| 236-252-48-00 | 351 Felicita Ave | 3.260 | \$1,015.70 |
| 236-252-49-00 | 325- Felicita Ave 421 | 5.270 | \$1,641.94 |
| 236-254-20-00 | 1809- Centre City Pkwy | 2.660 | \$2,432.36 |
| 236-254-21-00 | 1805- Centre City Pkwy | 1.430 | \$1,307.62 |
| 236-255-06-00 | 1835 Centre City Pkwy | 1.240 | \$1,133.88 |
| 236-255-07-00 | Centre City Pkwy | 0.550 | \$502.92 |
| 236-255-08-00 | Centre City Pkwy | 0.484 | \$442.58 |
| 236-255-09-00 | Centre City Pkwy | 0.337 | \$308.16 |
| 236-255-10-00 | Centre City Pkwy | 0.208 | \$190.20 |
| 236-255-11-00 | 1895 Centre City Pkwy | 0.241 | \$220.40 |
| 236-255-12-00 | Centre City Pkwy | 0.284 | \$259.70 |
| 236-255-13-00 | Centre City Pkwy | 0.263 | \$240.48 |
| 236-255-14-00 | Centre City Pkwy | 0.700 | \$640.10 |
| 236-255-30-00 | Centre City Pkwy | 0.000 | |
| Totals: | | Parcels: 16 | \$10,574.68 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 14
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------|----------------|--------------------|
| 229-091-49-00 | 668 Wanda Ct | 1 | \$646.70 |
| 229-091-50-00 | 672 Wanda Ct | 1 | \$646.70 |
| 229-091-51-00 | 680 Wanda Ct | 1 | \$646.70 |
| 229-091-52-00 | 688 Wanda Ct | 1 | \$646.70 |
| 229-091-53-00 | 696 Wanda Ct | 1 | \$646.70 |
| 229-091-54-00 | 685 Wanda Ct | 1 | \$646.70 |
| 229-091-55-00 | 679 Wanda Ct | 1 | \$646.70 |
| 229-091-56-00 | 675 Wanda Ct | 1 | \$646.70 |
| Totals: | | Parcels: 8 | \$5,173.60 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 15
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|---------------|-------------|-----------------|
| 231-810-01-00 | 2401 Linda Ct | 1 | \$549.24 |
| 231-810-02-00 | 2409 Linda Ct | 1 | \$549.24 |
| 231-810-03-00 | 2427 Linda Ct | 1 | \$549.24 |
| 231-810-04-00 | 2431 Linda Ct | 1 | \$549.24 |
| 231-810-05-00 | 2437 Linda Ct | 1 | \$549.24 |
| 231-810-06-00 | 2441 Linda Ct | 1 | \$549.24 |
| 231-810-07-00 | 2445 Linda Ct | 1 | \$549.24 |
| 231-810-08-00 | 2451 Linda Ct | 1 | \$549.24 |
| 231-810-09-00 | 2455 Linda Ct | 1 | \$549.24 |
| 231-810-10-00 | 2463 Linda Ct | 1 | \$549.24 |
| 231-810-11-00 | 2477 Linda Ct | 1 | \$549.24 |
| 231-810-12-00 | 2491 Linda Ct | 1 | \$549.24 |
| 231-810-13-00 | 2484 Linda Ct | 1 | \$549.24 |
| 231-810-14-00 | 2466 Linda Ct | 1 | \$549.24 |
| 231-810-15-00 | 2458 Linda Ct | 1 | \$549.24 |
| 231-810-16-00 | 2454 Linda Ct | 1 | \$549.24 |
| 231-810-17-00 | 2420 Linda Ct | 1 | \$549.24 |
| 231-810-18-00 | 2404 Linda Ct | 1 | \$549.24 |
| Totals: | Parcels: 18 | | \$9,886.32 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 16
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situation Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|--------------------|
| 227-191-41-00 | 103 Trellis Ln | 1 | \$412.78 |
| 227-191-42-00 | 107 Trellis Ln | 1 | \$412.78 |
| 227-191-43-00 | 115 Trellis Ln | 1 | \$412.78 |
| 227-191-44-00 | 119 Trellis Ln | 1 | \$412.78 |
| 227-191-45-00 | 123 Trellis Ln | 1 | \$412.78 |
| 227-191-46-00 | 135 Trellis Ln | 1 | \$412.78 |
| 227-191-47-00 | 137 Trellis Ln | 1 | \$412.78 |
| 227-191-48-00 | 141 Trellis Ln | 1 | \$412.78 |
| 227-191-49-00 | 149 Trellis Ln | 1 | \$412.78 |
| 227-191-50-00 | 157 Trellis Ln | 1 | \$412.78 |
| Totals: | | | \$4,127.80 |
| | Parcels: | 10 | |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 17
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|------------------------|-------------|-----------------|
| 225-740-01-00 | 2821 Oakwood Creek Way | 1 | \$165.10 |
| 225-740-02-00 | 2863 Oakwood Creek Way | 1 | \$165.10 |
| 225-740-03-00 | 2877 Oakwood Creek Way | 1 | \$165.10 |
| 225-740-04-00 | 2885 Oakwood Creek Way | 1 | \$165.10 |
| 225-740-05-00 | 2891 Oakwood Creek Way | 1 | \$165.10 |
| 225-740-06-00 | 2899 Oakwood Creek Way | 1 | \$165.10 |
| 225-740-07-00 | 602 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-08-00 | 610 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-09-00 | 618 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-10-00 | 622 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-11-00 | 628 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-12-00 | 636 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-13-00 | 642 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-14-00 | 648 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-15-00 | 2992 Oakstone Creek Pl | 1 | \$165.10 |
| 225-740-16-00 | 2980 Oakstone Creek Pl | 1 | \$165.10 |
| 225-740-17-00 | 2954 Oakstone Creek Pl | 1 | \$165.10 |
| 225-740-18-00 | 2936 Oakstone Creek Pl | 1 | \$165.10 |
| 225-740-19-00 | 2902 Oakstone Creek Pl | 1 | \$165.10 |
| 225-740-21-00 | 2941 Oakstone Creek Pl | 1 | \$165.10 |
| 225-740-22-00 | 2969 Oakstone Creek Pl | 1 | \$165.10 |
| 225-740-23-00 | 625 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-24-00 | 621 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-25-00 | 617 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-26-00 | 613 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-27-00 | 609 Jacks Creek Rd | 1 | \$165.10 |
| 225-740-28-00 | 2842 Oakwood Creek Way | 1 | \$165.10 |
| 225-740-30-00 | 2923 Oakstone Creek Pl | 1 | \$165.10 |
| 225-740-31-00 | 2828 Oakwood Creek Way | 1 | \$165.10 |
| 225-741-01-00 | 656 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-02-00 | 664 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-03-00 | 668 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-04-00 | 672 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-05-00 | 680 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-06-00 | 686 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-07-00 | 690 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-08-00 | 694 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-09-00 | 698 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-10-00 | 689 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-11-00 | 683 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-12-00 | 675 Jacks Creek Rd | 1 | \$165.10 |
| 225-741-13-00 | 2976 Jacks Creek Pl | 1 | \$165.10 |
| 225-741-14-00 | 2952 Jacks Creek Pl | 1 | \$165.10 |
| 225-741-15-00 | 2961 Jacks Creek Pl | 1 | \$165.10 |
| 225-741-16-00 | 2983 Jacks Creek Pl | 1 | \$165.10 |
| 225-741-17-00 | 2991 Jacks Creek Pl | 1 | \$165.10 |
| 225-741-18-00 | 653 Jacks Creek Rd | 1 | \$165.10 |

Totals: Parcels: 47 \$7,759.70

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 18
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------|----------------|--------------------|
| 231-820-01-00 | 803 Albert Ct | 1 | \$116.60 |
| 231-820-02-00 | 807 Albert Ct | 1 | \$116.60 |
| 231-820-03-00 | 823 Albert Ct | 1 | \$116.60 |
| 231-820-04-00 | 853 Albert Ct | 1 | \$116.60 |
| 231-820-05-00 | 857 Albert Ct | 1 | \$116.60 |
| 231-820-06-00 | 871 Albert Ct | 1 | \$116.60 |
| 231-820-07-00 | 885 Albert Ct | 1 | \$116.60 |
| 231-820-08-00 | 892 Albert Ct | 1 | \$116.60 |
| 231-820-09-00 | 880 Albert Ct | 1 | \$116.60 |
| 231-820-10-00 | 866 Albert Ct | 1 | \$116.60 |
| 231-820-11-00 | 842 Albert Ct | 1 | \$116.60 |
| 231-820-12-00 | 838 Albert Ct | 1 | \$116.60 |
| 231-820-13-00 | 812 Albert Ct | 1 | \$116.60 |
| 231-820-14-00 | 810 Albert Ct | 1 | \$116.60 |
| 231-820-15-00 | 809 Rosa Ct | 1 | \$116.60 |
| 231-820-16-00 | 827 Rosa Ct | 1 | \$116.60 |
| 231-820-17-00 | 841 Rosa Ct | 1 | \$116.60 |
| 231-820-18-00 | 847 Rosa Ct | 1 | \$116.60 |
| 231-820-19-00 | 873 Rosa Ct | 1 | \$116.60 |
| 231-820-20-00 | 881 Rosa Ct | 1 | \$116.60 |
| 231-820-21-00 | 893 Rosa Ct | 1 | \$116.60 |
| 231-820-22-00 | 896 Rosa Ct | 1 | \$116.60 |
| 231-820-23-00 | 878 Rosa Ct | 1 | \$116.60 |
| 231-820-24-00 | 868 Rosa Ct | 1 | \$116.60 |
| 231-820-25-00 | 852 Rosa Ct | 1 | \$116.60 |
| 231-820-26-00 | 836 Rosa Ct | 1 | \$116.60 |
| 231-820-27-00 | 822 Rosa Ct | 1 | \$116.60 |
| 231-820-28-00 | 814 Rosa Ct | 1 | \$116.60 |
| 231-820-29-00 | 805 Socin Ct | 1 | \$116.60 |
| 231-820-30-00 | 813 Socin Ct | 1 | \$116.60 |
| 231-820-31-00 | 825 Socin Ct | 1 | \$116.60 |
| 231-820-32-00 | 829 Socin Ct | 1 | \$116.60 |
| 231-820-33-00 | 835 Socin Ct | 1 | \$116.60 |
| 231-820-34-00 | 837 Socin Ct | 1 | \$116.60 |
| 231-820-35-00 | 839 Socin Ct | 1 | \$116.60 |
| 231-820-36-00 | 843 Socin Ct | 1 | \$116.60 |
| 231-820-37-00 | Socin Ct | 1 | \$116.60 |
| 231-820-38-00 | 867 Socin Ct | 1 | \$116.60 |
| 231-820-39-00 | 875 Socin Ct | 1 | \$116.60 |
| 231-820-40-00 | 883 Socin Ct | 1 | \$116.60 |
| 231-820-41-00 | 887 Socin Ct | 1 | \$116.60 |
| 231-820-42-00 | 898 Socin Ct | 1 | \$116.60 |
| 231-820-43-00 | 894 Socin Ct | 1 | \$116.60 |
| 231-820-44-00 | 882 Socin Ct | 1 | \$116.60 |
| 231-820-45-00 | 870 Socin Ct | 1 | \$116.60 |
| 231-820-46-00 | 854 Socin Ct | 1 | \$116.60 |
| 231-820-47-00 | 848 Socin Ct | 1 | \$116.60 |
| 231-820-48-00 | 820 Socin Ct | 1 | \$116.60 |

Item 10.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 18
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------|----------------|--------------------|
| 231-820-49-00 | 808 Socin Ct | 1 | \$116.60 |
| 231-820-50-00 | 802 Socin Ct | 1 | \$116.60 |
| Totals: | | Parcels: 50 | \$5,830.00 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 19
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|------------------------|----------------|--------------------|
| 224-011-01-00 | 2620 Turnberry Gln | 1.000 | \$769.32 |
| 224-011-02-00 | 2650 Turnberry Gln | 1.000 | \$769.32 |
| 224-011-03-00 | 2667 Turnberry Gln | 1.000 | \$769.32 |
| 224-011-04-00 | 2649 Turnberry Gln | 1.000 | \$769.32 |
| 224-011-05-00 | 2615 Turnberry Gln | 1.000 | \$769.32 |
| 224-011-06-00 | 541 Melbourne Gln | 1.000 | \$769.32 |
| 224-011-07-00 | 535 Melbourne Gln | 1.000 | \$769.32 |
| 224-011-08-00 | 529 Melbourne Gln | 1.000 | \$769.32 |
| 224-011-09-00 | 517 Melbourne Gln | 1.000 | \$769.32 |
| 224-011-10-00 | 503 Melbourne Gln | 1.000 | \$769.32 |
| 224-011-11-00 | 510 Melbourne Gln | 1.000 | \$769.32 |
| 224-011-12-00 | 522 Melbourne Gln | 1.000 | \$769.32 |
| 224-011-13-00 | 538 Melbourne Gln | 1.000 | \$769.32 |
| 224-011-14-00 | 550 Melbourne Gln | 1.000 | \$769.32 |
| 224-011-15-00 | 2696 Dundee Gln | 1.000 | \$769.32 |
| 224-011-16-00 | 2693 Dundee Gln | 1.000 | \$769.32 |
| 224-011-17-00 | 2689 Dundee Gln | 1.000 | \$769.32 |
| 224-011-18-00 | Melbourne Gln | | |
| 224-011-19-00 | Melbourne Gln | | |
| 224-011-20-00 | Melbourne Gln | | |
| 224-011-21-00 | Dundee Gln | | |
| 224-011-22-00 | Melbourne Gln | | |
| 224-012-01-00 | 495 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-02-00 | 487 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-03-00 | 483 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-04-00 | 475 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-05-00 | 469 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-06-00 | 461 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-07-00 | 457 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-08-00 | 453 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-09-00 | 449 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-10-00 | 445 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-11-00 | 433 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-12-00 | 438 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-13-00 | 456 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-14-00 | 466 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-15-00 | 472 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-16-00 | 2591 St Andrews Gln | 1.000 | \$769.32 |
| 224-012-17-00 | 2577 St Andrews Gln | 1.000 | \$769.32 |
| 224-012-18-00 | 2555 St Andrews Gln | 1.000 | \$769.32 |
| 224-012-19-00 | 2550 Saint Andrews Gln | 1.000 | \$769.32 |
| 224-012-20-00 | 2544 St Andrews Gln | 1.000 | \$769.32 |
| 224-012-21-00 | 2530 St Andrews Gln | 1.000 | \$769.32 |
| 224-012-22-00 | 490 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-23-00 | 498 Melbourne Gln | 1.000 | \$769.32 |
| 224-012-24-00 | Cleveland Ave | | |
| 224-150-01-00 | 112 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-02-00 | 118 Double Eagle Gln | 1.000 | \$769.32 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 19
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|--------------------------|----------------|--------------------|
| 224-150-03-00 | 122 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-04-00 | 128 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-05-00 | 132 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-06-00 | 144 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-07-00 | 156 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-08-00 | 170 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-09-00 | 182 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-10-00 | 188 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-11-00 | 192 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-12-00 | 197 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-13-00 | 175 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-14-00 | 169 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-15-00 | 151 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-16-00 | 137 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-17-00 | 129 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-18-00 | 125 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-19-00 | 117 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-20-00 | 109 Double Eagle Gln | 1.000 | \$769.32 |
| 224-150-21-00 | Double Eagle Gln | | |
| 224-150-22-00 | Double Eagle Gln | | |
| 224-150-23-00 | Double Eagle Gln | | |
| 224-152-08-00 | Rincon Ave | | |
| 224-152-09-00 | Rincon Ave | | |
| 224-154-01-00 | 2567 Douglaston Gln | 1.000 | \$769.32 |
| 224-154-02-00 | 2569 Douglaston Gln | 1.000 | \$769.32 |
| 224-154-03-00 | 2571 Douglaston Gln | 1.000 | \$769.32 |
| 224-154-04-00 | 214 Whistling Straits Gl | 1.000 | \$769.32 |
| 224-154-05-00 | 252 Whistling Straits Gl | 1.000 | \$769.32 |
| 224-154-06-00 | 296 Whistling Straits Gl | 1.000 | \$769.32 |
| 224-154-07-00 | 2586 Douglaston Gln | 1.000 | \$769.32 |
| 224-154-08-00 | 2580 Douglaston Gln | 1.000 | \$769.32 |
| 224-154-09-00 | 2574 Douglaston Gln | 1.000 | \$769.32 |
| 224-154-10-00 | 2562 Douglaston Gln | 1.000 | \$769.32 |
| 224-154-11-00 | Whistling Straits Gl | | |
| 224-154-12-00 | 2635 Dundee Gln | 1.000 | \$769.32 |
| 224-154-13-00 | 2622 Dundee Gln | 1.000 | \$769.32 |
| 224-154-14-00 | 2618 Dundee Gln | 1.000 | \$769.32 |
| 224-154-15-00 | 2606 Dundee Gln | 1.000 | \$769.32 |
| 224-154-16-00 | 2596 Dundee Gln | 1.000 | \$769.32 |
| 224-154-17-00 | 2584 Dundee Gln | 1.000 | \$769.32 |
| 224-154-18-00 | 2560 Dundee Gln | 1.000 | \$769.32 |
| 224-154-19-00 | 2552 Dundee Gln | 1.000 | \$769.32 |
| 224-154-20-00 | 2538 Dundee Gln | 1.000 | \$769.32 |
| 224-154-21-00 | 2541 Dundee Gln | 1.000 | \$769.32 |
| 224-154-22-00 | 2557 Dundee Gln | 1.000 | \$769.32 |
| 224-154-23-00 | 2579 Dundee Gln | 1.000 | \$769.32 |
| 224-154-24-00 | 2587 Dundee Gln | 1.000 | \$769.32 |
| 224-154-25-00 | 2598 Douglaston Gln | 1.000 | \$769.32 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 19
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|----------------------|----------------|--------------------|
| 224-154-26-00 | Dundee Gln | | |
| 224-154-27-00 | Dundee Gln | | |
| 224-154-28-00 | 2643 Dundee Gln | 1.000 | \$769.32 |
| 224-154-29-00 | 2651 Dundee Gln | 1.000 | \$769.32 |
| 224-154-30-00 | 2659 Dundee Gln | 1.000 | \$769.32 |
| 224-154-31-00 | 2663 Dundee Gln | 1.000 | \$769.32 |
| 224-154-32-00 | 2667 Dundee Gln | 1.000 | \$769.32 |
| 224-154-33-00 | 2675 Dundee Gln | 1.000 | \$769.32 |
| 224-154-34-00 | 2670 Dundee Gln | 1.000 | \$769.32 |
| 224-154-36-00 | Dundee Gln | | |
| 224-154-37-00 | North Ave | | |
| 224-154-40-00 | 2682 Dundee Gln | 1.000 | \$769.32 |
| 224-155-01-00 | 2511 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-02-00 | 2515 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-03-00 | 2527 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-04-00 | 2529 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-05-00 | 2535 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-06-00 | 2543 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-07-00 | 2551 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-08-00 | 2555 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-09-00 | 2558 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-10-00 | 2550 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-11-00 | 2546 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-12-00 | 2540 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-13-00 | 2532 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-14-00 | 2524 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-15-00 | 2518 Douglaston Gln | 1.000 | \$769.32 |
| 224-155-16-00 | Douglaston Gln | | |
| 224-155-17-00 | Douglaston Gln | | |
| 224-155-18-00 | 401 Melbourne Gln | 1.000 | \$769.32 |
| 224-155-19-00 | 399 Melbourne Gln | 1.000 | \$769.32 |
| 224-155-20-00 | 2533 Royal Troon Gln | 1.000 | \$769.32 |
| 224-155-21-00 | 2555 Royal Troon Gln | 1.000 | \$769.32 |
| 224-155-22-00 | 2599 Royal Troon Gln | 1.000 | \$769.32 |
| 224-155-23-00 | 2588 Royal Troon Gln | 1.000 | \$769.32 |
| 224-155-24-00 | 2570 Royal Troon Gln | 1.000 | \$769.32 |
| 224-155-25-00 | 2566 Royal Troon Gln | 1.000 | \$769.32 |
| 224-155-26-00 | 2544 Royal Troon Gln | 1.000 | \$769.32 |
| 224-155-27-00 | 2522 Royal Troon Gln | 1.000 | \$769.32 |
| 224-155-28-00 | 2510 Royal Troon Gln | 1.000 | \$769.32 |
| 224-155-29-00 | Cleveland Ave | | |
| 224-155-30-00 | Melbourne Gln | | |
| 224-155-31-00 | Royal Troon Gln | | |
| 224-155-32-00 | 2520 Dundee Gln | 1.000 | \$769.32 |
| 224-155-33-00 | 2512 Dundee Gln | 1.000 | \$769.32 |
| 224-155-34-00 | 2504 Dundee Gln | 1.000 | \$769.32 |
| 224-155-35-00 | 429 Melbourne Gln | 1.000 | \$769.32 |
| 224-155-36-00 | 423 Melbourne Gln | 1.000 | \$769.32 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 19
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-----------------------|----------------|--------------------|
| 224-155-37-00 | 417 Melbourne Gln | 1.000 | \$769.32 |
| 224-155-38-00 | 409 Melbourne Gln | 1.000 | \$769.32 |
| 224-155-39-00 | 2509 Dundee Gln | 1.000 | \$769.32 |
| 224-155-40-00 | 2517 Dundee Gln | 1.000 | \$769.32 |
| 224-155-41-00 | 2529 Dundee Gln | 1.000 | \$769.32 |
| 224-155-42-00 | Dundee Gln | | |
| 224-156-01-00 | Douglaston Gln | | |
| 224-156-02-00 | Douglaston Gln | | |
| 224-156-03-00 | Merion Gln | | |
| 224-156-04-00 | Merion Gln | | |
| 224-156-05-00 | Merion Gln | | |
| 224-156-06-00 | Douglaston Gln | | |
| 224-156-08-00 | 387 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-09-00 | 363 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-10-00 | 351 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-11-00 | 337 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-12-00 | 319 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-13-00 | 305 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-14-00 | 302 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-15-00 | 328 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-16-00 | 344 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-17-00 | 356 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-18-00 | 370 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-19-00 | 392 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-20-00 | Melbourne Gln | | |
| 224-156-21-00 | 283 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-22-00 | 241 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-23-00 | 235 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-24-00 | 222 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-25-00 | 254 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-26-00 | 298 Melbourne Gln | 1.000 | \$769.32 |
| 224-156-27-00 | 2498 Douglaston Gln | 1.000 | \$769.32 |
| 224-156-28-00 | 2492 Douglaston Gln | 1.000 | \$769.32 |
| 224-156-29-00 | 2486 Douglaston Gln | 1.000 | \$769.32 |
| 224-156-30-00 | 2474 Douglaston Gln | 1.000 | \$769.32 |
| 224-156-31-00 | 538 Crystal Downs Gln | 1.000 | \$769.32 |
| 224-156-32-00 | 546 Crystal Downs Gln | 1.000 | \$769.32 |
| 224-156-33-00 | 578 Crystal Downs Gln | 1.000 | \$769.32 |
| 224-156-34-00 | 589 Crystal Downs Gln | 1.000 | \$769.32 |
| 224-156-35-00 | 563 Crystal Downs Gln | 1.000 | \$769.32 |
| 224-156-36-00 | 559 Crystal Downs Gln | 1.000 | \$769.32 |
| 224-156-37-00 | 525 Crystal Downs Gln | 1.000 | \$769.32 |
| 224-156-38-00 | 517 Crystal Downs Gln | 1.000 | \$769.32 |
| 224-156-39-00 | 509 Crystal Downs Gln | 1.000 | \$769.32 |
| 224-156-40-00 | Crystal Downs Gln | | |
| 224-156-41-00 | Cleveland Ave | | |
| 224-156-42-00 | Crystal Downs Gln | | |
| 224-156-43-00 | Melbourne Gln | | |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 19
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|------------------------|----------------|--------------------|
| 224-157-01-00 | 2309 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-02-00 | 2313 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-03-00 | 2325 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-04-00 | 303 Lytham Gln | 1.000 | \$769.32 |
| 224-157-05-00 | 317 Lytham Gln | 1.000 | \$769.32 |
| 224-157-06-00 | 345 Lytham Gln | 1.000 | \$769.32 |
| 224-157-07-00 | 369 Lytham Gln | 1.000 | \$769.32 |
| 224-157-08-00 | 377 Lytham Gln | 1.000 | \$769.32 |
| 224-157-09-00 | 385 Lytham Gln | 1.000 | \$769.32 |
| 224-157-10-00 | 398 Lytham Gln | 1.000 | \$769.32 |
| 224-157-11-00 | 372 Lytham Gln | 1.000 | \$769.32 |
| 224-157-12-00 | 350 Lytham Gln | 1.000 | \$769.32 |
| 224-157-13-00 | 332 Lytham Gln | 1.000 | \$769.32 |
| 224-157-14-00 | 328 Lytham Gln | 1.000 | \$769.32 |
| 224-157-15-00 | 2337 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-16-00 | Lytham Gln | | |
| 224-157-17-00 | 2404 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-18-00 | 2398 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-19-00 | 2392 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-20-00 | 2376 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-21-00 | 2370 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-22-00 | 2364 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-23-00 | 2358 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-24-00 | 2354 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-25-00 | 2350 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-26-00 | 2348 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-27-00 | 2340 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-28-00 | 2343 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-29-00 | 2345 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-30-00 | 2361 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-31-00 | 2367 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-32-00 | 2381 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-33-00 | 2387 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-34-00 | 2401 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-35-00 | 2407 Douglaston Gln | 1.000 | \$769.32 |
| 224-157-36-00 | 377 Somerset Hills Gln | 1.000 | \$769.32 |
| 224-157-37-00 | 355 Somerset Hills Gln | 1.000 | \$769.32 |
| 224-157-38-00 | 333 Somerset Hills Gln | 1.000 | \$769.32 |
| 224-157-39-00 | 2412 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-40-00 | 2410 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-41-00 | 2404 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-42-00 | 2400 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-43-00 | 2392 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-44-00 | 2380 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-45-00 | 2370 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-46-00 | 2366 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-47-00 | 2343 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-48-00 | 2349 Pine Valley Gln | 1.000 | \$769.32 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 19
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|----------------------|----------------|--------------------|
| 224-157-49-00 | 2363 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-50-00 | 2375 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-51-00 | 2381 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-52-00 | 2385 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-53-00 | 2399 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-54-00 | 2401 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-55-00 | 2409 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-56-00 | 2413 Pine Valley Gln | 1.000 | \$769.32 |
| 224-157-57-00 | Pine Valley Gln | | |
| 224-157-58-00 | Pine Valley Gln | | |
| 224-157-59-00 | Pine Valley Gln | | |
| 224-158-01-00 | 2338 Douglaston Gln | 1.000 | \$769.32 |
| 224-158-02-00 | 2332 Douglaston Gln | 1.000 | \$769.32 |
| 224-158-03-00 | 2330 Douglaston Gln | 1.000 | \$769.32 |
| 224-158-04-00 | 2326 Douglaston Gln | 1.000 | \$769.32 |
| 224-158-05-00 | 2320 Douglaston Gln | 1.000 | \$769.32 |
| 224-158-06-00 | 2318 Douglaston Gln | 1.000 | \$769.32 |
| 224-158-07-00 | 2306 Douglaston Gln | 1.000 | \$769.32 |
| 224-158-08-00 | Pine Valley Gln | | |
| 224-158-09-00 | Pine Valley Gln | | |
| 224-158-10-00 | Rincon Ave | | |
| 224-158-11-00 | Pine Valley Gln | | |
| 224-158-12-00 | Douglaston Gln | | |
| 224-159-01-00 | 2460 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-02-00 | 2456 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-03-00 | 2448 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-04-00 | 2444 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-05-00 | 2436 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-06-00 | 2432 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-07-00 | 2426 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-08-00 | 2418 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-09-00 | 2411 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-10-00 | 2423 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-11-00 | 467 Adelaide Gln | 1.000 | \$769.32 |
| 224-159-12-00 | 455 Adelaide Gln | 1.000 | \$769.32 |
| 224-159-13-00 | 433 Adelaide Gln | 1.000 | \$769.32 |
| 224-159-14-00 | 425 Adelaide Gln | 1.000 | \$769.32 |
| 224-159-15-00 | 414 Adelaide Gln | 1.000 | \$769.32 |
| 224-159-16-00 | 448 Adelaide Gln | 1.000 | \$769.32 |
| 224-159-17-00 | 2451 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-18-00 | 2453 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-19-00 | 2467 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-20-00 | 2471 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-21-00 | 2483 Douglaston Gln | 1.000 | \$769.32 |
| 224-159-22-00 | 2470 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-23-00 | 2458 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-24-00 | 2450 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-25-00 | 2444 Pine Valley Gln | 1.000 | \$769.32 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 19
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|------------------------|-------------|-----------------|
| 224-159-26-00 | 2438 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-27-00 | 2426 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-28-00 | 2424 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-29-00 | 322 Somerset Hills Gln | 1.000 | \$769.32 |
| 224-159-30-00 | 344 Somerset Hills Gln | 1.000 | \$769.32 |
| 224-159-31-00 | 366 Somerset Hills Gln | 1.000 | \$769.32 |
| 224-159-32-00 | 2421 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-33-00 | 2427 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-34-00 | 2433 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-35-00 | 2445 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-36-00 | 2449 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-37-00 | 2453 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-38-00 | 2461 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-39-00 | 2475 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-40-00 | 2483 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-41-00 | 2497 Pine Valley Gln | 1.000 | \$769.32 |
| 224-159-42-00 | Douglaston Gln | | |
| 224-159-43-00 | Somerset Hills Gln | | |
| 224-159-44-00 | Adelaide Gln | | |
| 224-159-45-00 | Pine Valley Gln | | |
| Totals: | Parcels: 308 | | \$201,561.84 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 20
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|--------------------|
| 235-550-01-00 | 1697 Greenwood Pl | 1 | \$1,286.62 |
| 235-550-02-00 | 1671 Greenwood Pl | 1 | \$1,286.62 |
| 235-550-03-00 | 1623 Greenwood Pl | 1 | \$1,286.62 |
| 235-550-04-00 | 1614 Greenwood Pl | 1 | \$1,286.62 |
| 235-550-05-00 | 1638 Greenwood Pl | 1 | \$1,286.62 |
| 235-550-06-00 | 1656 Greenwood Pl | 1 | \$1,286.62 |
| 235-550-07-00 | 1682 Greenwood Pl | 1 | \$1,286.62 |
| 235-550-08-00 | 1690 Greenwood Pl | 1 | \$1,286.62 |
| 235-550-09-00 | 1732 Gamble Ln | 1 | \$1,286.62 |
| Totals: | | Parcels: 9 | \$11,579.58 |

Item 10.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 21
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|---------------|-------------|-----------------|
| 225-030-40-00 | 2128 Drew Rd | 1.000 | \$543.76 |
| 225-030-41-00 | 2136 Drew Rd | 1.000 | \$543.76 |
| 225-030-42-00 | 2144 Drew Rd | 1.000 | \$543.76 |
| 225-030-43-00 | 2152 Drew Rd | 1.000 | \$543.76 |
| 225-030-44-00 | 2178 Drew Rd | 1.000 | \$543.76 |
| 225-030-45-00 | 2192 Drew Rd | 1.000 | \$543.76 |
| 225-030-46-00 | 2195 Drew Rd | 1.000 | \$543.76 |
| 225-030-47-00 | 2181 Drew Rd | 1.000 | \$543.76 |
| 225-030-48-00 | 2165 Drew Rd | 1.000 | \$543.76 |
| 225-030-49-00 | 2147 Drew Rd | 1.000 | \$543.76 |
| 225-030-50-00 | 2133 Drew Rd | 1.000 | \$543.76 |
| 225-030-51-00 | 2125 Drew Rd | 1.000 | \$543.76 |
| 225-030-52-00 | 2113 Drew Rd | 1.000 | \$543.76 |
| 225-030-53-00 | 2109 Drew Rd | 1.000 | \$543.76 |
| 225-030-54-00 | 2105 Drew Rd | 1.000 | \$543.76 |
| 225-030-55-00 | 2103 Drew Rd | 1.000 | \$543.76 |
| 225-030-56-00 | 2189 Drew Rd | 1.000 | \$543.76 |
| Totals: | Parcels: 17 | | \$8,700.16 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 22
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|----------------|-------------|-----------------|
| 224-040-48-00 | 2080 Dancer Ct | 1 | \$475.58 |
| 224-040-49-00 | 2040 Dancer Ct | 1 | \$475.58 |
| 224-040-50-00 | 1757 Dancer Pl | 1 | \$475.58 |
| 224-040-51-00 | 1763 Dancer Pl | 1 | \$475.58 |
| 224-040-52-00 | 1775 Dancer Pl | 1 | \$475.58 |
| 224-040-53-00 | 1787 Dancer Pl | 1 | \$475.58 |
| 224-040-54-00 | 1796 Dancer Pl | 1 | \$475.58 |
| 224-040-55-00 | 1780 Dancer Pl | 1 | \$475.58 |
| 224-040-56-00 | 1768 Dancer Pl | 1 | \$475.58 |
| 224-040-57-00 | 1752 Dancer Pl | 1 | \$475.58 |
| 224-040-58-00 | 1748 Dancer Pl | 1 | \$475.58 |
| 224-040-59-00 | 1740 Dancer Pl | 1 | \$475.58 |
| 224-040-60-00 | 1732 Dancer Pl | 1 | \$475.58 |
| 224-040-61-00 | 1724 Dancer Pl | 1 | \$475.58 |
| 224-040-62-00 | 1718 Dancer Pl | 1 | \$475.58 |
| 224-040-63-00 | 1712 Dancer Pl | 1 | \$475.58 |
| 224-040-64-00 | 1710 Dancer Pl | 1 | \$475.58 |
| 224-040-65-00 | 1700 Dancer Pl | 1 | \$475.58 |
| 224-040-66-00 | 1707 Dancer Pl | 1 | \$475.58 |
| 224-040-67-00 | 1715 Dancer Pl | 1 | \$475.58 |
| 224-040-68-00 | 1721 Dancer Pl | 1 | \$475.58 |
| 224-040-69-00 | 1729 Dancer Pl | 1 | \$475.58 |
| 224-040-70-00 | 1735 Dancer Pl | 1 | \$475.58 |
| Totals: | Parcels: 23 | | \$10,938.34 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 23
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|-----------------------|-------------|-----------------|
| 232-580-01-00 | 1087 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-02-00 | 1073 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-03-00 | 1067 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-04-00 | 1059 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-05-00 | 1047 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-06-00 | 1033 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-07-00 | 1025 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-08-00 | 1011 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-09-00 | 1006 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-10-00 | 1022 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-11-00 | 1030 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-12-00 | 1044 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-13-00 | 1052 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-14-00 | 1060 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-15-00 | 1076 Princess Kyra Pl | 1 | \$476.14 |
| 232-580-16-00 | 1098 Princess Kyra Pl | 1 | \$476.14 |
| Totals: | Parcels: 16 | | \$7,618.24 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 24
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|------------------|----------------|--------------------|
| 237-300-01-00 | 479 Amparo Dr | 1 | \$565.06 |
| 237-300-02-00 | 461 Amparo Dr | 1 | \$565.06 |
| 237-300-03-00 | 459 Amparo Dr | 1 | \$565.06 |
| 237-300-04-00 | 445 Amparo Dr | 1 | \$565.06 |
| 237-300-05-00 | 437 Amparo Dr | 1 | \$565.06 |
| 237-300-06-00 | 423 Amparo Dr | 1 | \$565.06 |
| 237-300-07-00 | 411 Amparo Dr | 1 | \$565.06 |
| 237-300-08-00 | 399 Amparo Dr | 1 | \$565.06 |
| 237-300-10-00 | 373 Amparo Dr | 1 | \$565.06 |
| 237-300-11-00 | 365 Amparo Dr | 1 | \$565.06 |
| 237-300-12-00 | 361 Amparo Dr | 1 | \$565.06 |
| 237-300-13-00 | 345 Amparo Dr | 1 | \$565.06 |
| 237-300-14-00 | 327 Amparo Dr | 1 | \$565.06 |
| 237-300-15-00 | 319 Amparo Dr | 1 | \$565.06 |
| 237-300-16-00 | 303 Amparo Dr | 1 | \$565.06 |
| 237-300-18-00 | 322 Amparo Dr | 1 | \$565.06 |
| 237-300-19-00 | 334 Amparo Dr | 1 | \$565.06 |
| 237-300-20-00 | 352 Amparo Dr | 1 | \$565.06 |
| 237-300-21-00 | 388 Amparo Dr | 1 | \$565.06 |
| 237-300-22-00 | 2191 Pamplona Ct | 1 | \$565.06 |
| 237-300-23-00 | 2183 Pamplona Ct | 1 | \$565.06 |
| 237-300-24-00 | 2167 Pamplona Ct | 1 | \$565.06 |
| 237-300-25-00 | 2159 Pamplona Ct | 1 | \$565.06 |
| 237-300-26-00 | 2145 Pamplona Ct | 1 | \$565.06 |
| 237-300-27-00 | 2141 Pamplona Ct | 1 | \$565.06 |
| 237-300-28-00 | 2137 Pamplona Ct | 1 | \$565.06 |
| 237-300-29-00 | 2135 Pamplona Ct | 1 | \$565.06 |
| 237-300-30-00 | 2127 Pamplona Ct | 1 | \$565.06 |
| 237-300-31-00 | 2119 Pamplona Ct | 1 | \$565.06 |
| 237-300-32-00 | 2105 Pamplona Ct | 1 | \$565.06 |
| 237-300-33-00 | 2102 Pamplona Ct | 1 | \$565.06 |
| 237-300-34-00 | 2108 Pamplona Ct | 1 | \$565.06 |
| 237-300-35-00 | 2124 Pamplona Ct | 1 | \$565.06 |
| 237-300-36-00 | 2130 Pamplona Ct | 1 | \$565.06 |
| 237-300-37-00 | 2152 Pamplona Ct | 1 | \$565.06 |
| 237-300-38-00 | 2164 Pamplona Ct | 1 | \$565.06 |
| 237-300-39-00 | 2176 Pamplona Ct | 1 | \$565.06 |
| 237-300-40-00 | 2188 Pamplona Ct | 1 | \$565.06 |
| 237-300-41-00 | 2196 Pamplona Ct | 1 | \$565.06 |
| 237-300-42-00 | 430 Amparo Dr | 1 | \$565.06 |
| 237-300-43-00 | 490 Amparo Dr | 1 | \$565.06 |
| 237-300-44-00 | 498 Amparo Dr | 1 | \$565.06 |
| 237-300-45-00 | 2110 Pamplona Ct | 1 | \$565.06 |
| 237-300-47-00 | 310 Amparo Dr | 1 | \$565.06 |
| 237-300-48-00 | Amparo Dr | 1 | |
| 237-300-49-00 | 381 Amparo Dr | 1 | \$565.06 |
| 237-310-01-00 | 2098 Amparo Ct | 1 | \$565.06 |
| 237-310-02-00 | 2082 Amparo Ct | 1 | \$565.06 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 24
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|----------------|-------------|-----------------|
| 237-310-03-00 | 2074 Amparo Ct | 1 | \$565.06 |
| 237-310-04-00 | 2066 Amparo Ct | 1 | \$565.06 |
| 237-310-05-00 | 2054 Amparo Ct | 1 | \$565.06 |
| 237-310-06-00 | 2038 Amparo Ct | 1 | \$565.06 |
| 237-310-07-00 | 2002 Amparo Ct | 1 | \$565.06 |
| 237-310-08-00 | 2011 Amparo Ct | 1 | \$565.06 |
| 237-310-09-00 | 2025 Amparo Ct | 1 | \$565.06 |
| 237-310-10-00 | 2043 Amparo Ct | 1 | \$565.06 |
| 237-310-11-00 | 2087 Amparo Ct | 1 | \$565.06 |
| 237-310-12-00 | 302 Amparo Dr | 1 | \$565.06 |
| 237-310-13-00 | 300 Amparo Dr | 1 | \$565.06 |
| Totals: | | | \$32,773.48 |
| Parcels: | | 59 | |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 25
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|------------------------|----------------|--------------------|
| 225-682-52-00 | 573 Dimaio Way | 1 | \$202.94 |
| 225-682-53-00 | 581 Dimaio Way | 1 | \$202.94 |
| 225-682-54-00 | 585 Dimaio Way | 1 | \$202.94 |
| 225-682-55-00 | 591 Dimaio Way | 1 | \$202.94 |
| 225-682-56-00 | 595 Dimaio Way | 1 | \$202.94 |
| 225-682-57-00 | 603 Dimaio Way | 1 | \$202.94 |
| 225-682-58-00 | 615 Dimaio Way | 1 | \$202.94 |
| 225-682-59-00 | 621 Dimaio Way | 1 | \$202.94 |
| 225-682-60-00 | 635 Dimaio Way | 1 | \$202.94 |
| 225-682-61-00 | 647 Dimaio Way | 1 | \$202.94 |
| 225-682-62-00 | 655 Dimaio Way | 1 | \$202.94 |
| 225-682-63-00 | 667 Dimaio Way | 1 | \$202.94 |
| 225-682-64-00 | 675 Dimaio Way | 1 | \$202.94 |
| 225-682-65-00 | 670 Dimaio Way | 1 | \$202.94 |
| 225-682-66-00 | 652 Dimaio Way | 1 | \$202.94 |
| 225-682-67-00 | 640 Dimaio Way | 1 | \$202.94 |
| 225-682-68-00 | 632 Dimaio Way | 1 | \$202.94 |
| 225-682-69-00 | 624 Dimaio Way | 1 | \$202.94 |
| 225-682-70-00 | 618 Dimaio Way | 1 | \$202.94 |
| 225-682-71-00 | 600 Dimaio Way | 1 | \$202.94 |
| 225-682-72-00 | 598 Dimaio Way | 1 | \$202.94 |
| 225-682-73-00 | 594 Dimaio Way | 1 | \$202.94 |
| 225-682-74-00 | 586 Dimaio Way | 1 | \$202.94 |
| 225-682-75-00 | 578 Dimaio Way | 1 | \$202.94 |
| 225-682-76-00 | 570 Dimaio Way | 1 | \$202.94 |
| 225-750-01-00 | 2795 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-02-00 | 2783 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-03-00 | 2767 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-04-00 | 2755 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-05-00 | 2741 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-06-00 | 611 Berkshire Pl | 1 | \$202.94 |
| 225-750-07-00 | 629 Berkshire Pl | 1 | \$202.94 |
| 225-750-08-00 | 633 Berkshire Pl | 1 | \$202.94 |
| 225-750-09-00 | 655 Berkshire Pl | 1 | \$202.94 |
| 225-750-10-00 | 678 Berkshire Pl | 1 | \$202.94 |
| 225-750-11-00 | 644 Berkshire Pl | 1 | \$202.94 |
| 225-750-13-00 | 2772 Berkshire Pl | 1 | \$202.94 |
| 225-750-14-00 | 2788 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-15-00 | 2790 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-16-00 | 2739 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-17-00 | 2733 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-18-00 | 2727 Oakwood Creek Way | 1 | \$202.94 |
| 225-750-19-00 | 621 Oakwood Creek Pl | 1 | \$202.94 |
| 225-750-20-00 | 635 Oakwood Creek Pl | 1 | \$202.94 |
| 225-750-21-00 | 657 Oakwood Creek Pl | 1 | \$202.94 |
| 225-750-22-00 | 679 Oakwood Creek Pl | 1 | \$202.94 |
| 225-750-23-00 | 683 Oakwood Creek Pl | 1 | \$202.94 |
| 225-750-24-00 | 688 Oakwood Creek Pl | 1 | \$202.94 |

Item 10.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 25
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|----------------------|----------------|--------------------|
| 225-750-25-00 | 660 Oakwood Creek Pl | 1 | \$202.94 |
| 225-750-26-00 | 648 Oakwood Creek Pl | 1 | \$202.94 |
| 225-750-27-00 | 616 Oakwood Creek Pl | 1 | \$202.94 |
| 225-750-28-00 | 604 Oakwood Creek Pl | 1 | \$202.94 |
| Totals: | Parcels: 52 | | \$10,552.88 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 26
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------|----------------|--------------------|
| 227-650-33-00 | 710 Jet Pl | 1 | \$637.86 |
| 227-650-34-00 | 722 Jet Pl | 1 | \$637.86 |
| 227-650-35-00 | 736 Jets Pl | 1 | \$637.86 |
| 227-650-36-00 | 748 Jet Pl | 1 | \$637.86 |
| 227-650-37-00 | 764 Jet Pl | 1 | \$637.86 |
| 227-650-38-00 | 788 Jet Pl | 1 | \$637.86 |
| 227-650-39-00 | 799 Jet Pl | 1 | \$637.86 |
| 227-650-40-00 | 775 Jet Pl | 1 | \$637.86 |
| 227-650-41-00 | 757 Jet Pl | 1 | \$637.86 |
| 227-650-42-00 | 741 Jet Pl | 1 | \$637.86 |
| 227-650-43-00 | 733 Jet Pl | 1 | \$637.86 |
| 227-650-44-00 | 715 Jet Pl | 1 | \$637.86 |
| 227-650-45-00 | 707 Jet Pl | 1 | \$637.86 |
| Totals: | | | \$8,292.18 |
| | Parcels: | 13 | |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 27
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|--------------------|
| 225-760-01-00 | 2641 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-02-00 | 2625 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-03-00 | 2601 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-04-00 | 601 Star Ruby Ct | 1.000 | \$361.76 |
| 225-760-05-00 | 623 Star Ruby Ct | 1.000 | \$361.76 |
| 225-760-06-00 | 639 Star Ruby Ct | 1.000 | \$361.76 |
| 225-760-07-00 | 651 Star Ruby Ct | 1.000 | \$361.76 |
| 225-760-08-00 | 673 Star Ruby Ct | 1.000 | \$361.76 |
| 225-760-09-00 | 681 Star Ruby Ct | 1.000 | \$361.76 |
| 225-760-10-00 | 695 Star Ruby Ct | 1.000 | \$361.76 |
| 225-760-11-00 | 672 Star Ruby Ct | 1.000 | \$361.76 |
| 225-760-12-00 | 652 Star Ruby Ct | 1.000 | \$361.76 |
| 225-760-13-00 | 2626 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-14-00 | 2642 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-15-00 | 2650 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-16-00 | 2654 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-17-00 | 2660 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-18-00 | 2674 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-19-00 | 2695 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-20-00 | 2681 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-21-00 | 2675 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-22-00 | 2661 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-23-00 | 2655 Pummelo Ct | 1.000 | \$361.76 |
| 225-760-24-00 | 2661 Minneola Ln | 1.000 | \$361.76 |
| 225-760-25-00 | 2641 Minneola Ln | 1.000 | \$361.76 |
| 225-760-26-00 | 2635 Minneola Ln | 1.000 | \$361.76 |
| 225-760-27-00 | 2629 Minneola Ln | 1.000 | \$361.76 |
| 225-760-28-00 | 704 Sungold Way | 1.000 | \$361.76 |
| 225-760-29-00 | 720 Sungold Way | 1.000 | \$361.76 |
| 225-760-30-00 | 742 Sungold Way | 1.000 | \$361.76 |
| 225-760-31-00 | 743 Sungold Way | 1.000 | \$361.76 |
| 225-760-32-00 | 731 Sungold Way | 1.000 | \$361.76 |
| 225-760-33-00 | 715 Sungold Way | 1.000 | \$361.76 |
| 225-760-34-00 | 705 Sungold Way | 1.000 | \$361.76 |
| 225-761-01-00 | 748 Sungold Way | 1.000 | \$361.76 |
| 225-761-02-00 | 750 Sungold Way | 1.000 | \$361.76 |
| 225-761-03-00 | 758 Sungold Way | 1.000 | \$361.76 |
| 225-761-04-00 | 766 Sungold Way | 1.000 | \$361.76 |
| 225-761-05-00 | 770 Sungold Way | 1.000 | \$361.76 |
| 225-761-06-00 | 780 Sungold Way | 1.000 | \$361.76 |
| 225-761-07-00 | 790 Sungold Way | 1.000 | \$361.76 |
| 225-761-08-00 | 802 Sungold Way | 1.000 | \$361.76 |
| 225-761-09-00 | 824 Sungold Way | 1.000 | \$361.76 |
| 225-761-10-00 | 832 Sungold Way | 1.000 | \$361.76 |
| 225-761-11-00 | 844 Sungold Way | 1.000 | \$361.76 |
| 225-761-12-00 | 852 Sungold Way | 1.000 | \$361.76 |
| 225-761-13-00 | 864 Sungold Way | 1.000 | \$361.76 |
| 225-761-14-00 | 2690 Ponderosa Ct | 1.000 | \$361.76 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 27
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|--------------------|
| 225-761-15-00 | 2674 Ponderosa Ct | 1.000 | \$361.76 |
| 225-761-16-00 | 2652 Ponderosa Ct | 1.000 | \$361.76 |
| 225-761-17-00 | 2640 Ponderosa Ct | 1.000 | \$361.76 |
| 225-761-18-00 | 2643 Ponderosa Ct | 1.000 | \$361.76 |
| 225-761-19-00 | 2655 Ponderosa Ct | 1.000 | \$361.76 |
| 225-761-20-00 | 2681 Ponderosa Ct | 1.000 | \$361.76 |
| 225-761-21-00 | 2697 Ponderosa Ct | 1.000 | \$361.76 |
| 225-761-22-00 | 2598 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-23-00 | 2582 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-24-00 | 2570 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-25-00 | 2568 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-26-00 | 2548 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-27-00 | 2535 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-28-00 | 2545 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-29-00 | 2557 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-30-00 | 2569 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-31-00 | 2589 Honeybell Ln | 1.000 | \$361.76 |
| 225-761-32-00 | 793 Sungold Way | 1.000 | \$361.76 |
| 225-761-33-00 | 785 Sungold Way | 1.000 | \$361.76 |
| 225-761-34-00 | 773 Sungold Way | 1.000 | \$361.76 |
| 225-761-35-00 | 2576 Hamlin Ct | 1.000 | \$361.76 |
| 225-761-36-00 | 2552 Hamlin Ct | 1.000 | \$361.76 |
| 225-761-37-00 | 2549 Hamlin Ct | 1.000 | \$361.76 |
| 225-761-38-00 | 2565 Hamlin Ct | 1.000 | \$361.76 |
| 225-761-39-00 | 2583 Hamlin Ct | 1.000 | \$361.76 |
| 225-762-01-00 | 872 Sungold Way | 1.000 | \$361.76 |
| 225-762-02-00 | 884 Sungold Way | 1.000 | \$361.76 |
| 225-762-03-00 | 2632 Jaffa Ct | 1.000 | \$361.76 |
| 225-762-04-00 | 2631 Jaffa Ct | 1.000 | \$361.76 |
| 225-762-05-00 | 2657 Jaffa Ct | 1.000 | \$361.76 |
| 225-762-06-00 | 2673 Jaffa Ct | 1.000 | \$361.76 |
| 225-762-07-00 | 2695 Jaffa Ct | 1.000 | \$361.76 |
| 225-762-08-00 | Jaffa Ct | | |
| 225-762-09-00 | Jaffa Ct | | |
| 225-763-01-00 | 2534 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-02-00 | 2520 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-03-00 | 2504 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-04-00 | 2494 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-05-00 | 2482 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-06-00 | 2474 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-07-00 | 2462 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-08-00 | 2454 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-09-00 | 2448 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-10-00 | 2442 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-11-00 | 2434 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-12-00 | 2422 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-13-00 | 2414 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-14-00 | 2402 Honeybell Ln | 1.000 | \$361.76 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 27
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|----------------------|-------------|-----------------|
| 225-763-15-00 | 2403 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-16-00 | 2413 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-17-00 | 2421 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-18-00 | 2433 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-19-00 | 2443 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-20-00 | 2447 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-21-00 | 2453 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-22-00 | 2461 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-23-00 | 2473 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-24-00 | 2481 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-25-00 | 2493 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-26-00 | 2509 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-27-00 | 2521 Honeybell Ln | 1.000 | \$361.76 |
| 225-763-28-00 | Honeybell Ln | | |
| 225-763-29-00 | El Norte Pkwy | | |
| 225-763-30-00 | Red Blush Rd | | |
| 225-764-01-00 | 889 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-02-00 | 873 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-03-00 | 865 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-04-00 | 839 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-05-00 | 821 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-06-00 | 805 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-07-00 | 802 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-08-00 | 816 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-09-00 | 2402 Tangelo Pl East | 1.000 | \$361.76 |
| 225-764-10-00 | 2440 Tangelo Pl East | 1.000 | \$361.76 |
| 225-764-11-00 | 2460 Tangelo Pl East | 1.000 | \$361.76 |
| 225-764-12-00 | 832 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-13-00 | 846 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-14-00 | 868 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-15-00 | 876 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-16-00 | 882 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-17-00 | 894 Red Blush Rd | 1.000 | \$361.76 |
| 225-764-18-00 | Mission Ave | | |
| 225-764-19-00 | 2471 Tangelo Pl East | 1.000 | \$361.76 |
| 225-764-20-00 | 2451 Tangelo Pl East | 1.000 | \$361.76 |
| 225-764-21-00 | 2461 Tangelo Pl East | 1.000 | \$361.76 |
| Totals: | Parcels: 133 | | \$45,943.52 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 28
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|--------------------|
| 225-141-39-00 | Valley Pkwy | | |
| 225-770-01-00 | 3107 Burnet Dr | 1.000 | \$550.80 |
| 225-770-02-00 | 3103 Burnet Dr | 1.000 | \$550.80 |
| 225-770-03-00 | 3095 Burnet Dr | 1.000 | \$550.80 |
| 225-770-04-00 | 3089 Burnet Dr | 1.000 | \$550.80 |
| 225-770-05-00 | 3067 Burnet Dr | 1.000 | \$550.80 |
| 225-770-06-00 | 3070 Burnet Dr | 1.000 | \$550.80 |
| 225-770-07-00 | 3078 Burnet Dr | 1.000 | \$550.80 |
| 225-770-08-00 | Murcott Way | 1.000 | \$550.80 |
| 225-770-09-00 | 2967 Murcott Way | 1.000 | \$550.80 |
| 225-770-10-00 | 2955 Murcott Way | 1.000 | \$550.80 |
| 225-770-11-00 | 2949 Murcott Way | 1.000 | \$550.80 |
| 225-770-12-00 | 2933 Murcott Way | 1.000 | \$550.80 |
| 225-770-13-00 | 2921 Murcott Way | 1.000 | \$550.80 |
| 225-770-14-00 | 766 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-770-15-00 | 752 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-770-16-00 | 753 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-770-17-00 | 771 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-770-18-00 | 779 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-770-19-00 | 787 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-770-20-00 | 791 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-770-21-00 | 795 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-770-22-00 | 2902 Murcott Way | 1.000 | \$550.80 |
| 225-770-23-00 | 2908 Murcott Way | 1.000 | \$550.80 |
| 225-770-24-00 | 2916 Murcott Way | 1.000 | \$550.80 |
| 225-770-25-00 | 2928 Murcott Way | 1.000 | \$550.80 |
| 225-770-26-00 | 2940 Murcott Way | 1.000 | \$550.80 |
| 225-770-27-00 | 2952 Murcott Way | 1.000 | \$550.80 |
| 225-770-28-00 | 2964 Murcott Way | 1.000 | \$550.80 |
| 225-770-29-00 | 2970 Murcott Way | 1.000 | \$550.80 |
| 225-770-30-00 | 2982 Murcott Way | 1.000 | \$550.80 |
| 225-770-31-00 | 2988 Murcott Way | 1.000 | \$550.80 |
| 225-770-32-00 | 2996 Murcott Way | 1.000 | \$550.80 |
| 225-770-33-00 | Bijou Lime Ln | | |
| 225-771-01-00 | 3053 Burnet Dr | 1.000 | \$550.80 |
| 225-771-02-00 | 3041 Burnet Dr | 1.000 | \$550.80 |
| 225-771-03-00 | 3025 Burnet Dr | 1.000 | \$550.80 |
| 225-771-04-00 | 3017 Burnet Dr | 1.000 | \$550.80 |
| 225-771-05-00 | 3013 Burnet Dr | 1.000 | \$550.80 |
| 225-771-06-00 | 2989 Burnet Dr | 1.000 | \$550.80 |
| 225-771-07-00 | 2985 Burnet Dr | 1.000 | \$550.80 |
| 225-771-08-00 | 2971 Burnet Dr | 1.000 | \$550.80 |
| 225-771-09-00 | 2967 Burnet Dr | 1.000 | \$550.80 |
| 225-771-10-00 | 2959 Burnet Dr | 1.000 | \$550.80 |
| 225-771-11-00 | 2953 Burnet Dr | 1.000 | \$550.80 |
| 225-771-12-00 | 2941 Burnet Dr | 1.000 | \$550.80 |
| 225-771-13-00 | 2937 Burnet Dr | 1.000 | \$550.80 |
| 225-771-14-00 | 2931 Burnet Dr | 1.000 | \$550.80 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 28
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------------|----------------|--------------------|
| 225-771-15-00 | 2919 Burnet Dr | 1.000 | \$550.80 |
| 225-771-16-00 | 2905 Burnet Dr | 1.000 | \$550.80 |
| 225-771-17-00 | 2902 Burnet Dr | 1.000 | \$550.80 |
| 225-771-18-00 | 2908 Burnet Dr | 1.000 | \$550.80 |
| 225-771-19-00 | 2912 Burnet Dr | 1.000 | \$550.80 |
| 225-771-20-00 | 2924 Burnet Dr | 1.000 | \$550.80 |
| 225-771-21-00 | 2928 Burnet Dr | 1.000 | \$550.80 |
| 225-771-22-00 | 2960 Burnet Dr | 1.000 | \$550.80 |
| 225-771-23-00 | 2964 Burnet Dr | 1.000 | \$550.80 |
| 225-771-24-00 | 2990 Burnet Dr | 1.000 | \$550.80 |
| 225-771-25-00 | 2996 Burnet Dr | 1.000 | \$550.80 |
| 225-771-26-00 | 3000 Burnet Dr | 1.000 | \$550.80 |
| 225-771-27-00 | 3008 Burnet Dr | 1.000 | \$550.80 |
| 225-771-28-00 | 3020 Burnet Dr | 1.000 | \$550.80 |
| 225-771-29-00 | 3034 Burnet Dr | 1.000 | \$550.80 |
| 225-771-30-00 | 3038 Burnet Dr | 1.000 | \$550.80 |
| 225-771-31-00 | 3046 Burnet Dr | 1.000 | \$550.80 |
| 225-771-32-00 | 3058 Burnet Dr | 1.000 | \$550.80 |
| 225-771-33-00 | 740 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-771-34-00 | 734 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-771-35-00 | 2922 Rangpur Ct | 1.000 | \$550.80 |
| 225-771-36-00 | 2936 Rangpur Ct | 1.000 | \$550.80 |
| 225-771-37-00 | 2954 Rangpur Ct | 1.000 | \$550.80 |
| 225-771-38-00 | 2982 Rangpur Ct | 1.000 | \$550.80 |
| 225-771-39-00 | 2990 Rangpur Ct | 1.000 | \$550.80 |
| 225-771-40-00 | 2977 Rangpur Ct | 1.000 | \$550.80 |
| 225-771-41-00 | 2963 Rangpur Ct | 1.000 | \$550.80 |
| 225-771-42-00 | 2949 Rangpur Ct | 1.000 | \$550.80 |
| 225-771-43-00 | 2915 Rangpur Ct | 1.000 | \$550.80 |
| 225-771-44-00 | 2980 Burnet Dr | 1.000 | \$550.80 |
| 225-771-45-00 | 721 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-771-46-00 | 729 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-771-47-00 | 737 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-771-48-00 | 745 Bijou Lime Ln | 1.000 | \$550.80 |
| 225-771-49-00 | Burnet Dr | | |
| 225-780-01-00 | 2801 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-02-00 | 2805 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-03-00 | 2809 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-04-00 | 2813 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-05-00 | 2817 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-06-00 | 2821 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-07-00 | 2825 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-08-00 | 2829 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-09-00 | 2833 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-10-00 | 2841 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-11-00 | 2853 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-12-00 | 2865 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-13-00 | 2877 Oro Blanco Cir | 1.000 | \$550.80 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 28
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|----------------------|----------------|--------------------|
| 225-780-14-00 | 2889 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-15-00 | 2891 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-16-00 | 2893 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-17-00 | 2899 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-18-00 | 2903 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-19-00 | 2907 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-20-00 | 2911 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-21-00 | 2915 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-22-00 | 2919 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-23-00 | 2923 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-24-00 | 2927 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-25-00 | 2931 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-26-00 | 2935 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-27-00 | 2949 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-28-00 | 2957 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-29-00 | 2963 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-30-00 | 2985 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-31-00 | 2991 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-32-00 | 2980 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-33-00 | 2972 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-34-00 | 2960 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-35-00 | 2950 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-36-00 | 2942 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-37-00 | 2934 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-38-00 | 2884 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-39-00 | 2880 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-40-00 | 2872# Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-41-00 | 2858 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-42-00 | 2846 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-43-00 | 2838 Oro Blanco Cir | 1.000 | \$550.80 |
| 225-780-44-00 | Oro Blanco Cir | | |
| 225-780-45-00 | Oro Blanco Cir | | |
| 225-780-46-00 | Oro Blanco Cir | | |
| 225-790-01-00 | 592 Chandler Ct | 1.000 | \$550.80 |
| 225-790-02-00 | 584 Chandler Ct | 1.000 | \$550.80 |
| 225-790-03-00 | 576 Chandler Ct | 1.000 | \$550.80 |
| 225-790-04-00 | 562 Chandler Ct | 1.000 | \$550.80 |
| 225-790-05-00 | 554 Chandler Ct | 1.000 | \$550.80 |
| 225-790-06-00 | 538 Chandler Ct | 1.000 | \$550.80 |
| 225-790-07-00 | 520 Chandler Ct | 1.000 | \$550.80 |
| 225-790-08-00 | 508 Chandler Ct | 1.000 | \$550.80 |
| 225-790-09-00 | 503 Chandler Ct | 1.000 | \$550.80 |
| 225-790-10-00 | 521 Chandler Ct | 1.000 | \$550.80 |
| 225-790-11-00 | 537 Chandler Ct | 1.000 | \$550.80 |
| 225-790-12-00 | 545 Chandler Ct | 1.000 | \$550.80 |
| 225-790-13-00 | 551 Chandler Ct | 1.000 | \$550.80 |
| 225-790-14-00 | 563 Chandler Ct | 1.000 | \$550.80 |
| 225-790-15-00 | 571 Chandler Ct | 1.000 | \$550.80 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 28
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|------------------|----------------|--------------------|
| 225-790-16-00 | 587 Chandler Ct | 1.000 | \$550.80 |
| 225-790-17-00 | 591 Chandler Ct | 1.000 | \$550.80 |
| 225-790-18-00 | 3099 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-19-00 | 3091 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-20-00 | 3085 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-21-00 | 3081 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-22-00 | 3077 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-23-00 | 3073 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-24-00 | 3069 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-25-00 | 3065 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-26-00 | 3061 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-27-00 | Wohlford Dr | 1.000 | \$550.80 |
| 225-790-28-00 | 3053 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-29-00 | 3049 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-30-00 | 3045 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-31-00 | 3041 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-32-00 | 3037 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-33-00 | 3052 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-34-00 | 3048 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-35-00 | 3042 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-36-00 | 3038 Wohlford Dr | 1.000 | \$550.80 |
| 225-790-37-00 | 3003 Finley Pl | 1.000 | \$550.80 |
| 225-790-38-00 | 3019 Finley Pl | 1.000 | \$550.80 |
| 225-790-39-00 | 3025 Finley Pl | 1.000 | \$550.80 |
| 225-790-40-00 | 3031 Finley Pl | 1.000 | \$550.80 |
| 225-790-41-00 | Wohlford Dr | | |
| 225-790-42-00 | Wohlford Dr | | |
| 225-790-43-00 | Wohlford Dr | | |
| 225-790-44-00 | Wohlford Dr | | |
| 225-790-45-00 | No Situs Address | | |
| 225-791-01-00 | 3033 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-02-00 | 3027 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-03-00 | 3023 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-04-00 | 3019 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-05-00 | 3013 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-06-00 | Wohlford Dr | 1.000 | \$550.80 |
| 225-791-07-00 | 3001 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-08-00 | 2995 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-09-00 | 2989 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-10-00 | 2967 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-11-00 | 2955 Wohlford Dr | 1.000 | \$550.80 |
| 225-791-12-00 | 594 Dana Ln | 1.000 | \$550.80 |
| 225-791-13-00 | 588 Dana Ln | 1.000 | \$550.80 |
| 225-791-14-00 | 574 Dana Ln | 1.000 | \$550.80 |
| 225-791-15-00 | 562 Dana Ln | 1.000 | \$550.80 |
| 225-791-16-00 | 558 Dana Ln | 1.000 | \$550.80 |
| 225-791-17-00 | 546 Dana Ln | 1.000 | \$550.80 |
| 225-791-18-00 | 542 Dana Ln | 1.000 | \$550.80 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 28
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|------------------|----------------|--------------------|
| 225-791-19-00 | 540 Dana Ln | 1.000 | \$550.80 |
| 225-791-20-00 | 536 Dana Ln | 1.000 | \$550.80 |
| 225-791-21-00 | 532 Dana Ln | 1.000 | \$550.80 |
| 225-791-22-00 | 528 Dana Ln | 1.000 | \$550.80 |
| 225-791-23-00 | 524 Dana Ln | 1.000 | \$550.80 |
| 225-791-24-00 | 510 Dana Ln | 1.000 | \$550.80 |
| 225-791-25-00 | 495 Dana Ln | 1.000 | \$550.80 |
| 225-791-26-00 | 515 Dana Ln | 1.000 | \$550.80 |
| 225-791-27-00 | 521 Dana Ln | 1.000 | \$550.80 |
| 225-791-28-00 | 551 Dana Ln | 1.000 | \$550.80 |
| 225-791-29-00 | 565 Dana Ln | 1.000 | \$550.80 |
| 225-791-30-00 | 573 Dana Ln | 1.000 | \$550.80 |
| 225-791-31-00 | 585 Dana Ln | 1.000 | \$550.80 |
| 225-791-32-00 | 591 Dana Ln | 1.000 | \$550.80 |
| 225-791-33-00 | 599 Dana Ln | 1.000 | \$550.80 |
| 225-791-34-00 | 578 Eureka Dr | 1.000 | \$550.80 |
| 225-791-35-00 | 556 Eureka Dr | 1.000 | \$550.80 |
| 225-791-36-00 | 540 Eureka Dr | 1.000 | \$550.80 |
| 225-791-37-00 | 534 Eureka Dr | 1.000 | \$550.80 |
| 225-791-38-00 | 522 Eureka Dr | 1.000 | \$550.80 |
| 225-791-39-00 | 516 Eureka Dr | 1.000 | \$550.80 |
| 225-791-40-00 | 504 Eureka Dr | 1.000 | \$550.80 |
| 225-791-41-00 | Eureka Dr | | |
| 225-791-42-00 | Eureka Dr | | |
| 225-791-43-00 | Wohlford Dr | | |
| 225-791-44-00 | Wohlford Dr | | |
| 225-791-45-00 | No Situs Address | | |
| 225-791-46-00 | No Situs Address | | |
| 225-800-01-00 | 3117 Timken Cir | 1.000 | \$550.80 |
| 225-800-02-00 | 3131 Timken Cir | 1.000 | \$550.80 |
| 225-800-03-00 | 3155 Timken Cir | 1.000 | \$550.80 |
| 225-800-04-00 | 3172 Crane Ave | 1.000 | \$550.80 |
| 225-800-05-00 | 3160 Crane Ave | 1.000 | \$550.80 |
| 225-800-06-00 | 3154 Crane Ave | 1.000 | \$550.80 |
| 225-800-07-00 | 3144 Crane Ave | 1.000 | \$550.80 |
| 225-800-08-00 | 3130 Crane Ave | 1.000 | \$550.80 |
| 225-800-09-00 | 3124 Crane Ave | 1.000 | \$550.80 |
| 225-800-10-00 | 3118 Crane Ave | 1.000 | \$550.80 |
| 225-800-11-00 | 3117 Crane Ave | 1.000 | \$550.80 |
| 225-800-12-00 | 3123 Crane Ave | 1.000 | \$550.80 |
| 225-800-13-00 | 3131 Crane Ave | 1.000 | \$550.80 |
| 225-800-14-00 | 3141 Crane Ave | 1.000 | \$550.80 |
| 225-800-15-00 | 498 Kennedy Ct | 1.000 | \$550.80 |
| 225-800-16-00 | 470 Kennedy Ct | 1.000 | \$550.80 |
| 225-800-17-00 | 448 Kennedy Ct | 1.000 | \$550.80 |
| 225-800-18-00 | 420 Kennedy Ct | 1.000 | \$550.80 |
| 225-800-19-00 | 421 Kennedy Ct | 1.000 | \$550.80 |
| 225-800-20-00 | 437 Kennedy Ct | 1.000 | \$550.80 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 28
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-----------------|----------------|--------------------|
| 225-800-21-00 | 451 Kennedy Ct | 1.000 | \$550.80 |
| 225-800-22-00 | 3175 Crane Ave | 1.000 | \$550.80 |
| 225-800-23-00 | Kennedy Ct | | |
| 225-800-24-00 | Timken Cir | | |
| 225-800-26-00 | Beven Dr | | |
| 225-801-01-00 | 3173 Timken Cir | 1.000 | \$550.80 |
| 225-801-02-00 | 3181 Timken Cir | 1.000 | \$550.80 |
| 225-801-03-00 | 3195 Timken Cir | 1.000 | \$550.80 |
| 225-801-04-00 | 3198 Crane Ave | 1.000 | \$550.80 |
| 225-801-05-00 | 3194 Crane Ave | 1.000 | \$550.80 |
| 225-801-06-00 | 3188 Crane Ave | 1.000 | \$550.80 |
| 225-801-07-00 | 3182 Crane Ave | 1.000 | \$550.80 |
| 225-801-08-00 | 3181 Crane Ave | 1.000 | \$550.80 |
| 225-801-09-00 | 406 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-10-00 | 420 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-11-00 | 440 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-12-00 | 456 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-13-00 | 474 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-14-00 | 488 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-15-00 | 489 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-16-00 | 471 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-17-00 | 449 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-18-00 | 425 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-19-00 | 409 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-20-00 | 403 Boudinot Ct | 1.000 | \$550.80 |
| 225-801-21-00 | 404 Eureka Dr | 1.000 | \$550.80 |
| 225-801-22-00 | 432 Eureka Dr | 1.000 | \$550.80 |
| 225-801-23-00 | 464 Eureka Dr | 1.000 | \$550.80 |
| 225-801-24-00 | 476 Eureka Dr | 1.000 | \$550.80 |
| 225-801-25-00 | 481 Eureka Dr | 1.000 | \$550.80 |
| 225-801-26-00 | 477 Eureka Dr | 1.000 | \$550.80 |
| 225-801-27-00 | 465 Eureka Dr | 1.000 | \$550.80 |
| 225-801-28-00 | 433 Eureka Dr | 1.000 | \$550.80 |
| 225-801-29-00 | 401 Eureka Dr | 1.000 | \$550.80 |
| 225-801-30-00 | 3211 Crane Ave | 1.000 | \$550.80 |
| 225-801-31-00 | 3225 Crane Ave | 1.000 | \$550.80 |
| 225-801-32-00 | 3237 Crane Ave | 1.000 | \$550.80 |
| 225-801-33-00 | 3245 Crane Ave | 1.000 | \$550.80 |
| 225-801-34-00 | 3257 Crane Ave | 1.000 | \$550.80 |
| 225-801-35-00 | 3271 Crane Ave | 1.000 | \$550.80 |
| 225-801-36-00 | 3285 Crane Ave | 1.000 | \$550.80 |
| 225-801-37-00 | 3293 Crane Ave | 1.000 | \$550.80 |
| 225-801-38-00 | 3297 Crane Ave | 1.000 | \$550.80 |
| 225-801-39-00 | 3294 Crane Ave | 1.000 | \$550.80 |
| 225-801-40-00 | 3288 Crane Ave | 1.000 | \$550.80 |
| 225-801-41-00 | 3276 Crane Ave | 1.000 | \$550.80 |
| 225-801-42-00 | 3262 Crane Ave | 1.000 | \$550.80 |
| 225-801-43-00 | 3242 Crane Ave | 1.000 | \$550.80 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 28
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|--------------------|
| 225-801-44-00 | 3228 Crane Ave | 1.000 | \$550.80 |
| 225-801-45-00 | 3202 Crane Ave | 1.000 | \$550.80 |
| 225-801-46-00 | 3201 Timken Cir | 1.000 | \$550.80 |
| 225-801-47-00 | 3235 Timken Cir | 1.000 | \$550.80 |
| 225-801-48-00 | 3257 Timken Cir | 1.000 | \$550.80 |
| 225-801-49-00 | 3273 Timken Cir | 1.000 | \$550.80 |
| 225-801-50-00 | 3285 Timken Cir | 1.000 | \$550.80 |
| 225-801-51-00 | 3291 Timken Cir | 1.000 | \$550.80 |
| 225-801-52-00 | Eureka Dr | | |
| 225-801-53-00 | Eureka Dr | | |
| 225-810-01-00 | 3168 Katharine Dr | 1.000 | \$550.80 |
| 225-810-02-00 | Katharine Dr | 1.000 | \$550.80 |
| 225-810-03-00 | 3111 Katharine Dr | 1.000 | \$550.80 |
| 225-810-04-00 | 3125 Katharine Dr | 1.000 | \$550.80 |
| 225-810-05-00 | 3141 Katharine Dr | 1.000 | \$550.80 |
| 225-810-06-00 | 3153 Katharine Dr | 1.000 | \$550.80 |
| 225-810-07-00 | Katharine Dr | 1.000 | \$550.80 |
| 225-810-08-00 | 3189 Katharine Dr | 1.000 | \$550.80 |
| 225-810-09-00 | 3197 Katharine Dr | 1.000 | \$550.80 |
| 225-810-10-00 | 3198 Beven Dr | 1.000 | \$550.80 |
| 225-810-11-00 | 3184 Beven Dr | 1.000 | \$550.80 |
| 225-810-12-00 | 3176 Beven Dr | 1.000 | \$550.80 |
| 225-810-13-00 | 3160 Beven Dr | 1.000 | \$550.80 |
| 225-810-14-00 | 3152 Beven Dr | 1.000 | \$550.80 |
| 225-810-15-00 | 3144 Beven Dr | 1.000 | \$550.80 |
| 225-810-16-00 | 3136 Beven Dr | 1.000 | \$550.80 |
| 225-810-17-00 | 3122 Beven Dr | 1.000 | \$550.80 |
| 225-810-18-00 | 3131 Beven Dr | 1.000 | \$550.80 |
| 225-810-19-00 | 3147 Beven Dr | 1.000 | \$550.80 |
| 225-810-20-00 | 3151 Beven Dr | 1.000 | \$550.80 |
| 225-810-21-00 | 3202 Beven Dr | 1.000 | \$550.80 |
| 225-810-22-00 | 3228 Beven Dr | 1.000 | \$550.80 |
| 225-810-23-00 | 3232 Beven Dr | 1.000 | \$550.80 |
| 225-810-24-00 | 3233 Katharine Dr | 1.000 | \$550.80 |
| 225-810-25-00 | 3227 Katharine Dr | 1.000 | \$550.80 |
| 225-810-26-00 | 3201 Katharine Dr | 1.000 | \$550.80 |
| 225-810-27-00 | 3248 Katharine Dr | 1.000 | \$550.80 |
| 225-810-28-00 | 3242 Katharine Dr | 1.000 | \$550.80 |
| 225-810-29-00 | Katharine Dr | | |
| 225-810-30-00 | Ambersweet Way | | |
| 225-811-01-00 | 3238 Beven Dr | 1.000 | \$550.80 |
| 225-811-02-00 | 3244 Beven Dr | 1.000 | \$550.80 |
| 225-811-03-00 | 3248 Beven Dr | 1.000 | \$550.80 |
| 225-811-04-00 | 3250 Beven Dr | 1.000 | \$550.80 |
| 225-811-05-00 | 3252 Beven Dr | 1.000 | \$550.80 |
| 225-811-06-00 | 3295 Katharine Dr | 1.000 | \$550.80 |
| 225-811-07-00 | 3283 Katharine Dr | 1.000 | \$550.80 |
| 225-811-08-00 | 3275 Katharine Dr | 1.000 | \$550.80 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 28
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|---------------------|
| 225-811-09-00 | 3267 Katharine Dr | 1.000 | \$550.80 |
| 225-811-10-00 | 3255 Katharine Dr | 1.000 | \$550.80 |
| 225-811-11-00 | 3245 Katharine Dr | 1.000 | \$550.80 |
| 225-811-12-00 | 3272 Katharine Dr | 1.000 | \$550.80 |
| 225-811-13-00 | 3268 Katharine Dr | 1.000 | \$550.80 |
| 225-811-14-00 | 3256 Katharine Dr | 1.000 | \$550.80 |
| 225-811-15-00 | 380- Coleman Ct | 1.000 | \$550.80 |
| 225-811-16-00 | 399 Coleman Ct | 1.000 | \$550.80 |
| 225-811-17-00 | 377 Coleman Ct | 1.000 | \$550.80 |
| 225-811-18-00 | 339 Coleman Ct | 1.000 | \$550.80 |
| 225-811-19-00 | 301 Coleman Ct | 1.000 | \$550.80 |
| 225-811-20-00 | 3270 Beven Dr | 1.000 | \$550.80 |
| 225-811-21-00 | 3282 Beven Dr | 1.000 | \$550.80 |
| 225-811-22-00 | 3286 Beven Dr | 1.000 | \$550.80 |
| 225-811-23-00 | 3294 Beven Dr | 1.000 | \$550.80 |
| 225-811-24-00 | 3291 Beven Dr | 1.000 | \$550.80 |
| 225-811-25-00 | 3287 Beven Dr | 1.000 | \$550.80 |
| 225-811-26-00 | 3283 Beven Dr | 1.000 | \$550.80 |
| 225-811-27-00 | 3275 Beven Dr | 1.000 | \$550.80 |
| 225-811-28-00 | 3271 Beven Dr | 1.000 | \$550.80 |
| 225-811-29-00 | 3269 Beven Dr | 1.000 | \$550.80 |
| 225-811-30-00 | 3267 Beven Dr | 1.000 | \$550.80 |
| 225-811-31-00 | 3265 Beven Dr | 1.000 | \$550.80 |
| 225-811-32-00 | 3261 Beven Dr | 1.000 | \$550.80 |
| 225-811-33-00 | 3259 Beven Dr | 1.000 | \$550.80 |
| 225-811-34-00 | 3255 Beven Dr | 1.000 | \$550.80 |
| 225-811-35-00 | 3249 Beven Dr | 1.000 | \$550.80 |
| 225-811-36-00 | 3243 Beven Dr | 1.000 | \$550.80 |
| 225-811-37-00 | Beven Dr | | |
| 225-811-38-00 | Beven Dr | | |
| 225-811-39-00 | Beven Dr | | |
| 240-020-28-00 | Valley Pkwy | | |
| 240-020-33-00 | Valle Lindo Rd | | |
| Totals: | Parcels: | 369 | \$187,272.00 |

Item 10.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 29
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|--------------------------|-------------|-----------------|
| 236-334-43-00 | 902 Rockwell Springs Ct* | 1 | \$631.06 |
| 236-334-44-00 | 930 Rockwell Springs Ct* | 1 | \$631.06 |
| 236-334-45-00 | 944 Rockwell Springs Ct* | 1 | \$631.06 |
| 236-334-46-00 | 2031 Felicita Rd | 1 | \$631.06 |
| 236-334-47-00 | 970 No Situs Address | 1 | \$631.06 |
| 236-334-48-00 | 979 Rockwell Springs Ct* | 1 | \$631.06 |
| 236-334-49-00 | 953 Rockwell Springs Ct* | 1 | \$631.06 |
| 236-334-50-00 | 939 No Situs Address | 1 | \$631.06 |
| 236-334-51-00 | 925 Rockwell Springs Ct* | 1 | \$631.06 |
| 236-334-52-00 | 907 Rockwell Springs Ct* | 1 | \$631.06 |
| 236-334-53-00 | 913 Rockwell Springs Ct* | 1 | \$631.06 |
| 236-334-54-00 | 2111 Felicita Rd | 1 | \$631.06 |
| Totals: | | | \$7,572.72 |
| Parcels: | | 12 | |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 32
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|-----------------------|----------------|-------------|-----------------|
| 231-800-18-00 | 592 Trovita Ct | 1 | \$309.28 |
| 231-800-19-00 | 586 Trovita Ct | 1 | \$309.28 |
| 231-800-20-00 | 582 Trovita Ct | 1 | \$309.28 |
| 231-800-21-00 | 572 Trovita Ct | 1 | \$309.28 |
| 231-800-22-00 | 568 Trovita Ct | 1 | \$309.28 |
| 231-800-23-00 | 564 Trovita Ct | 1 | \$309.28 |
| 231-800-24-00 | 560 Trovita Ct | 1 | \$309.28 |
| 231-800-25-00 | 558 Trovita Ct | 1 | \$309.28 |
| 231-800-26-00 | 554 Trovita Ct | 1 | \$309.28 |
| 231-800-27-00 | 542 Trovita Ct | 1 | \$309.28 |
| 231-800-28-00 | 538 Trovita Ct | 1 | \$309.28 |
| 231-800-29-00 | 532 Trovita Ct | 1 | \$309.28 |
| 231-800-30-00 | 535 Trovita Ct | 1 | \$309.28 |
| 231-800-31-00 | 547 Trovita Ct | 1 | \$309.28 |
| 231-800-32-00 | 553 Trovita Ct | 1 | \$309.28 |
| 231-800-33-00 | 559 Trovita Ct | 1 | \$309.28 |
| 231-800-34-00 | 563 Trovita Ct | 1 | \$309.28 |
| 231-800-35-00 | 567 Trovita Ct | 1 | \$309.28 |
| 231-800-36-00 | 571 Trovita Ct | 1 | \$309.28 |
| 231-800-37-00 | 575 Trovita Ct | 1 | \$309.28 |
| 231-800-38-00 | 581 Trovita Ct | 1 | \$309.28 |
| 231-800-39-00 | 589 Trovita Ct | 1 | \$309.28 |
| Totals: | Parcels: 22 | | \$6,804.16 |

Item 10.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 33
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|---------------|----------------|--------------------|
| 227-123-38-00 | 2006 Drew Rd | 1 | \$969.04 |
| 227-123-39-00 | 2002 Drew Rd | 1 | \$969.04 |
| 227-123-40-00 | 1984 Drew Rd | 1 | \$969.04 |
| 227-123-41-00 | 1976 Drew Rd | 1 | \$969.04 |
| 227-123-42-00 | 1968 Drew Rd | 1 | \$969.04 |
| 227-123-43-00 | 1964 Drew Rd | 1 | \$969.04 |
| 227-123-44-00 | 1961 Drew Rd | 1 | \$969.04 |
| 227-123-45-00 | 1969 Drew Rd | 1 | \$969.04 |
| 227-123-46-00 | 1975 Drew Rd | 1 | \$969.04 |
| 227-123-47-00 | 1983 Drew Rd | 1 | \$969.04 |
| 227-123-48-00 | 2003 Drew Rd | 1 | \$969.04 |
| Totals: | Parcels: | 11 | \$10,659.44 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 34
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|----------------------|----------------|--------------------|
| 234-180-61-00 | 1431 Purdum Ln | 1 | \$1,223.52 |
| 234-180-62-00 | 691 Center Stage Gln | 1 | \$1,223.52 |
| 234-180-63-00 | 671 Center Stage Gln | 1 | \$1,223.52 |
| 234-180-64-00 | 651 Center Stage Gln | 1 | \$1,223.52 |
| 234-180-65-00 | 1405 Purdum Ln | 1 | \$1,223.52 |
| Totals: | Parcels: 5 | | \$6,117.60 |

Item 10.

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 35
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situation Address | Levy Factor | Assessment Levy |
|--------------------------|-------------------|----------------|--------------------|
| 238-492-35-00 | 2053 Amir Pl | 1 | \$1,232.20 |
| 238-492-36-00 | 2075 Hamilton Pl | 1 | \$1,232.20 |
| 238-492-37-00 | 2097 Hamilton Pl | 1 | \$1,232.20 |
| 238-492-38-00 | 2092 Hamilton Pl | 1 | \$1,232.20 |
| 238-492-39-00 | 2072 Hamilton Pl | 1 | \$1,232.20 |
| 238-492-40-00 | 2054 Hamilton Pl | 1 | \$1,232.20 |
| Totals: | | Parcels: 6 | \$7,393.20 |

CITY OF ESCONDIDO
Landscape Maintenance District No. 1 - Zone 38
Assessment Levy for Fiscal Year 2023/24

| Assessor's Parcel No. | Situs Address | Levy Factor | Assessment Levy |
|--------------------------|------------------|----------------|--------------------|
| 231-840-01-00 | 2354 Campbell Pl | 1 | \$788.32 |
| 231-840-02-00 | 2348 Campbell Pl | 1 | \$788.32 |
| 231-840-03-00 | 2345 Campbell Pl | 1 | \$788.32 |
| 231-840-04-00 | 2351 Campbell Pl | 1 | \$788.32 |
| 231-840-05-00 | 2359 Campbell Pl | 1 | \$788.32 |
| 231-840-06-00 | 2367 Campbell Pl | 1 | \$788.32 |
| 231-840-07-00 | 2375 Campbell Pl | 1 | \$788.32 |
| Totals: | | Parcels: 7 | \$5,518.24 |

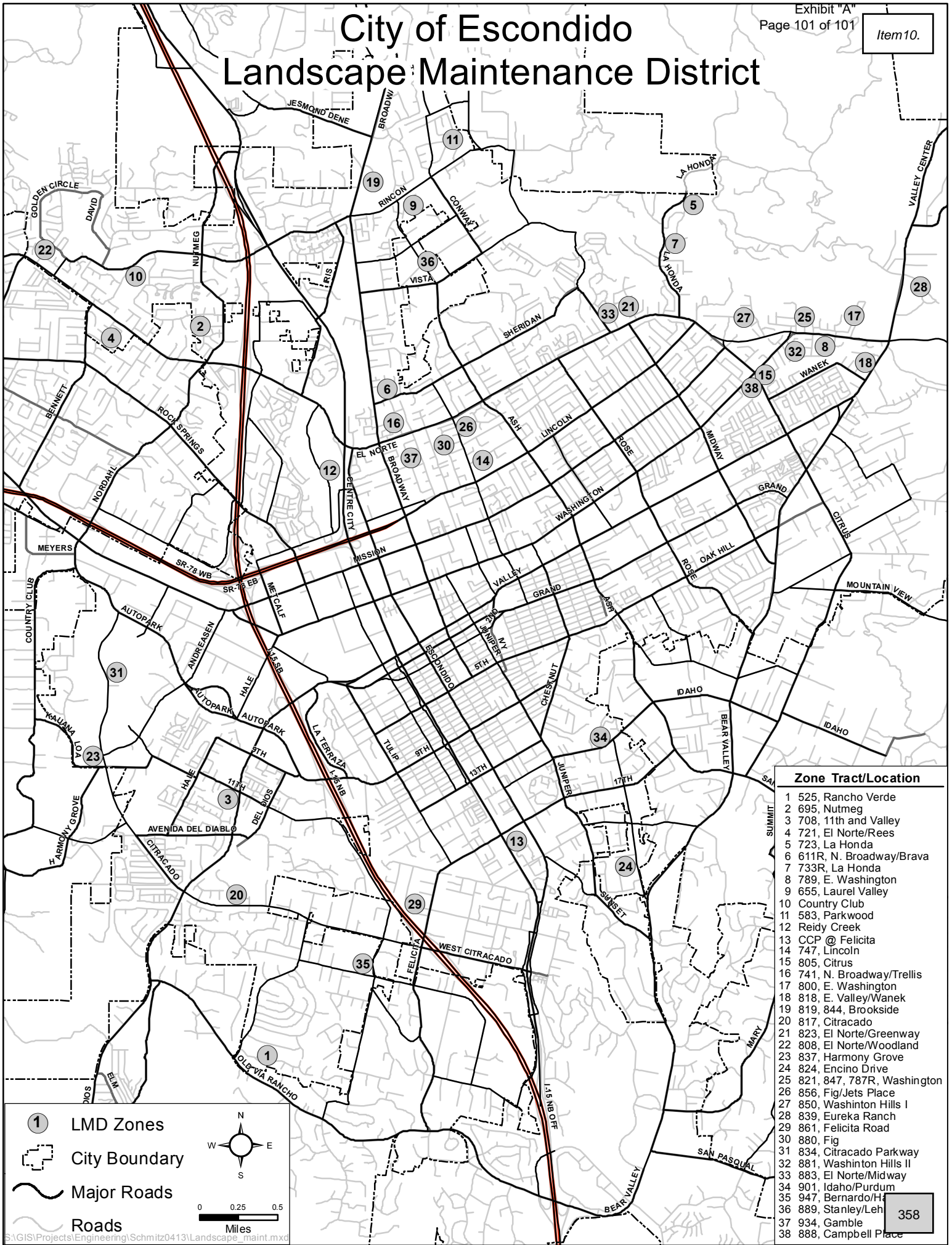
CITY OF ESCONDIDO LANDSCAPE AND MAINTENANCE ASSESSMENT DISTRICT

APPENDIX III

DIAGRAM OF LANDSCAPE MAINTENANCE DISTRICT BOUNDARIES

(An overall map of the District Zones follows. A detailed map of the parcels or lots contained in each Zone is on file with the City Clerk and with the Engineering Department.)

City of Escondido Landscape Maintenance District



Zone Tract/Location

- 1 525, Rancho Verde
- 2 695, Nutmeg
- 3 708, 11th and Valley
- 4 721, El Norte/Rees
- 5 723, La Honda
- 6 611R, N. Broadway/Brava
- 7 733R, La Honda
- 8 789, E. Washington
- 9 655, Laurel Valley
- 10 Country Club
- 11 583, Parkwood
- 12 Reidy Creek
- 13 CCP @ Felicitia
- 14 747, Lincoln
- 15 805, Citrus
- 16 741, N. Broadway/Trellis
- 17 800, E. Washington
- 18 818, E. Valley/Wanek
- 19 819, 844, Brookside
- 20 817, Citracado
- 21 823, El Norte/Greenway
- 22 808, El Norte/Woodland
- 23 837, Harmony Grove
- 24 824, Encino Drive
- 25 821, 847, 787R, Washington
- 26 856, Fig/Jets Place
- 27 850, Washinton Hills I
- 28 839, Eureka Ranch
- 29 861, Felicitia Road
- 30 880, Fig
- 31 834, Citracado Parkway
- 32 881, Washinton Hills II
- 33 883, El Norte/Midway
- 34 901, Idaho/Purdum
- 35 947, Bernardo/H
- 36 889, Stanley/Leh
- 37 934, Gamble
- 38 888, Campbell Place



STAFF REPORT

July 19, 2023

File Number 0600-10; A-3466

SUBJECT

CONSULTING AGREEMENT WITH FEHR & PEERS TO PREPARE A MOBILITY ELEMENT UPDATE INCLUDING A COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY AND VOUCHER AGREEMENT WITH CALSTART FOR FUNDING A COMMUNITY TRANSPORTATION NEEDS ASSESSMENT

DEPARTMENT

Development Services/Engineering

RECOMMENDATION

Request the City Council take the following actions:

1. Adopt Resolution No. 2023-91 authorizing the Mayor to execute, on behalf of the City, a Consulting Agreement with Fehr & Peers to prepare the Mobility Element Update including a Comprehensive Active Transportation Strategy and Community Transportation Needs Assessment in an amount not to exceed \$525,340; and
2. Adopt Resolution No. 2023-69 authorizing the Mayor to execute, on behalf of the City, a Voucher Agreement with CALSTART, to receive \$100,000 through Clean Mobility Options, to fund the preparation of a Community Transportation Needs Assessment by Fehr & Associates.

Staff Recommendation: Approval (Andrew Firestine, Development Services Director and Julie Procopio, City Engineer)

Presenter: Engineering Services, Edd Alberto

FISCAL ANALYSIS

Funding for the Mobility Element Update and Comprehensive Active Transportation Strategy is included in the Capital Improvement Program budget. A voucher agreement with Clean Mobility Options¹ is attached to allow the City to receive \$100,000 in funding to prepare a Community Transportation Needs Assessment, including conducting meaningful public outreach and developing a pilot project to provide

¹ Clean Mobility Options (CMO) is a statewide public program that empowers under-resourced communities across California to better understand and overcome mobility obstacles with vouchers that fund community needs assessments and clean, shared, zero-emission transportation projects. <https://cleanmobilityoptions.org/about/>



CITY of ESCONDIDO

STAFF REPORT

mobility options to transportation-challenged sectors of the City's residents. Mobility options could include a community shuttle program.

BACKGROUND

Comprehensive Active Transportation Strategy (CATS)

A Comprehensive Active Transportation Strategy (CATS) evaluates current infrastructure and user demand to develop a well-connected active transportation network. The CATS will evaluate sidewalk, bike lane and trail connectivity, as well as barriers to travel, such as freeways, busy streets and waterways, to improve opportunities for people of all ages and abilities to move around the City. These evaluations will include connections to transit, community centers, schools, parks, employment and commercial centers. In addition, the CATS will evaluate opportunities to create mobility 'hubs,' where multiple modes of travel intersect, that can be enhanced with services and also serve as points of community connection. Based on the needs assessment and the results of public outreach, a prioritized list of projects will be developed to ensure that limited resources are used to improve the highest priority facilities. The CATS will also provide important support for future grant applications.

The May 2012 General Plan includes a number of policies supporting the preparation of a CATS:

- Complete Streets Policy 2.1: *Ensure that the existing and future transportation system is interconnected and serves multiple modes of travel, such as walking, biking, transit, and driving for safe and convenient travel.*
- Pedestrian Network Policy 3.1: *Prepare and regularly update a Pedestrian Master Plan that identifies and defines the following: level of service standards for pedestrian facilities; type and location of pedestrian-oriented streets and pathways; a way-finding program, standards for sidewalk width, improvements, amenities, and street crossings; an outline and timeframe of needed public improvements; and developer responsibilities.*
- Bicycle Network Policy 4.1: *Maintain and implement a Bicycle Master Plan that enhances existing bicycle routes and facilities; defines gaps and needed improvements; prescribes an appropriate Level of Service; outlines standards for their design and safety; describes funding resources; and involves the community.*
- Transit System Policy 5.7: *Provide connections to transit stations by identifying roadway, bikeway, and pedestrian way improvements to be constructed within ½ mile of every major transit station.*

In addition, the City's Climate Action Plan (CAP), adopted in March 2021, includes a number of specific measures aimed at encouraging biking, walking and transit use that support preparing a CATS including:

- a Citywide Pedestrian Master Plan,
- an update to the City's Trail Master Plan
- a Safe Routes to School Plan,



CITY of ESCONDIDO

STAFF REPORT

- a Safe Routes to Transit Plan, and
- an update to the City's Bicycle Master Plan.

In October 2012, the City adopted its first Bike Master Plan. The Master Plan included many proposed improvements, including, for example, the Missing Link Project. In addition, closing gaps in the Escondido Creek Trail and making street crossings safer were identified in the plan. Since development of the Bike Master Plan, the Missing Link has been completed, the Creek Trail has been extended to East Valley Parkway with a pedestrian signal at El Norte, trail crossings between Juniper and Citrus have been improved, and pedestrian signals at Quince and at Tulip crossings are under construction. Caltrans recommends that Bike Master Plans be updated every five years, so the CATS will include an update of the Bicycle Master Plan.

Clean Mobility Options Community Transportation Needs Assessment

Clean Mobility Options (CMO) program is a statewide initiative that provides funding for zero-emission shared mobility options to under-resourced communities, as well as eligible low-income, tribal and affordable-housing communities, to increase access to safe, reliable, convenient and affordable transportation options. The program supports the goals of Senate Bill 1275 and Assembly Bill 398 for prioritizing low- and zero-carbon transportation alternatives, and Senate Bill 350 for overcoming clean transportation barriers for low-income consumers and under-resourced communities to access clean transportation and mobility options.

CMO administers two voucher programs the 'Needs Assessment' and the 'Mobility Project.' The Needs Assessment Voucher provides up to \$100,000 to conduct meaningful public outreach to understand how people from disadvantaged communities travel to and from destinations within their community, and what transportation challenges they face when doing so. The outcome of the outreach is then documented in a Community Transportation Needs Assessment that makes recommendations for zero emissions transportation solutions. The follow-up program, the Mobility Project Voucher, provides up to \$1.5M to develop and launch zero-emission mobility projects. The completion of the Needs Assessment qualifies the City of Escondido for eligibility to apply for the \$1.5M Mobility Project Voucher to implement a pilot project developed from the Community Transportation Needs Assessment.

SANDAG has identified the urban core of the City of Escondido as one of six priority areas in the Flexible Fleets Implementation Strategic Plan (2022) for pilot implementation. The priority areas were selected as communities with high propensity for Flexible Fleet service use based on the data-driven Regional Scan process along with validation from key stakeholders. Escondido scored high in the Regional Scan analysis that features the following:

- High density population and employment centers that generate a large number of short trips by all trip purposes;
- Located in areas with disadvantaged and underserved communities;



CITY of ESCONDIDO

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- Located in areas with either high frequency transit or gaps in existing fixed-route service (“transit deserts”).

The Escondido Creek Bike Path is an east-west connection across the city, providing access to the major downtown activity centers. Bus routes and the transit centers allow for movement in denser areas and for trips outside of the city. There are however pockets of neighborhoods that remain with limited access. Escondido is an excellent candidate for deployment of micro-transit Flexible Fleet services which could include a community shuttle.

The completion of the Community Transportation Needs Assessment provides the framework for the pilot mobility project. The Cities of Richmond, National City, and Chula Vista and the Imperial County Transportation Commission are past recipients of CMO Pilot Mobility Voucher funding that was used to establish zero emission shuttle service for their underserved communities.

Mobility Element Update

The planned update to the Mobility Element will combine the results from the Comprehensive Active Transportation Strategy, Clean Mobility Options Needs Assessment and updated vehicular trip and congestion data to develop an updated transportation network that is interconnected and serves multiple modes of travel. Updates to roadway classifications will be proposed to meet the General Plan goal of increasing safety, efficiency and accessibility and meeting the needs of users of all ages including seniors, children, disabled persons, and adults.

Analysis

In February 2023, the City solicited proposals from qualified consultants to provide professional planning and engineering services to develop the CATS and Mobility Element Update. The City received proposals from four consulting firms. The following firms submitted proposals:

- Fehr & Peers, in partnership with Alta Planning + Design, Ascent Environmental, Education COMPACT, and Vista Community Clinic
- Kittelson Associates, in partnership with Kimley Horn and Ascent Environmental
- Chen Ryan Associates, in partnership with Harris & Associates
- Michael Baker, in partnership with KTUA

Following a comprehensive evaluation of the proposals, Fehr & Peers was selected as best firm for the project, in terms of qualifications and experience, knowledge of the city, and proposed scope of work.

In February, 2023, City staff were notified that the City was selected to receive a \$100,000 grant to complete a clean transportation needs assessment. Given the substantial overlap in the community



CITY of ESCONDIDO

STAFF REPORT

outreach efforts and the planned work programs, staff determined that the outreach for CATS and Transportation Needs Assessment should be completed as one project. Staff negotiated with Fehr & Peers to add the scope of work for the Transportation Needs Assessment to their original proposal which resulted in an overall contract price of \$525,340, including the optional tasks of 1) preparing Complete Streets Interim Design Guidelines, and 2) direct costs for communication and reproduction.

Public outreach will be an important component of this effort to gain an understanding of how people currently move around the city, their destinations, and how they would like to be able to move around. Outreach is envisioned as a combination of:

- in-person discussions – such as stakeholder working group involvement, community conversations, roundtable meetings, workshops, and community event participation
- social-media outreach – by leveraging the city’s Communications Department to post information and surveys on social-media platforms and monitoring comments, and
- branding, as well as web-based information sharing and gathering.

The Community Mobility Options and Needs Assessment portion of the project has a timeline of approximately 12 months, while the overall project has an anticipated (concurrent) timeline of 18 months. All work is expected to be completed in early 2025.

ATTACHMENTS

- a. Attachment 1 - Clean Mobility Options Needs Assessment Voucher Agreement

RESOLUTIONS

- a. Resolution 2023-69 Executing CMO Voucher Agreement
- b. Resolution No. 2023-69 Exhibit “A”
- c. Resolution 2023-91 Awarding CMO, CATS, Mobility Element Update to Fehr & Peers
- d. Resolution No. 2023-91 – Exhibit “A”

RESOLUTION NO. 2023-91

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, AUTHORIZING THE MAYOR TO EXECUTE, ON BEHALF OF THE CITY, A CONSULTING AGREEMENT WITH FEHR AND PEERS, INC. TO PREPARE A CLEAN MOBILITY OPTIONS COMMUNITY TRANSPORTATION NEEDS ASSESSMENT, THE COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY AND THE MOBILITY ELEMENT UPDATE

WHEREAS, the City Council has allocated funding in the adopted Capital Improvement Program (CIP) budget for preparation of a Comprehensive Active Transportation Strategy and an update to the Mobility Element of the General Plan; and

WHEREAS, the City is eligible to receive funding for the Clean Mobility Options Community Transportation Needs Assessment; and

WHEREAS, the City has determined that it is in the CITY's best interest to retain the professional services of a consultant to conduct the Community Transportation Needs Assessment, a Comprehensive Active Transportation Strategy and the Mobility Element Update of the General Plan; and

WHEREAS, Fehr & Peers ("Consultant") is considered competent to perform the necessary professional services for the CITY; and

WHEREAS, the City and Consultant desire to enter into this Agreement for the performance of the Services described herein.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California, as follows:

1. That the above recitations are true.
2. That Mayor is authorized to execute, on behalf of the City, a Consulting Agreement with Fehr & Peers, which is attached hereto and incorporated to this Resolution as Exhibit "A", and subject to final approval as to form by the City Attorney.



CITY OF ESCONDIDO
CONSULTING AGREEMENT

This Consulting Agreement (“Agreement”) is made and entered into as of the last signature date set forth below (“Effective Date”),

Between: CITY OF ESCONDIDO
a California municipal corporation
201 N. Broadway
Escondido, CA 92025
Attn: Craig Williams
760-839-4812
("CITY")

And: Fehr & Peers
a California corporation
555 West Beech St.
San Diego, CA 92101
Attn: Katy Cole
Phone: 619-758-3001
("CONSULTANT").

(The CITY and CONSULTANT each may be referred to herein as a “Party” and collectively as the “Parties.”)

WHEREAS, the CITY has determined that it is in the CITY’s best interest to retain the professional services of a CONSULTANT to conduct a Comprehensive Active Transportation Strategy plan and update of the Mobility Element of the General Plan;

WHEREAS, CONSULTANT is considered competent to perform the necessary professional services for the CITY; and

WHEREAS, the CITY and CONSULTANT desire to enter into this Agreement for the performance of the Services described herein.

NOW, THEREFORE, in consideration of the mutual covenants, promises, terms, and conditions set forth herein, and the mutual benefits derived therefrom, the Parties hereby agree as follows:

1. Description of Services. CONSULTANT shall furnish all of the Services described in the Scope of Work, which is attached to this Agreement as Attachment “A” and incorporated herein by this

reference ("Services").

2. Compensation. In exchange for CONSULTANT's completion of the Services, the CITY shall pay, and CONSULTANT shall accept in full, an amount not to exceed the sum of **\$525,340**. CONSULTANT shall be compensated only for performance of the Services described in this Agreement. No compensation shall be provided for any other work or services without the CITY's prior written consent. If this Agreement is amended at any time, additional compensation of CONSULTANT contained in any subsequent amendments shall not exceed a cumulative total of 25% of the maximum payment provided for in this Section 2, unless approved by resolution of the City Council.
3. Performance. CONSULTANT shall provide its services consistent with the professional skill and care ordinarily provided by CONSULTANTS practicing in the same or similar locality under the same or similar circumstances, to the reasonable satisfaction of the CITY, and in accord with the terms of this Agreement. CONSULTANT shall be responsible for the professional quality, technical accuracy, timely completion, and coordination of all reports and other information furnished by CONSULTANT pursuant to this Agreement, except that CONSULTANT shall not be responsible for the accuracy of information supplied by the CITY.
4. Personnel. The performance of the Services by certain professionals is significant to the CITY. As such, CONSULTANT shall only assign the persons listed on Attachment "B", attached to this Agreement and incorporated herein by this reference ("Personnel List"), to perform the Services. CONSULTANT shall not add or remove persons from the Personnel List without the City's prior written consent. If CONSULTANT has not designated a person to perform a component of the Services, CONSULTANT shall not assign such component of the Services to a person without obtaining the City's prior written consent. CONSULTANT shall not subcontract any component of the Services without obtaining the City's prior written consent.
 - a. Each individual listed on Attachment "B" must file (i) a Statement of Economic Interests Form 700 ("Form 700") pursuant to the California Political Reform Act of 1974 within 30 days of commencing work pursuant to this Agreement and (ii) a "leaving office" Form 700 within 30 days of concluding work pursuant to this Agreement. If the term of this Agreement extends beyond one year, each individual listed on Attachment "B" must file a Form 700 on an annual basis for each subsequent term year on or before the first of April. The CITY may require each individual listed on Attachment "B" to assist the CITY in completing a Form 805 to identify CONSULTANTS that make or participate in making governmental decisions and identify the CONSULTANT's disclosure requirements. The Clerk's Office will coordinate Form 700 and 805 completion on the CITY's behalf.
5. Termination. The Parties may mutually terminate this Agreement through a writing signed by both Parties. The CITY may terminate this Agreement for any reason upon providing CONSULTANT with 10 days' advance written notice. CONSULTANT agrees to cease all work under this Agreement on or before the effective date of any notice of termination. If the CITY terminates this Agreement due to no fault or failure of performance by CONSULTANT, then CONSULTANT shall be compensated based on the work satisfactorily performed at the time of such termination. In no event shall CONSULTANT be entitled to receive more than the amount that would be paid to CONSULTANT for the full performance of the Services.
6. City Property. All original documents, drawings, electronic media, and other materials prepared by CONSULTANT pursuant to this Agreement immediately become the exclusive property of the CITY, and shall not be used by CONSULTANT for any other purpose without the CITY's prior written

consent. Notwithstanding the foregoing, CONSULTANT shall retain all rights, titles, and interests, including but not limited to all ownership and intellectual property rights, in all inventions, improvements, discoveries, methodologies, models, formats, software, algorithms, processes, procedures, designs, specifications, findings, and other intellectual properties developed, gathered, compiled or produced by CONSULTANT prior to or independently of any of its Services under this Agreement ("Background IP"), including such Background IP that CONSULTANT may employ in the performance of this Agreement, or may incorporate into any part of the Services and deliverables. CONSULTANT grants City an irrevocable, non-exclusive, transferable, royalty-free license in perpetuity to use, disclose, and derive from such Background IP, but only as an inseparable part of the Services and deliverables. Third-party content that may be used or incorporated in the Services and deliverables shall not become the property of City. CONSULTANT shall secure all licenses necessary to any third-party content incorporated into the deliverables for City to utilize CONSULTANT's Services and the deliverables for their intended purposes. Nothing in this Agreement shall preclude CONSULTANT from utilizing concepts and designs similar to those utilized in the Services under this Agreement on other projects for other clients not associated with City, provided such other projects are not substantially identical to City's Project under this Agreement, and City understands and acknowledges that CONSULTANT may use concepts, details, and/or designs that are generally recognized as standard or of common usage in the industry on projects other than City's project under this Agreement even though they may be used for City's project.

7. Insurance Requirements.

- a. CONSULTANT shall procure and maintain, at its own cost, during the entire term of this Agreement, insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the Services, and the results of such work, by CONSULTANT, its agents, representatives, employees, or subcontractors. Insurance coverage shall be at least as broad as the following:
 - (1) *Commercial General Liability.* Insurance Services Office ("ISO") Form CG 00 01 covering Commercial General Liability on an "occurrence" basis, including products and completed operations, property damage, bodily injury, and personal & advertising injury, with limits no less than \$2,000,000 per occurrence and \$4,000,000 general aggregate.
 - (2) *Automobile Liability.* ISO Form CA 00 01 covering any auto (Code 1), or if CONSULTANT has no owned autos, hired (Code 8) and non-owned autos (Code 9), with limits no less than \$1,000,000 per accident for bodily injury and property damage, unless waived by the CITY and approved in writing by the CITY's Risk and Safety Division.
 - (3) *Workers' Compensation.* Worker's Compensation as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limits of no less than \$1,000,000 per accident for bodily injury or disease.
 - (4) *Professional Liability (Errors and Omissions).* Professional Liability (Errors and Omissions) appropriate to CONSULTANT's profession, with limits no less than \$2,000,000 per occurrence or claim and \$2,000,000 aggregate.
 - (5) If CONSULTANT maintains broader coverage and/or higher limits than the minimums otherwise required by this Agreement, the CITY requires and shall be entitled to the broader coverage and/or the higher limits maintained by CONSULTANT.
- b. Each insurance policy required by this Agreement must be acceptable to the City Attorney and shall meet the following requirements:

- (1) *Acceptability of Insurers.* Insurance coverage must be provided by an insurer authorized to conduct business in the state of California with a current A.M. Best's rating of no less than A-: FSC VII, or as approved by the CITY.
 - (2) *Additional Insured Status.* Both the Commercial General Liability and the Automobile Liability policies must name the CITY (including its officials, officers, agents, employees, and volunteers) specifically as an additional insured under the policy on a separate endorsement page. The Commercial General Liability additional insured endorsement shall be at least as broad as ISO Form CG 20 10 11 85, or if not available, through the addition of *both* CG 20 10, CG 20 26, CG 20 33, or CG 20 38, *and* CG 20 37 if a later edition is used. The Automobile Liability endorsement shall be at least as broad as ISO Form CA 20 01.
 - (3) *Primary Coverage.* CONSULTANT's insurance coverage shall be primary coverage at least as broad as ISO CG 20 01 04 13 with respect to the CITY, its officials, officers, agents, employees, and volunteers. Any insurance or self-insurance maintained by the CITY, its officials, officers, agents, employees, or volunteers shall be in excess of CONSULTANT's insurance and shall not contribute with it.
 - (4) *Notice of Cancellation.* Each insurance policy shall provide that coverage shall not be canceled, except with prior written notice to the CITY.
 - (5) *Subcontractors.* If applicable, CONSULTANT shall require and verify that all subcontractors maintain insurance meeting all the requirements stated within this Agreement, and CONSULTANT shall ensure that the CITY (including its officials, officers, agents, employees, and volunteers) is an additional insured on any insurance required from a subcontractor.
 - (6) *Waiver of Subrogation.* CONSULTANT hereby grants to the CITY a waiver of any right to subrogation that any insurer of CONSULTANT may acquire against the CITY by virtue of the payment of any loss under such insurance. CONSULTANT agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this subsection shall apply regardless of whether or not the CITY has received a waiver of subrogation endorsement from the insurer. Any Workers' Compensation policy required by this Agreement shall be endorsed with a waiver of subrogation in favor of the CITY for all work performed by the CONSULTANT, its agents, representatives, employees, and subcontractors.
 - (7) *Self-Insurance.* CONSULTANT may, with the CITY's prior written consent, fulfill some or all of the insurance requirements contained in this Agreement under a plan of self-insurance. CONSULTANT shall only be permitted to utilize such self-insurance if, in the opinion of the CITY, CONSULTANT's (i) net worth and (ii) reserves for payment of claims of liability against CONSULTANT are sufficient to adequately compensate for the lack of other insurance coverage required by this Agreement. CONSULTANT's utilization of self-insurance shall not in any way limit the liabilities assumed by CONSULTANT pursuant to this Agreement.
 - (8) *Self-Insured Retentions.* Self-insured retentions must be declared to and approved by the CITY.
- c. *Verification of Coverage.* At the time CONSULTANT executes this Agreement, CONSULTANT shall provide the CITY with original Certificates of Insurance including all required amendatory endorsements (or copies of the applicable policy language effecting the insurance coverage required by this Agreement), which shall meet all requirements under this Agreement. The CITY reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by this Agreement, at any time.

- d. *Special Risks or Circumstances.* The CITY reserves the right, at any point during the term of this Agreement, to modify the insurance requirements in this Agreement, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.
 - e. *No Limitation of Obligations.* The insurance requirements in this Agreement, including the types and limits of insurance coverage CONSULTANT must maintain, and any approval of such insurance by the CITY, are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by CONSULTANT pursuant to this Agreement, including but not limited to any provisions in this Agreement concerning indemnification.
 - f. Failure to comply with any of the insurance requirements in this Agreement, including, but not limited to, a lapse in any required insurance coverage during the term of this Agreement, shall be a material breach of this Agreement. In the event that CONSULTANT fails to comply with any such insurance requirements in this Agreement, in addition to any other remedies the CITY may have, the CITY may, at its sole option, (i) immediately terminate this Agreement; or (ii) order CONSULTANT to stop work under this Agreement and/or withhold any payment that becomes due to CONSULTANT until CONSULTANT demonstrates compliance with the insurance requirements in this Agreement.
8. Indemnification, Duty to Defend, and Hold Harmless.
- a. CONSULTANT (including CONSULTANT's subcontractors, if any) shall indemnify, defend, and hold harmless the CITY, its officials, officers, agents, employees, and volunteers from and against any and all claims, demands, actions, causes of action, proceedings (including but not limited to legal and administrative proceedings of any kind), suits, fines, penalties, judgments, orders, levies, costs, expenses, liabilities, losses, damages, or injuries, in law or equity, including without limitation the payment of all consequential damages and attorney's fees and other related litigation costs and expenses (collectively, "Claims"), of every nature caused by, arising out of, or in connection with CONSULTANT's (including CONSULTANT's agents, employees, and subcontractors, if any) performance of the Services or its failure to comply with any of its obligations contained in this Agreement, except where caused by the active negligence, sole negligence, or willful misconduct of the CITY, and only to the extent such Claims arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of CONSULTANT (including CONSULTANT's agents, employees, and subcontractors, if any). Further, in no event shall the cost to defend charged to the CONSULTANT exceed the CONSULTANT's proportionate percentage of fault.
 - b. CONSULTANT (including CONSULTANT's subcontractors, if any) shall indemnify, defend, and hold harmless the CITY, its officials, officers, agents, employees, and volunteers from and against any and all Claims caused by, arising under, or resulting from any violation, or claim of violation, of the San Diego Municipal Storm Water Permit (Order No. R9-2013-0001, as amended) of the California Regional Water Quality Control Board, Region 9, San Diego, that the CITY might suffer, incur, or become subject to by reason of, or occurring as a result of, or allegedly caused by, any work performed pursuant to this Agreement.
 - c. All terms and provisions within this Section 8 shall survive the termination of this Agreement.
9. Anti-Assignment Clause. Because the CITY has relied on the particular skills of CONSULTANT in entering into this Agreement, CONSULTANT shall not assign, delegate, subcontract, or otherwise transfer any duty or right under this Agreement, including as to any portion of the Services, without the CITY's prior written consent. Any purported assignment, delegation, subcontract, or other transfer made without the CITY's consent shall be void and ineffective. Unless CONSULTANT assigns this entire Agreement, including all rights and duties herein, to a third party with the CITY's prior written

consent, CONSULTANT shall be the sole payee under this Agreement. Any and all payments made pursuant to the terms of this Agreement are otherwise not assignable.

10. Attorney's Fees and Costs. In any action to enforce the terms and conditions of this Agreement, the prevailing Party shall be entitled to reasonable attorney's fees and costs.
11. Independent Contractor. CONSULTANT is an independent contractor, and no agency or employment relationship is created by the execution of this Agreement.
12. Amendment. This Agreement shall not be amended except in a writing signed by the CITY and CONSULTANT.
13. Merger Clause. This Agreement, together with its attachments or other documents described or incorporated herein, if any, constitutes the entire agreement and understanding of the CITY and CONSULTANT concerning the subject of this Agreement and supersedes and replaces all prior negotiations, understandings, or proposed agreements, written or oral, except as otherwise provided herein. In the event of any conflict between the provisions of this Agreement and any of its attachments or related documents, if any, the provisions of this Agreement shall prevail.
14. Anti-Waiver Clause. None of the provisions of this Agreement shall be waived by the CITY because of previous failure to insist upon strict performance, nor shall any provision be waived because any other provision has been waived by the CITY, in whole or in part.
15. Severability. This Agreement shall be performed and shall be enforceable to the full extent allowed by applicable law, and the illegality, invalidity, waiver, or unenforceability of any provision of this Agreement shall not affect the legality, validity, applicability, or enforceability of the remaining provisions of this Agreement.
16. Governing Law. This Agreement and all rights and obligations arising out of it shall be construed in accordance with the laws of the State of California. Venue for any action arising from this Agreement shall be conducted only in the state or federal courts of San Diego County, California.
17. Counterparts. This Agreement may be executed on separate counterparts, each of which shall be an original and all of which taken together shall constitute one and the same instrument. Delivery of an executed signature page of this Agreement by electronic means, including an attachment to an email, shall be effective as delivery of an executed original. The Agreement on file with the City is the copy of the Agreement that shall take precedence if any differences exist between or among copies or counterparts of the Agreement.
18. Provisions Cumulative. The foregoing provisions are cumulative to, in addition to, and not in limitation of any other rights or remedies available to the CITY.
19. Notice. Any statements, communications, or notices to be provided pursuant to this Agreement shall be sent to the attention of the persons indicated herein, and the CITY and CONSULTANT shall promptly provide the other Party with notice of any changes to such contact information.
20. Business License. CONSULTANT shall obtain a City of Escondido Business License prior to execution of this Agreement and shall maintain such Business License throughout the term of this Agreement.

21. Compliance with Laws, Permits, and Licenses. CONSULTANT shall keep itself informed of and comply with all applicable federal, state, and local laws, statutes, codes, ordinances, regulations, rules, and other legal requirements in effect during the term of this Agreement. CONSULTANT shall obtain any and all permits, licenses, and other authorizations necessary to perform the Services. Neither the CITY, nor any elected or appointed boards, officers, officials, employees, or agents of the CITY, shall be liable, at law or in equity, as a result of any failure of CONSULTANT to comply with this section.

22. Prevailing Wages. If applicable, pursuant to California Labor Code section 1770 et seq., CONSULTANT agrees that a prevailing rate and scale of wages, in accordance with applicable laws, shall be paid in performing this Agreement. CONSULTANT shall keep itself informed of and comply with all applicable federal, state, and local laws, statutes, codes, ordinances, regulations, rules, and other legal requirements pertaining to the payment of prevailing wages. The prevailing rate and scale to be paid shall be the same as the applicable "General Prevailing Wage Determination" approved by the Department of Industrial Relations as of the Effective Date of this Agreement, which are available online at <http://www.dir.ca.gov/oprl/dprevwagedetermination.htm> and incorporated into this Agreement by this reference. Neither the CITY, nor any elected or appointed boards, officers, officials, employees, or agents of the CITY, shall be liable, at law or in equity, as a result of any failure of CONSULTANT to comply with this section.

23. Immigration Reform and Control Act of 1986. CONSULTANT shall keep itself informed of and shall comply with the Immigration Reform and Control Act of 1986 ("IRCA"). CONSULTANT represents and warrants that all of its employees and the employees of any subcontractor retained by CONSULTANT who perform any of the Services under this Agreement, are and will be authorized to perform the Services in full compliance with the IRCA. CONSULTANT affirms that as a licensed contractor and employer in the State of California, all new employees must produce proof of eligibility to work in the United States within the first three days of employment and that only employees legally eligible to work in the United States will perform the Services. CONSULTANT agrees to comply with the IRCA before commencing any Services, and continuously throughout the performance of the Services and the term of this Agreement.

24. Effective Date. Unless a different date is provided in this Agreement, the effective date of this Agreement shall be the latest date of execution set forth by the names of the signatories below.

(SIGNATURE PAGE FOLLOWS)

IN WITNESS WHEREOF, this Agreement is executed by the Parties or their duly authorized representatives as of the Effective Date:

CITY OF ESCONDIDO

Date: _____

Paul McNamara, Mayor

Fehr & Peers

Date: _____

Signature

Name & Title (please print)

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY
MICHAEL R. MCGUINNESS, CITY ATTORNEY

BY: _____

THE CITY OF ESCONDIDO DOES NOT DISCRIMINATE AGAINST QUALIFIED PERSONS WITH DISABILITIES.

ATTACHMENT "A" Scope of Work

A. General

Fehr & Peers, a California corporation ("CONSULTANT") will provide the City of Escondido, a California municipal corporation ("City") with professional planning and engineering services necessary to produce a Comprehensive Active Transportation Strategy ("CATS") to guide the development and implementation of active transportation choices for Escondido residents, employees, and visitors of all ages and abilities as well as an update of the Mobility Element (the "Project").

B. Location

CONSULTANT will provide services at various locations including the City's facility located at 201 N. Broadway Ave., Escondido, CA 92025 and the Contractor's offices at 555 West Beech St., San Diego, CA 92101.

C. Services

OVERALL PROJECT OBJECTIVES:

The following summarize the Project objectives:

- Conduct a Community Transportation Needs Assessment consistent with the Clean Mobility Options Voucher Pilot Project Community Transportation Needs Assessment program requirements.
- Produce a CATS to guide the development and implementation of active transportation choices for Escondido residents, employees, and visitors of all ages and abilities.
- Update the Mobility Element to reflect changes in the street classifications and standard roadway cross-sections to include potential enhanced facilities such as widened sidewalks, bike lanes, buffered bike lanes, cycle tracks, side paths and/or transit priority routes.
- Produce CEQA documentation (Initial Study/Negative Declaration) for the Mobility Element Update.

The CONSULTANT will incorporate the latest version of 'Caltrans' *Active Transportation Plan for Disadvantaged Communities Guidance for Plans* (and copied from Caltrans' 2023 Active Transportation Program Guidelines, Appendix A: Guidance for Plans).

The scope of work is separated into two overarching categories: Clean Mobility Options Community Transportation Needs Assessment and CATS/Mobility Element Update.

CLEAN MOBILITY OPTIONS ("CMO") TRANSPORTATION NEEDS ASSESSMENT:

Task 1. Transportation Access and Data Analysis for Clean Mobility Options Transportation Needs Assessment

Task 1.1 Transportation Access Data Analysis

CONSULTANT will collect and analyze transportation access data included in the *Clean Mobility Options Voucher Pilot Program Data Collection Guide for the Community Transportation Needs Assessment*. The following resources will be used: Google Maps, US Census Data, Census on the Map data, EPA Walkability Index, AllTransit, H+T Index, Collision Data (TIMS), People for Bikes Bicycle Network

Analysis, and up to three additional data sources as supplementary information. The data will be analyzed to provide a planning level assessment of transportation conditions in Escondido. The results of the data analysis will be summarized in the Transportation Needs Assessment and provide on maps (as applicable).

Task 1.2 Key Characteristics and Indicators

CONSULTANT will use data from Task 3.1 and community input provided in Task 2 to document key characteristics and transportation access challenges using the Clean Mobility Options Needs Assessment Implementation Toolkit and sample assessments provided on the Clean Mobility Options websites as guides.

| Task | Deliverable |
|-------------|--|
| 1.1 | <i>Transportation Access Data Analysis</i> |
| 1.2 | <i>Key Characteristics and Indicators</i> |

Task 2. Community Engagement to Determine Gaps, Needs, and Preferences

Task 2.1 Stakeholder Working Group Development

CONSULTANT will work with the City to organize and develop an internal Technical Working Group and external Stakeholder Working Groups. The Technical Working Group will likely include City staff from Traffic Engineering, Planning, Parks and Recreation, Escondido Police Department, Information Systems (GIS), Economic Development and Communications. External Stakeholder Working Group members will likely consist of community leaders and local organizations who have interest in the development of transportation options in the City, such as Escondido Union School District, Escondido Union High School District, the members of the Transportation and Community Safety Commission, Planning Commission, North County Transit District, MTS, Escondido Senior Service Council, VisitEscondido, Chamber of Commerce, Downtown Business Association, Escondido bicycling or walking organizations, the ADA community, and local business associations, among others. CONSULTANT will share information on various phases of the Project and solicit feedback as appropriate.

Task 2.2 Stakeholder Working Group Meetings for Clean Mobility Options Transportation Needs Assessment

CONSULTANT will conduct one meeting with the internal Technical Working Group and one meeting with the external Stakeholder Working Group during Phase 1, focusing on transportation needs assessment.

Task 2.3 Outreach Framework

CONSULTANT will develop an Outreach Framework outlining the selected approach to community outreach throughout the Project. The report will detail key outreach events, timelines, social and traditional media engagement opportunities, and language/translation needs, among other elements. The Framework will incorporate the Clean Mobility Options Needs Assessment Implementation Toolkit materials. All outreach products will be presented in English and Spanish.

Task 2.4 Branding, Project Webpage, and Social Media

The CONSULTANT will work with City communications staff to develop a branding effort related to the Project. CONSULTANT will implement a webpage using Social Pinpoint (or equivalent) and social media (Facebook, Instagram, and one other platform, to be determined in consultation with City staff) presence for the Clean Mobility Options Needs Assessment (and will also be utilized for the CATS). The City will host the Project webpage on its City webpage, and will work with the CONSULTANT to develop, refine, and post content. The website will be updated at least quarterly during the CMO process.

The Project webpage will include core project information regarding the plan, updates on upcoming meetings, status of the Project, and draft materials. The project webpage will serve as an opportunity for continuous engagement from the public and a tool for obtaining feedback outside of community meetings. The webpage will feature links to Project deliverables and Project outreach elements (surveys, comment forms, etc.), and will feature a web-mapping application, where users can identify transportation challenges and desired transportation options within the City. All webpage materials will be translated into English and Spanish. Project webpage design will be done in a color scheme that are accessible to people with visual disabilities, such as color blindness and project materials will be able to be read by accessibility programs to accommodate people with blindness and low vision.

An online survey will also be available on the project website, and will be developed using the Clean Mobility Options Needs Assessment Implementation Toolkit materials.

Task 2.5 Public Workshops for Clean Mobility Options

The Project will feature a hybrid of traditional public workshops and web-based input. The outreach for the Clean Mobility Options will focus on two phases: (1) soliciting feedback on transportation challenges/opportunities and (2) recommended transportation improvements (and potential CMO pilot project).

Note that the feedback gained during these phases will be utilized for the CATS and Mobility Element Update as discussed in Task 6.

The following methods will be used for the public outreach:

- Community Conversations: CONSULTANT will host one “Community Conversation” per phase (2 total for the CMO) in order to gain feedback and input from Escondido residents and stakeholders. The “Community Conversation” will be hosted at locations known to attract community members – meeting the community where they are at. VCC will leverage their experience leading Resident Leadership Academy (RLA) groups and collaborating with organizations such as the American Heart Association, North County Sierra Club, and the Escondido Community Housing Coalition. The “Community Conversations” will be advertised and promoted by utilizing VCC community connections with the VCC facilitated Healthy Escondido Coalition, WhatsApp Escondido resident group and the Healthy Escondido Coalition social media page (IG: @healthyescondidocoalition). VCC has experience creating and distributing bilingual materials and facilitating community forums, meetings and trainings which will ensure the “Community Conversations” reach a wider audience.
 - The conversations will start with a brief PowerPoint presentation and focus on providing interactive activities for participants to engage in.
 - These conversations will be in-person and will feature printed maps and analog based activities (using post-it notes, drawing on maps, filling out comment cards) to solicit input on transportation needs and improvements.

- Virtual Public Meeting – The CONSULTANT will conduct one virtual meeting as part of the CMO outreach. The meeting will consist of a presentation and orientation to using the interactive map (and other outreach tools) on the website.

Workshops will be advertised using the multimedia approach outlined in the Outreach Framework, and will feature bi-lingual materials and collaboration.

Task 2.6 Ongoing Community Events

The CONSULTANT will present the Project at two ongoing community events as part of the CMO to solicit feedback on transportation needs and potential improvements. The materials that will be used (in conjunction with the outreach for the CATS/Mobility Element) are:

- Passive display (free standing banner stand) with overview information about the plan and QR code to the website.
- Flyers with overview information about the plan, engagement opportunities, and the QR code to the website.
- Small tchotchkes to hand out such as pens with the project logo, bike keychain, etc.

| Task | Deliverable |
|-------------|--|
| 2.1 | <i>Technical Working Group and Stakeholder Working Groups list of contacts</i> |
| 2.2 | <i>Stakeholder Working Group meeting coordination and minutes</i> |
| 2.3 | <i>Draft and Final Outreach Framework</i> |
| 2.4 | <i>Project Logo/Color Palette (3 Options), Memorandum, Report, PowerPoint, Flyer templates, Project Website using Social Pinpoint, Social Media Strategy</i> |
| 2.5 | <i>In-Person Community Conversations: Meeting Notice, Agenda, PowerPoint, Analog Meeting Activities, Comment Cards, and Meeting Summary (Including Photos of the Event) for two meetings</i> <i>Virtual Public Meetings: Meeting Notice, Agenda, PowerPoint and Meeting Summary for one virtual public meeting.</i> |
| 2.6 | <i>Summary of outreach conducted.</i> |

Task 3: Summary Report (Transportation Needs Assessment)

Task 3.1 Summary Report

CONSULTANT will produce a summary report that meets the Clean Mobility Options requirements including:

- Overview of the assessment from inception to conclusion, with community background data, partnerships, summary of data analysis and community engagements, and funding sources.
- Data used for the data analysis, including user service, job creation and community engagement and outreach.
- Section on best practices and lessons learned.
- Required boilerplate language and logos as required in the CMO Community Transportation Needs Assessment Guide.

CONSULTANT will follow the sample outline in the CMO Community Transportation Needs Assessment Guide.

| Task | Deliverable |
|-------------|---|
| 3.1 | <i>Draft and Final Summary Report (Transportation Needs Assessment)</i> |

Task 4: Project Preparation and Design

Task 4.1 Pilot Project Identification

Based on the engagement process, data analysis and summary report, CONSULTANT will work with City staff to identify a pilot project to address clean transportation gaps. To the extent that the pilot project involves operating a service (such as micro mobility, shuttle service, etc.), CONSULTANT will research up to three vendor options and prepare a compare/contrast matrix. In addition, CONSULTANT and City Staff will identify a timeline for running the pilot project.

| Task | Deliverable |
|-------------|--|
| 4.1 | <i>Pilot Project Identification, Timeline, and Potential Vendors</i> |

Task 5: Voucher Administration Costs

Task 5.1: CMO Kick-Off Meeting with Staff

CONSULTANT will meet with City Staff to discuss CMO Transportation Needs Assessment Scope and schedule.

Task 5.2: Project Management for CMO

CONSULTANT will be responsible for maintaining a joint-access, web-based depository of Project-related documents, including schedules, meeting minutes, contact lists, resources, photos, and other key documents. SharePoint will be used as the preferred project management software. In addition, CONSULTANT will be responsible for preparing and maintaining access to meeting minutes. Project schedule shall be created and maintained on Microsoft Project or City-approved equal. Responsibilities include invoicing and quarterly reporting as outlined in the Professional Services Agreement.

| Task | Deliverables |
|-------------|---|
| 5.1 | <i>Kick-off meeting agenda and notes</i> |
| 5.2 | <i>Project Management SharePoint Site, Invoicing, Quarterly Reports</i> |

CATS/MOBILITY ELEMENT UPDATE:

Task 6 CATS and Mobility Element Additional Project Management and Outreach

Task 6.1 Project Management for CATS and Mobility Element

CONSULTANT will be responsible for maintaining a joint-access, web-based depository of Project-related documents, including schedules, meeting minutes, contact lists, resources, photos, and other key documents. SharePoint will be used as the preferred project management software. In addition, the CONSULTANT will be responsible for preparing and maintaining access to meeting minutes. Project schedule shall be created and maintained on Microsoft Project or City-approved equal. Responsibilities include invoicing and quarterly reporting as outlined in the Professional Services Agreement.

Task 6.2 Outreach Synchronization

The outreach items in Task 2 for the Clean Mobility Options Transportation Needs Assessment will also provide insights to the CATS and Mobility Element Update. CONSULTANT will ensure that the Outreach Framework and events solicit input that can be utilized in all efforts: Transportation Needs Assessment, CATS, and Mobility Element.

The Outreach Framework will be updated to incorporate additional outreach to be conducted for the CATS/Mobility Element Update. As discussed in Task 2, the CMO Outreach will focus on two phases, (1) soliciting feedback on transportation challenges/opportunities and (2) recommended transportation improvements. This information will be synthesized for use in the CATS/Mobility Element Update. In addition, additional outreach for a third phase will be conducted (Task 6.3). Phase 3 will focus on prioritization of projects identified in the CATS and the draft CATS/Mobility Element Documents.

Task 6.3 Additional Outreach for CATS/Mobility Element (Beyond CMO)

Three additional public workshops and outreach at one additional community event will be conducted for the CATS/Mobility Element beyond the outreach performed for the CMO). The outreach will focus on Phase 3 of the Project, which will review active transportation project prioritization and the draft CATS/Mobility Element Documents.

The following methods will be used for the public outreach:

- **Community Conversations:** CONSULTANT will host one “Community Conversation” (1 total for the CATS) in order to gain feedback and input from Escondido residents and stakeholders. The “Community Conversation” will be hosted at locations known to attract community members – meeting the community where they are at. VCC will leverage their experience leading Resident Leadership Academy (RLA) groups and collaborating with organizations such as the American Heart Association, North County Sierra Club, and the Escondido Community Housing Coalition. The “Community Conversations” will be advertised and promoted by utilizing VCC community connections with the VCC facilitated Healthy Escondido Coalition, WhatsApp Escondido resident group and the Healthy Escondido Coalition social media page (IG: @healthyescondidocoalition). VCC has experience creating and distributing bilingual materials and facilitating community forums, meetings and trainings which will ensure the “Community Conversations” reach a wider audience.
 - The conversations will start with a brief PowerPoint presentation and focus on providing interactive activities for participants to engage in.
 - These conversations will be in-person and will feature printed maps and analog based activities (using post-it notes, drawing on maps, filling out comment cards) to solicit input on transportation needs and improvements.

- Virtual Public Meeting – The CONSULTANT will conduct two virtual meetings as part of the additional CATS outreach. The meetings will consist of a presentation and outreach materials/draft documents on the website.

Workshops will be advertised using the multimedia approach outlined in the Outreach Framework, and will feature bi-lingual materials.

CONSULTANT will participate in one ongoing community events as part of the additional CATS outreach to solicit feedback on active transportation project phasing. The materials that will be used (in conjunction with the outreach for the CATS/Mobility Element) are:

- Passive display (free standing banner stand) with overview information about the plan and QR code to the website.
- Flyers with overview information about the plan, engagement opportunities, and the QR code to the website.
- Small tchotchkes to hand out such as pens with the project logo, bike keychain, etc.

Task 6.4 Stakeholder Working Group Meetings for CATS/Mobility Element Update

CONSULTANT will conduct two meetings with the internal Technical Working Group and two meetings with the external Stakeholder Working Group throughout the project process (phases 2 and 3).

Task 6.5 School-based Outreach

The CONSULTANT will conduct school outreach. The outreach will consist of listening sessions/virtual walk audits with representatives for 30 Escondido public schools. CONSULTANT will conduct five listening sessions, with each session including six schools. The purpose of these listening sessions/virtual walk audits is to listen and document challenges and opportunities related to safe walking and biking as described by school stakeholders, which include parents, caregivers, students, school staff, neighbors, and others. We will accomplish this task by:

- Each Session will be structured to provide approximately 20 minutes of discussion per school.
- CONSULTANT will leverage their existing relationships with the schools to identify attendees and schedule the sessions.
- CONSULTANT will create simple 1/2 mile and 1 mile walking/biking maps showing the streets that provide access within a 1/2 mile and 1 mile distance. The maps will display the “network” distance and not a “radial” distance.
- CONSULTANT will leverage safe routes to school work performed with many of the schools and will create a list of discussion points/previous observations/questions for each school that they have worked with. These points will be displayed on the maps.
- The maps/discussion points will be distributed to the participants two weeks prior to the session for them to collect their thoughts and potentially solicit input from other school stakeholders that are unable to attend the session.

The virtual walk audits will last two-hours or less (giving approximately 20 minutes per school) and will be conducted at time that considers work and school schedules. CONSULTANT will use a video conferencing platform such as Zoom or MS Teams, which can be accessed via phone and computer.

CONSULTANT team will also assess public facilities adjacent to private schools in the City in a manner acceptable to the City.

| Task | Deliverable |
|-------------|--|
| 6.1 | <i>Project Management for CATS/Mobility Element including project management website, schedule, invoicing, and quarterly reports</i> |
| 6.2 | <i>Outreach Synchronization/Summary of Outreach Input Specific to Inclusion in the CATS from the CMO outreach process</i> |
| 6.3 | <i>In-Person Community Conversations: Meeting Notice, Agenda, PowerPoint, Analog Meeting Activities, Comment Cards, and Meeting Summary (Including Photos of the Event) for one meeting Virtual Public Meetings: Meeting Notice, Agenda, PowerPoint and Meeting Summary for two virtual public meetings. Summary of Outreach received at one community event</i> |
| 6.4 | <i>Stakeholder Working Group meeting coordination and minutes</i> |
| 6.5 | <i>Meeting Notice, Agenda, PowerPoint, Walk/Bikeshed Maps & Discussion Topics (30 schools), and Meeting Summaries for six virtual walk audit/listening sessions.</i> |

Task 7. Existing Conditions Assessment

Task 7.1 Assessment of Existing Policies and Procedures

CONSULTANT will review existing documents that contain policies or procedures related to active transportation and document any inconsistencies/policies creating conflicting direction. The following documents will be reviewed:

- General Plan
- Bicycle Master Plan (2012)
- Climate Action Plan
- East Valley Parkway Area Plan
- Master Plan for Parks, Trails, and Open Space
- Escondido Transit Center Active Transportation Connections Project
- Escondido Creek Trail Master Plan/Project
- Specific Plans
- Transportation Study Guidelines, VMT Exchange Program
- Local Roadway Safety Plan
- Capital Improvement Program
- Grand Avenue Vision Project
- Citracado Parkway Improvements
- City of Escondido Street Maintenance Program
- Sidewalk Improvement Fact Sheet
- Traffic Management Toolbox
- Current Traffic Policies
- Become familiar with City’s Design Standards hierarchy
 - CoE Design Standards and Standard Drawings (Street Design Standards)
 - San Diego Regional Standards
 - Greenbook
 - Caltrans Design Manual

CONSULTANT will incorporate appropriate national and statewide best practices into the document review. CONSULTANT will provide an assessment of how the existing policies and procedures compare to current practices related to active transportation and identify language that would improve current policies/procedures.

Task 7.2 Transportation Infrastructure Assessments and Inventory

CONSULTANT will assemble available GIS data that covers transportation related infrastructure and conditions. The following data is currently available in GIS from the City and will be assembled and used for analysis purposes:

- Average Daily Traffic
- Posted Speed Limit
- Street Classification
- Crash Data
- Land Use Data: Schools, Parks, Shopping Areas, Churches
- Zoning Maps (used to identify neighborhoods/housing)
- Disadvantaged areas

A table outlining City of Escondido GIS Data Availability is attached to this Scope of Work as **Exhibit 1** and incorporated herein by this reference.

CONSULTANT will develop a data collection plan for additional data. The plan will document data sources and their purpose in developing the CATS. In addition, the data evaluated in Tasks 1-5 for the CMO Transportation Needs Assessment will be utilized as appropriate for the CATS.

The following data will be collected:

| CATS Data Item | Data Collection Methodology | Use in CATS |
|---|---|--|
| High Priority Data | | |
| Sidewalk Presence (yes/no) | Google Earth Review (or other high quality aerial photography) and field review | Necessary to determine sidewalk gaps. |
| Bicycle Facility Presence and Classification (I, II, III, IV) | Google Earth Review (or other high quality aerial photography), SANGIS, and field review | Necessary to determine existing bicycle conditions |
| Number of travel lanes | Data from base year of the SANDAG model, discussion with City staff, spot checks using Google Earth | Needed to understand bicycling/walking comfort |
| Actual Travel Speeds | Big Data from Wejo (October 2019 and 2022 data) | Needed to understand bicycling/walking comfort |
| On-Street Parking Presence | Big Data from Wejo (October 2019 and 2022 data) | Needed to understand bicycling/walking comfort |
| On-Street Parking Occupancy | Engineering estimate based on Wejo Data (we will know which on-street parking areas are used more than others based on the data and will make an engineering assessment about | Needed to understand bicycling/walking comfort |

| | | |
|--|---|---|
| | how occupied the parking is as a percentage). | |
| Senior Zones | Google Earth/Maps for identification of senior centers and medical facilities. Discussion with City staff/project team about land uses that are frequented by seniors. | Needed to understand desired land use destinations |
| Freight Delivery Concentrations/ Truck Routes | Discussion with City staff/project team. | Needed to understand roadways that may not be suited for bicycle facilities |
| Transportation Equity Areas (including Socioeconomic factors such as poverty, people of color, low auto ownership, age of population; Health factors; and Exposure factors | American Community Survey Census Data, CDC data, and EJ Screen data | Used in the facility prioritization process to ensure that projects are identified in underserved neighborhoods |
| Barriers to Travel | Discussion with City staff/project team/public input | Used to understand if there are physical barriers preventing walking/bicycling such as freeways, waterways, etc. |
| Population Density | SANGIS | Used to understand concentrations of population |
| Employment Density | SANGIS | Used to understand concentrations of employees |
| Traffic Volumes/Concentrations | SANDAG Model and/or Streetlight or Near data (big data vendors) | SANDAG model data will show vehicular volumes. Big data will be used for origin/destination data. Streetlight/Near and/or Wejo data will be used. |

CONSULTANT will use GIS analysis throughout the CATS process. As examples, GIS will be used to show City Crossroads data related to crashes in the City, what potential streets might be candidates for adding bike lanes, or neighborhood greenways or to generate heat maps that show concentrations of pedestrian (and cyclists) activity. In addition, GIS will show traffic congestion in the City, such as the downtown area, shopping areas, or parks and schools.

CONSULTANT will work with the City’s GIS department to assess the comprehensiveness of current Transportation Network shapefiles and verify for accuracy. The data collected will be organized into a web-map package that can be viewed by City staff. In addition, all GIS shapefiles will be packaged and provided to the City.

The data will be used to map the following:

- Heatmaps showing population/employment density as it relates to key land uses – this information will be used to identify areas where high levels of pedestrian activity are expected (or could be encouraged).

- Bicycle and Pedestrian gap analysis.
- Bicycle and Pedestrian comfort, which will be used as part of the prioritization process.

Task 7.3 Bicycle and Pedestrian Comfort/Quality Analyses

CONSULTANT will calculate comfort, deficiency, and potential demand indices to help understand active transportation needs throughout the City. The analysis will include:

- **Connectivity and Gap/Deficiency Analysis:** CONSULTANT will complete a connectivity analysis to/from key destinations, such as employment centers, senior areas, transit stations, schools, and parks within each neighborhood planning area. CONSULTANT will also identify gaps in the bicycle facilities and sidewalks and highlight the gaps on routes to these key destinations/activity areas, and we will identify key barriers that limit connectivity, including waterways, freeways, and wide arterial streets.
- **Bicycle and Pedestrian Compatibility/Comfort Index:** CONSULTANT will evaluate the roadways in Escondido to assess compatibility/comfort (level of traffic stress) using GIS analysis. The analysis will use the roadway characteristics (vehicle volume, travel speed, functional classification, presence of on-street parking, on-street parking utilization, freight priority areas, and crash data) to assign comfort indices for bicycles and pedestrians to understand what types of facilities would be needed to provide an inclusive (8-80s¹) bicycle network or where pedestrian conditions would need upgraded features. The purpose of this analysis is to provide a rough equivalent to the way that vehicle level of service is used to understand roadway capacity/efficiency for vehicles. Note that one round of analysis will be performed to provide a broad overview of comfort, we do not propose going through an iterative process. In addition, neighborhood/local streets will not be specifically analyzed since they have slow speeds and are suitable for walking (if sidewalks are present) and bicycling.
- **Latent Demand:** CONSULTANT will use land use and transportation network data to predict the areas of the city that are likely to have the highest demand for walking and bicycling. The analysis will be displayed as heat maps showing the areas of high to low demand.

Results will be included as a chapter in the Existing Conditions Report.

Task 7.4 Active transportation Audits

CONSULTANT will conduct 10 in-person walking audits with community members, school representatives and the external stakeholder group. Seven of the walk audits will be reserved for near schools to supplement the school outreach conducted in Task 6.5 and three of the walk audits will be used to explore other areas of the City identified through the public outreach process. The purpose of the school-based walk audits is to observe the commute to/from the school, identify challenges or infrastructure deficiencies that currently limit walking/biking to school, and to identify enhancements that would encourage walking/bicycling. The other walking audits will be used as another element of public outreach to observe conditions, identify walking/bicycling barriers, and identify infrastructure needs/enhancements.

¹ 8-80s bicycle facilities refer to facilities that are comfortable for a wide range of users from 8 years old to 80 years old (approximately). These are typically off-road facilities, on-road facilities with wide buffers (i.e. protection) from the vehicle travel lanes, or facilities on streets with a low volume of vehicles.

The walk audits will utilize paper maps and the web map survey functionality. Each walking audit will be summarized on a map with notations about observations, barriers, and facility needs/enhancements. The results will be used to inform the active transportation project list.

Results will be included as a chapter in the Existing Conditions Report.

Task 7.5 Transit Baseline Assessments

CONSULTANT will provide a citywide map that displays existing and any likely proposed transit routes and stops. In addition, a summary of the transit service and headways will be provided. Ridership data will be requested from North County Transit District (NCTD) and summarized. Based on the ridership data, transit stops will be ranked as low, medium, and high ridership. The high ridership routes will be considered as part of the latent demand analysis described in Task 7.3. In addition, proximity to a high ridership transit station will be considered as part of the facility prioritization process. Results will be included as a chapter in the Existing Conditions Report.

Task 7.6 Street Network Assessments

The City's current General Plan Mobility and Infrastructure Element identifies that the Quality of Life Standard strives for a Level of Service (LOS) C for roadways; however, the standard also recognizes "that physical design characteristics, implementation of pedestrian oriented "smart growth" and Complete Streets design improvements, high density infill areas, environmental resource considerations, existing development, freeway interchange impacts, and incomplete system improvements, may override the ability to meet this standard."

CONSULTANT will work with City staff (and the external Stakeholder group as appropriate), to determine the roadway LOS standard to apply when determining whether a roadway is in its appropriate classification. CONSULTANT will:

- Create a spreadsheet listing 350 roadway segments, the General Plan classification, number of lanes, bike lane facilities, sidewalk presence, on-street parking presence and 2011 daily traffic volumes, and City Transportation Model years 2012 and 2035 (data to be provided by City staff).
- Obtain 2016, 2035 and 2050 ABM2+ SANDAG model daily traffic volumes for the 350 roadway segments.
- Create an automated process to determine the LOS for the roadway segments based on each year of data based on the General Plan classification and number of lanes. The analysis will use volume-to-capacity ratio as the metric for determining LOS.
- Based on the roadway characteristics (number of travel lanes, bike lane presence, sidewalk presence, and on-street parking presence CONSULTANT will identify which segments do not provide all of the features that match the roadway classification standard. Note that this scope does not include measuring sidewalk width, bike lane width, or lane width; therefore, CONSULTANT will not access whether the roadway dimensions match the roadway classifications standards. For example, if a roadway is classified as a prime arterial but does not contain a bike lane, it would be flagged as a facility not matching the roadway standards (i.e. the "roadway profile" in the General Plan).

Task 7.7 Existing Conditions Report

CONSULTANT will develop a Draft Existing Conditions Report using the chapters developed in Tasks 7.1-7.6. City will review the document and provide one set of internally-consistent comments. CONSULTANT will review the comments and incorporate into the Final Existing Conditions Report.

| Task | Deliverable |
|-------------|---|
| 7.1 | <i>Assessment of Existing Policies and Procedures Technical Memorandum (Assumes draft memo with one round of City comments that will be incorporated during the development of the final existing conditions report.)</i> |
| 7.2 | <i>Data Collection Plan Technical Memorandum. ESRI Webmap with GIS Data and Analysis (Heatmap) Layers (that can be viewed by all) GIS Shapefile Map Package.</i> |
| 7.3 | <i>Connectivity-Gap/Deficiency, Bicycle-Pedestrian Compatibility/Comfort and Latent Demand Analysis Documented in a Technical Memorandum (draft memo with one round of City comments that will be incorporated during the development of the final existing conditions report.)</i> |
| 7.4 | <i>Summary of Transportation Audits with Summary Map Noting Observations, Barriers and Facility Needs/Enhancements</i> |
| 7.5 | <i>Transit Baseline Assessment Technical Memorandum (Assumes draft memo with one round of City comments that will be incorporated during the development of the final existing conditions report.)</i> |
| 7.6 | <i>Street Network Assessment Data Matrix</i> |
| 7.7 | <i>Draft and Final Existing Conditions Report</i> |

Task 8. Comprehensive Active Transportation Strategy Development

Task 8.1 Pedestrian and Bicycle Modal Element

CONSULTANT will utilize data from the outreach process, stakeholder input, and the existing conditions assessments to recommend the overall bicycle and pedestrian networks. Note that, in general, pedestrian facilities should be provided on both sides of all streets within the City and the pedestrian network maps will reflect this and will note any exceptions.

The bicycle network will focus on providing inclusive bicycle facilities (the 8-80 concept) throughout the City emphasizing Class IV separated bikeway facilities, bicycle boulevards, and Class I multi-modal trails. Once the basic network is identified, CONSULTANT will add additional detail to the network by assigning mode priority (i.e. street typologies), a “8-80 factor,” and a functional classification overlay that may change based on the neighborhood/context. For example, roadways within Downtown may focus on bicycle priority and on those streets a worse vehicular LOS would be acceptable. The “8-80 factor” will identify routes that appropriate for all (the 8-80 network) vs. those facilities that are more suitable for comfortable cyclists and will be color coded to reflect this distinction. CONSULTANT will work with City staff to inform the roadway classification mode priority overlay including “tree streets” and neighborhood greenways.

CONSULTANT will provide a map that shows the bicycle and pedestrian networks in relation to key destinations such as parks, schools, and transit. Individual walking and biking routes will be provided for up to five key destinations.

Task 8.2 Mobility Options Blueprint

CONSULTANT will provide a mobility options blueprint² for maximizing the roadway network for active transportation and other mobility options (outside of the private automobile). The blueprint will investigate the following types of mobility options:

- Flexible Fleets (micro-mobility, shared mobility, shared neighborhood electric vehicles)
- Mobility Hubs
- Considerations for Implementing a Neighborhood Electric Vehicle network

The blueprint will include the following elements:

- Definition and description of the key elements of the mobility option.
- Overview of Regional (SANDAG) or statewide/federal considerations (such as supportive laws, policies, goals).
- Examples from peer agencies.

Overview of the types of local planning studies that are typical for implementing each option. In addition, the blueprint will include findings from the Clean Mobility Options Transportation Needs Assessment.

Task 8.3 Transit Access Blueprint

CONSULTANT will provide a blueprint for using active transportation to access transit. The blueprint will address the following:

- A discussion of how active transportation supports transit use (and how transit supports active transportation) including the importance of “first-mile/last-mile” access.
- Examples of first-mile/last-mile solutions such as bicycle facilities, pedestrian enhancements (at crosswalks, along segments), and other flexible fleets strategies that would enhance getting to/from transit. A discussion on how the first-mile/last-mile solutions are inclusive, supporting people without access to a private automobile, seniors, disabled, and children.
- A conceptual safe-routes-to-transit map/plan will be developed for up to three transit stops (the three stops to consider will be selected in coordination with City staff and based on public outreach, ridership, land uses, population/employment density). These maps will display the walking/bicycle routes within 1-mile travel distance of the transit stop for bicycling and ½ mile for walking and suggested improvements for enhancing travel to/from the transit stop. The maps will serve as examples such that similar maps could be created for other transit stops as desired.

Task 8.4 Citywide Safe Routes to School Blueprint

CONSULTANT will integrate the information collected throughout the project to develop infrastructure improvement recommendations within a quarter-mile radius of up to seven schools (using the results from the outreach, walk audits, and other data analysis and field review). CONSULTANT will make feasible, implementable recommendations that will improve the non-motorized transportation network for students and families to walk and bike to school safely and conveniently. In order to support the City in prioritizing projects, infrastructure recommendations will be segmented as follows:

² The purpose of the “blueprints” is to identify the best practice process for addressing these items. The blueprint outlines the process and steps for implementation but does not actually complete the all of process. The blueprints may provide real world examples of portions of the process. For example, the transit access blueprint will provide instructions for creating a safe-routes-to-transit plan with examples that can be used as part of a future planning effort.

1. Low-cost, on-campus improvements that can enhance safety and SRTS visibility.
2. Low-cost, on-street changes that require little or no further assessment, such as signs and striping.
3. Large scale, on-street changes that require greater coordination, community engagement, or funding.

Recommendations will include planning level cost estimates.

In addition, CONSULTANT will provide a safe-routes to school infrastructure toolbox that includes a visual dictionary of measures typically implemented to enhance walking/biking to school.

CONSULTANT will prepare non-infrastructure recommendations (Engagement, Equity, Encouragement, Education, and Evaluation) to complement infrastructure recommendations in order to promote a culture that embraces active transportation throughout Escondido. These recommendations will consider those that are being implemented through Education COMPACT’s work with the schools. The recommendations may include, but are not limited to: park and walk drop-off locations; walking school buses; bicycle trains; walk/bicycle to school days; in-classroom pedestrian/bicycle safety and encouragement education; and/or survey practices to monitor behavior and mode changes over time.

Task 8.5 Mobility Hub Blueprint

CONSULTANT will provide a mobility hub blueprint that outlines the mobility options and other amenities that could or should be provided at the following transit centers:

- Escondido Transit Center
- Del Lago
- Nordahl
- North County Mall

The blueprints for each location will include a map that has call out boxes and generalized locations for mobility options (i.e., where transit, bicycle parking/lockers, micro-mobility fleets, NEV charging, etc. would be placed) as well as zones for public gathering/public art. In addition, CONSULTANT will provide a visual dictionary with amenities and features that could be incorporated into mobility hubs.

Task 8.6 Trails Network Integration

The CONSULTANT will review the 1999 Trails Master Plan with a focus on those existing and proposed trails that could reasonably serve as a functional element of the City’s active transportation network. Trail-related improvements to strengthen the transportation connections will be included in the larger Active Transportation network and Project recommendations.

Task 8.7 Active Transportation Master Plan Strategy

Tasks 8.1-8.6 will be documented in the Active Transportation Master Plan Strategy which will support the goals and direction in the Climate Action Plan. A draft Active Transportation Master Plan Strategy will be provided for City staff review. A screen check draft will be provided based on one set of consolidated comments from City staff. A final Active Transportation Master Plan Strategy will be developed based on one set of consolidated comments from City staff on the screen check draft.

| Task | Deliverable |
|------|--|
| 8.1 | <i>Chapter in the Active Transportation Strategy</i> |

| | |
|-----|--|
| 8.2 | <i>Chapter in Active Transportation Strategy</i> |
| 8.3 | <i>Chapter in Active Transportation Strategy</i> |
| 8.4 | <i>Chapter in Active Transportation Strategy</i> |
| 8.5 | <i>Chapter in Active Transportation Strategy</i> |
| 8.6 | <i>Chapter in Active Transportation Strategy</i> |
| 8.7 | <i>Draft, Screen Check Draft, and Final Active Transportation Strategy</i> |

Task 9. Comprehensive Active Transportation Strategy Action Plan and Project List

Task 9.1 Active Transportation Action Plan and Project Prioritization

CONSULTANT will develop an overall project list that focuses on bicycle and pedestrian infrastructure. The list will be based on the Connectivity and Gap/Deficiency Analysis, the bicycle and pedestrian networks developed (including any of the projects developed as part of the other blueprints), and the public outreach input.

Once the comprehensive list is developed, CONSULTANT will develop a prioritization framework that considers the following:

- Bicycle and Pedestrian Compatibility/Comfort Index
- Connections to Key Destinations
- Latent Demand
- Crash Data
- Transportation Equity Areas
- Ability to Address a Barrier to Travel
- Geographic Equity (i.e., spreading projects throughout the City)
- Public Comments

The prioritization framework document will define each prioritization criteria and recommend weights to the criteria based on City staff input and external stakeholder feedback.

CONSULTANT will create a funding opportunities document that defines grant programs and other funding sources such as the VMT Exchange program. As such VMT reductions for the project list will be determined using the same calculation process contained in the VMT Exchange program.

CONSULTANT will create a database of all projects, prioritization criteria, potential funding sources, VMT reduction, generalized cost (low, medium, high), generalized difficulty to implement (easy, moderate, complex – based on engineering judgement). The prioritization analysis will be completed and the resulting project priority will be sorted into four tiers of implementation:

- Low Hanging Fruit – (1) Life/Safety improvement projects and (2) high priority, low cost, and easy to implement projects
- Near Term Projects (1-5 years) – Highest priority projects
- Mid-Term Projects (5-10 years) – Mid-priority projects
- Long-Term Projects (10+ years) – Lowest priority projects

It may be necessary to perform the prioritization project by geographic area or transportation equity area to ensure that all parts of the city are represented in all tiers. This type of adjustment will be determined during the prioritization process through coordination with City staff. The prioritization for bicycle and pedestrian projects will be completed separately (i.e. there will be two separate project lists).

Task 9.2 Conceptual Designs for Priority Projects

CONSULTANT will coordinate with City staff to identify up to 20 priority projects from the Low Hanging Fruit and Near-Term Project tiers. CONSULTANT will develop high level conceptual design showing the improvements and including call-out boxes describing the improvement and benefits. Since Task 8 also includes conceptual design, 10 of the 20 projects will be enhancements to conceptual designs created in Task 8. 10 of the conceptual designs will be for other projects identified in Task 9.1.

The conceptual designs will use a combination of CAD, Bluebeam, and the Adobe Create Suite software (Illustrator, Photoshop, and In-Design) to create visually appealing conceptual designs suitable for sharing with the public and stakeholders and using in grant applications.

Task 9.3 Cost Estimates for Priority Projects

CONSULTANT will create planning level cost estimates for the 20 high priority projects identified in Task 9.2. CONSULTANT will utilize current geographically sensitive unit cost information supplemented unit cost information available from the City of Escondido.

| Task | Deliverables |
|-------------|--|
| 9.1 | <i>Project Prioritization Framework Document (draft and final, assumes one set of consolidated City comments on the draft), Funding Opportunities Technical Memorandum, and Prioritized Bicycle and Pedestrian Project Lists</i> |
| 9.2 | <i>Conceptual Design Graphics for 20 Priority Projects (10 enhanced from Task 8, 10 from the Task 9.1 Prioritized Project List)</i> |
| 9.3 | <i>Cost Estimates for 20 Priority Projects</i> |

Task 10. Prepare Draft Comprehensive Active Transportation Strategy

Task 10.1 Prepare Draft Comprehensive Active Transportation Strategy

CONSULTANT will combine the materials from all tasks into a draft Comprehensive Active Transportation Strategy. The document will be prepared in Microsoft Word. In addition, CONSULTANT will create a stand-alone visual Executive Summary (printed or web-based). The draft will be presented during Phase 3 of the public outreach.

Task 10.2 Prepare Final Comprehensive Active Transportation Strategy

CONSULTANT will document all comments received on the draft Comprehensive Active Transportation Strategy and provide a comment/response matrix to ensure comments are incorporated into the Final document. The Final Comprehensive Active Transportation Strategy will be prepared in Microsoft Word and converted to a table of contents searchable PDF. The stand-alone Executive Summary will be designed using the Adobe Creative Suite and provided as a PDF.

In addition, CONSULTANT will provide a checklist summary of how the Final Comprehensive Active Transportation Strategy meets the elements in *Caltrans' Active transportation Plan for Disadvantaged Communities Guidance for Plans*. The checklist will indicate the page number(s) that contain the element of the Caltrans' guidance.

Task 10.3 Council Presentations, Adoption, and Project Close-Out

CONSULTANT will support the presentation of the Final Comprehensive Active Transportation Strategy at the City's Transportation and Community Safety Commission, Planning Commission and City Council meetings. Support includes preparing slides to be incorporated into the presentation of the Final Comprehensive Active Transportation Strategy at public hearings. CONSULTANT will attend and present with City staff at the Transportation and Community Safety Commission, Planning Commission and City Council (3 hearings total).

The scope of work includes eight hard copies and flash drives of the Final Comprehensive Active Transportation Strategy.

| Task | Deliverable |
|-------------|--|
| 10.1 | <i>Draft Comprehensive Active Transportation Strategy</i> |
| 10.2 | <i>Comments/Responses on Draft, Final Comprehensive Active Transportation Strategy</i> |
| 10.3 | <i>Presentation Slides for Hearings, Attendance at Hearings, Final Document Copies</i> |

Task 11. Mobility and Infrastructure Element Update

11.1 Update Mobility Element

CONSULTANT will update sections of the 2012 General Plan Mobility Element (Chapter III) to reflect the analysis and content created for the CMO Transportation Needs Assessment and the CATS. The update will retain content where possible and use the current template (to be provided by the City in a format suitable for updating/native format (such as Microsoft Word or Adobe In-Design). The following updates are anticipated and included in this scope of work (summarized according to the sections/sub-sections of the current Mobility Element):

| 2012 Mobility Element Section | Anticipated Updates |
|--|---|
| Introduction & Purpose | Light refresh, most content retained |
| Relationship to Other Elements in the General Plan | No updates |
| Regional Transportation Planning | Light refresh, most content retained |
| Complete Streets | Refresh, content added about Comprehensive Active Transportation Plan and the Task 8 blueprints incorporated. Discussion of mobility options and mobility hubs. |
| Pedestrian Network | Refresh/Expansion to reference the Comprehensive Active Transportation Plan. Addition of pedestrian network maps with gaps |
| Bicycle Network | Refresh/Expansion to reference the Comprehensive Active Transportation Plan. |

| | |
|---|---|
| | Updated maps of the bicycle network (existing and future) |
| Transit System | Refresh/Expansion to reference the Comprehensive Active Transportation Plan. Specifically, incorporation of elements from Task 7.5, 8.3 and 8.5. Updated Transit Routes figure based on latest SANDAG Regional Plan. |
| Traffic Calming | No updates |
| Street Network | Refresh/Expansion to reference the Comprehensive Active Transportation Plan. Specifically, incorporation of elements from Task 7.6 and 8.1. Updated roadway classification map with mode priority overlays. Updating roadway cross-sections to reflect mode priority overlays, up to 12 cross-sections will be developed. |
| Freeways | No updates |
| Prime Arterials/Major Roads/Collector Streets/Local Collector/Local Streets | Refresh/Expansion to reference the Comprehensive Active Transportation Plan. Specifically, incorporation of elements from Task 7.6 and 8.1. |
| Goods and Services Transport (whole section) | No updates |
| Aviation (whole section) | No updates |
| Utility Infrastructure (whole section) | No updates |
| Mobility and Infrastructure Goals and Policies | Review of Complete Streets, Pedestrian Network, Bicycle Network, Transit System, Transportation Demand Management, and Street Network Goals/Policies and revisions based on current state of the practice/best practices. These will be reviewed as part of Phase 2 public outreach. |

11.2 Draft Mobility Element

CONSULTANT will produce a draft updated Mobility Element. The document will be compiled in Microsoft Word.

The draft will be presented during Phase 3 of the public outreach (with the Draft Comprehensive Active Transportation Strategy).

11.3 Final Mobility Element

CONSULTANT will produce a final updated Mobility Element incorporating consolidated comments from City staff and stakeholders. The document will be compiled in Microsoft Word format.

11.4 Environmental documentation necessary to support General Plan Amendment

CONSULTANT will produce a programmatic environmental document, assumed as a Negative Declaration (ND). The following items will be completed:

- Prepare the project description including regional and local settings; objectives of the project; project characteristics, including all discretionary actions required by the City; a list of responsible and other agencies; and a list of approvals.
- Prepare Initial Study (IS)/Negative Declaration (ND)
 - Environmental Checklist: All environmental issue areas identified in State CEQA Guidelines Appendix G will be addressed. This scope of work assumes a programmatic review and no computer modeling or field review will be conducted. City will initiate Assembly Bill (AB) 52 consultation requests to tribes and will handle the consultation process. CONSULTANT will provide template letters to request consultation under AB 52 if requested by the City.
 - Other Sections: As appropriate and relevant, the IS/ND will include sections such as "Report Preparers," "Persons Consulted," and "Bibliography." For all new citations not already in the administrative record, CONSULTANT will make electronic copies (i.e., PDF) of the cited material for delivery to the City. The administrative draft IS/ND will be assembled, reviewed for quality assurance, and submitted to the City for review.
- Public IS/ND
 - CONSULTANT will prepare the public IS/ND based on one set of consolidated review comments on the administrative draft. The City will release the document. This scope of work assumes that comments will not require analysis of new issues or substantially revised analysis of issues already addressed. CONSULTANT will prepare the Notice of Intent (NOI) and Notice of Completion (NOC) and provide them to the City.
- Responses to Comments
 - CONSULTANT will prepare written responses to environmental issues raised in comments on the public review draft. The responses are assumed to require only clarification and/or explanation of the conclusions in the IS/ND without the need to revise analysis, elaborate substantially, or add new issues. Task includes 16 hours of professional CONSULTANT time.

| Task | Deliverable |
|---------------|---|
| 11.1/ 11.2 | Updated Draft General Plan Mobility Element Chapter Updated Mobility Element Maps Updated Roadway Cross-Section and other Figures |
| 11.3 | Final Mobility Element |
| 11.4 | Administrative Draft IS/ND, Public Draft IS/ND, Final IS/ND |

Task 12. Complete Streets Design Guidelines

CONSULTANT will provide the City with a complete streets design guidelines resource that that incorporates complete streets policies and projects in the City’s right of way. The guidelines will provide the following:

- Build from the updated roadway cross sections developed for the Mobility Element in Task 11.1, providing dimensions and additional detail using the Beyond Typical Street

Design Software.

- Summarize and link national and statewide roadway design resources that provide state of the practice and best practices into a simple to use matrix. Each design resource will be summarized and the design guidance will be sorted by:
 - Mode: bicycle facilities and pedestrian facilities
 - Facility type: cross-section design by context, intersections, freeway ramp terminal intersections
- A visual glossary of bicycle and pedestrian design elements and enhancements.
- A basic mid-block crosswalk policy (to assist with decisions/design for mid-block crosswalks).
- Review and identify City specific policies, warrants, design guidance and standards that should be updated to incorporate complete streets principals. This includes documenting how the City is using their existing guidance/standards and inconsistencies in current guidance/standards.

The complete streets design resource will consider guidance contained in:

- The Caltrans Highway Design Manual
- Manual on Uniform Traffic Control Design (MUTCD)
- AASHTO
- NACTO Design Guidance (Urban Street Design Guide, Urban Bikeway Design Guide, Transit Streets Guide, Urban Streets Stormwater Guide)
- ADA Guidance (Caltrans Design Information Bulletin -82 "Pedestrian Accessibility Guidelines" and the US Access Board Proposed Right of Way Accessibility Guidelines (PROWAG))
- Federal Highway Administration Separated Bike Lane Planning and Design Guide, Guide for Improving Pedestrian Safety at Uncontrolled Intersections, and others.
- ITE Reports such as Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges

CONSULTANT will provide an electronic draft Complete Streets Design Resource Manual, incorporate one set of consolidated City comments to produce a final Complete Streets Design Resource Manual (Microsoft Word and searchable PDF).

| Task | Deliverable |
|------|--|
| 12.1 | <i>Complete Streets Interim Design Guidelines Document Draft and Final</i> |

D. Scheduling

CONSULTANT shall adhere to the schedule attached to this Scope of Work as **Exhibit 2** and incorporated herein by this reference. Changes to Exhibit 1 shall only be made with the prior written approval of the City.

E. Contract Price and Payment Terms

The contract price shall not exceed **\$525,340**. The contract price includes all labor, materials, equipment, and transportation required to perform the work. Services will be billed as services are performed on a

time and materials basis. Payment will be made after services have been performed and within 30 days of receipt of an invoice for those services.

The following rates shall remain firm throughout the term of this Agreement:

- Tasks 1-5: Clean Mobility Options Community Transportation Needs Assessment: \$85,100
- Tasks 6-11: CATS/Mobility Element Update: \$399,240
- Task 12: Optional Task: Complete Streets Design Guidelines: \$36,980
- Direct Costs Communications and Reproduction: \$4,020

Additionally, the service rates detailed in **Exhibit 3** to this Scope of Work, which is attached hereto and incorporated by this reference, shall remain firm throughout the term of this Agreement.

F. Term

The term of this Agreement shall be for **24 months**, commencing on the Effective Date of the Agreement. Tasks 1-5 (CMO Transportation Needs Assessment) shall be completed within 12 months of the Effective Date of this Agreement.

G. Other

In accordance with the Business and Professions Code, all work provided under this Agreement shall be performed under supervision of a registered civil engineer, traffic engineer, or certified planner, depending on the task. CONSULTANT shall note within the scope of work how the respective supervision will be assigned to appropriate tasks.

ATTACHMENT "B" Personnel List

Pursuant to Section 4 of the Agreement, CONSULTANT shall only assign performance of Services to persons listed below.

1. Matt Benjamin, Principal, m.benjamin@fehrandpeers.com, Fehr & Peers
2. Katy Cole, Principal, k.cole@fehrandpeers.com, Fehr & Peers
3. Kendra Rowley, Associate, k.rowley@fehrandpeers.com, Fehr & Peers
4. Angelica Rocha, Senior Planner, a.rocha@fehrandpeers.com, Fehr & Peers
5. Maddie Hasani, Senior Planner/Engineer, m.hasani@fehrandpeers.com, Fehr & Peers
6. Ali Ahmadi, Senior Planner/Engineer, a.ahmadi@fehrandpeers.com, Fehr & Peers
7. Miguel Nunez, Principal, m.nunez@fehrandpeers.com, Fehr & Peers
8. Claude Strayer, Principal, c.strayer@fehrandpeers.com, Fehr & Peers
9. Shane Russell, Senior Engineer, s.russell@fehrandpeers.com, Fehr & Peers
10. Tamara Zdvorak, Graphic Designer, t.zdvorak@fehrandpeers.com, Fehr & Peers
11. Zoe Rashid, Business Service Administrator, z.rashid@fehrandpeers.com, Fehr & Peers
12. Kayleigh Molina-Pastorius, Senior Business Service Administrator, k.pastorius@fehrandpeers.com, Fehr & Peers
13. Kellie Dugdale, Engineer/Planner, k.dugdale@fehrandpeers.com, Fehr & Peers
14. Emily Turner, Engineer/Planner, e.turner@fehrandpeers.com, Fehr & Peers
15. Sina Salehipour, Intern, s.salehipour@fehrandpeers.com, Fehr & Peers
16. Sohrab Rashid, Principal, s.rashid@fehrandpeers.com, Fehr & Peers
17. Spencer Reed, Senior Associate, s.reed@fehrandpeers.com, Fehr & Peers
18. Andrew Scher, Senior Engineer/Planner, a.scher@fehrandpeers.com, Fehr & Peers
19. Amir Reza Sadeghi, Engineer/Planner, a.sadeghi@fehrandpeers.com, Fehr & Peers
20. Jorge Estrada, Engineer/Planner, j.estradatello@fehrandpeers.com, Fehr & Peers
21. Kristin Haukom, Senior Planning Associate, kristinhaukom@altago.com, Alta Planning + Design, Inc.
22. Hannah Day-Hapell, Principal, hannahday-kapell@altago.com, Alta Planning + Design, Inc.
23. Ashley Haire, Principal, ashleyhaire@altago.com, Alta Planning + Design, Inc.
24. Vincent Hellens, Principal, vincenthellens@altago.com, Alta Planning + Design, Inc.
25. Devan Gelle, Planner, devangelle@altago.com, Alta Planning + Design, Inc.
26. Christopher (Eric) Purcell, Planner, ericpurcell@altago.com, Alta Planning + Design, Inc.
27. Kelly Lei, Planner, kellylei@altago.com, Alta Planning + Design, Inc.
28. Samantha Hernandez, Designer, samanthahernandez@altago.com, Alta Planning + Design, Inc.
29. Colin Amos, Designer, colinamos@altago.com, Alta Planning + Design, Inc.
30. Hillary Butler, Project Coordinator, hillarybutler@altago.com, Alta Planning + Design, Inc.
31. Kirsten Clausen, Project Coordinator, kirstenclausen@altago.com, Alta Planning + Design, Inc.
32. Poonam Boparai, Principal-in-charge, poonam.boparai@ascent.inc, Ascent
33. Andrew Martin, Project Manager, andrew.martin@ascent.inc, Ascent
34. Nicole Greenfield, Environmental Planner, nicole.greenfield@ascent.inc, Ascent
35. Jazmin Amini, Transportation and Environmental Planner, jazmin.amini@ascent.inc, Ascent
36. Alyssa Luna, GIS Specialist, Alyssa.luna@ascent.inc, Ascent
37. Gayiety Lane, Word Processor, gaiety.lane@ascent.inc, Ascent
38. Jessica Buehrle, Administrative Assistant, jessica.buehrle@ascent.inc, Ascent
39. Lisa Bradford, Administrative Assistant, lisa.bradford@ascent.inc, Ascent

- 40. Carolina Plancarte, Program Manager, cplancarte@educationcompact.org, Escondido Education COMPACT
- 41. Patricia Huerta, Executive Director, phuerta@educationcompact.org, Escondido Education COMPACT
- 42. Lisa Archibald, Director of Community Programs, Lisa.Archibald@vcc.org, Vista Community Clinic
- 43. Erika Carter, Program Supervisor, Erika.S.Carter@vcc.org, Vista Community Clinic
- 44. Jennifer Gill, Program Coordinator, Jennifer.Gill@vcc.org, Vista Community Clinic

CONSULTANT shall not add or remove persons from this Personnel List without the City's prior written consent. If CONSULTANT has not designated a person to perform a component of the Services, CONSULTANT shall not assign such component of the Services to a person without obtaining the City's prior written consent. CONSULTANT shall not subcontract any component of the Services without obtaining the City's prior written consent.

Acknowledged by:

Date: _____

Signature: _____
Fehr & Peers, Sarah Brandenburg, Vice President

| | | | | | Exhibit 1 |
|---|-----------------------|--------------------|--|--------------|-------------------------|
| City of Escondido GIS Data Availability | | | | | |
| CATS Data Item | Category | Current GIS status | if not complete, where is it and in what form? | Google Earth | Field survey necessary? |
| Sidewalks (no/yes/width) | LOS | 0% | pavement scan data | x | |
| Street widths | LOS | 0% | pavement scan data | x | |
| ADT | LOS | 100% | model | | |
| Parkway width (width approximate) | LOS | 25% | | x | |
| Speed (posted) | LOS | 100% | GIS | | |
| Parking (allowed/utilization) | LOS | 0% | | x | |
| Lane widths | LOS | 0% | pavement scan data | x | |
| Classification | Capacity | 100% | GIS | | |
| Crashes | Safety | 100% | GIS(LRSP) | | |
| Schools | Activity point | 100% | GIS | | |
| Shopping | Activity point | 100% | GIS | | |
| Parks | Activity point | 100% | GIS | | |
| Senior zones | Activity point | 0% | GIS+team discussion | | |
| Community gathering places | Activity point | 100% | team discussion | | |
| Neighborhoods | Activity point | 100% | (GIS) Zoning maps | | |
| Churches | Activity point | 100% | GIS | | |
| Heat maps | Activity Zone | 0% | GIS data layer | | |
| Vehicles concentrations | Activity Zone | 0% | O-D big data | | |
| Pedestrians (ADA priority areas) | Activity Zone | 0% | Heat maps | | |
| Freight delivery concentrations | Activity Zone | 0% | team discussion | | |
| Neighborhoods | Activity Zone | 100% | Zoning | | |
| Transportation equity areas | Activity Zone | 0% | GIS data layer (ACS) | | |
| Barriers to travel | Activity Point (null) | 0 | team discussion | | |

EXHIBIT 2

Escondido CMO Transportation Needs Assessment and CATS
 Schedule (06/29/2023)

| | | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | Jan-25 | |
|--|--|--|--------|--------|--------|--------|--------|--------|--|--------|--------|--------|--------|---|--------|--------|--------|--------|--------|--|
| | | PHASE 1: Data Collection, Existing Conditions, Community Feedback on Existing Conditions/Active Transportation Needs | | | | | | | PHASE 2: Network Development, Blueprint Development, Project Prioritization, Community Feedback on Network Development | | | | | PHASE 3: Conceptual Design, Cost Estimates, Mobility Element Update, and Final Documentation, Community Feedback on Draft Plans | | | | | | |
| | | CMO Transportation Needs Assessment | | | | | | | | | | | | | | | | | | |
| Task | | CATS/Mobility Element Update | | | | | | | | | | | | | | | | | | |
| Clean Mobility Options Transportation Needs Assessment | Task 1 - Transportation Access and Data Analysis | | | | | | | | | | | | | | | | | | | |
| | 1.1 CMO Transportation Access Data Analysis | | | | | | | | | | | | | | | | | | | |
| | 1.2 Key Characteristics and Transportation Indicators Analysis | | | | | | | | | | | | | | | | | | | |
| | Task 2 - Community Engagement to Determine Gaps, Needs, and Preferences | | | | | | | | | | | | | | | | | | | |
| | 2.1 Stakeholder Working Group Development | | | | | | | | | | | | | | | | | | | |
| | 2.2 Stakeholder Working Group Meetings for CMO (2 Meetings Total) | | | | | | | | | | | | | | | | | | | |
| | 2.3 Outreach Framework | | | | | | | | | | | | | | | | | | | |
| | 2.4 CMO Branding, Project Webpage, Social Media, and CMO Survey Development | | | | | | | | | | | | | | | | | | | |
| | 2.5 Public Workshops (3 Events: 2 In-person, 1 Virtual) | | | | | | | | | | | | | | | | | | | |
| | 2.6 Ongoing Community Events (2 Events) | | | | | | | | | | | | | | | | | | | |
| | Task 3 - Summary Report (Transportation Needs Assessment Documentation) | | | | | | | | | | | | | | | | | | | |
| 3.1 Transportation Needs Assessment Summary Report | | | | | | | | | | | | | | | | | | | | |
| Task 4 - Project Preparation and Design | | | | | | | | | | | | | | | | | | | | |
| 4.1 Develop Pilot Project with Evaluation of Vendors and Implementation Schedule | | | | | | | | | | | | | | | | | | | | |
| Task 5 - Voucher Administration Costs | | | | | | | | | | | | | | | | | | | | |
| 5.1 Project Kickoff Meeting with City Staff for CMO | | | | | | | | | | | | | | | | | | | | |
| 5.2 Project Management for CMO | | | | | | | | | | | | | | | | | | | | |
| Task 6 - CATS and Mobility Element Additional Project Management and Outreach | | | | | | | | | | | | | | | | | | | | |
| 6.1 Project Management for CATS | | | | | | | | | | | | | | | | | | | | |
| 6.2 Outreach Synchronization, Aligning Branding, Project Webpage, and Social Media for CMO with CATS | | | | | | | | | | | | | | | | | | | | |
| 6.3 Additional Outreach (Beyond CMO) (3 Public Workshops (1 In-person, 2 Virtual) and 1 Community Event) | | | | | | | | | | | | | | | | | | | | |
| 6.4 Stakeholder Working Group Meetings for CATS/ME Update (4 Meetings Total) | | | | | | | | | | | | | | | | | | | | |
| 6.5 School-Based Outreach | | | | | | | | | | | | | | | | | | | | |
| Task 7 - Existing Conditions Assessment | | | | | | | | | | | | | | | | | | | | |
| 7.1 Assessment of Existing Policies and Procedures | | | | | | | | | | | | | | | | | | | | |
| 7.2 Transportation Infrastructure Assessments and Inventory | | | | | | | | | | | | | | | | | | | | |
| 7.3 Bicycle and Pedestrian Level of Service and Level of Traffic Stress Analyses | | | | | | | | | | | | | | | | | | | | |
| 7.4 Active Transportation Audits (10 Audits) | | | | | | | | | | | | | | | | | | | | |
| 7.5 Transit Baseline Assessments | | | | | | | | | | | | | | | | | | | | |
| 7.6 Street Network Assessments | | | | | | | | | | | | | | | | | | | | |
| 7.7 Existing Conditions Report | | | | | | | | | | | | | | | | | | | | |
| Task 8 - Comprehensive Active Transportation Strategy Development | | | | | | | | | | | | | | | | | | | | |
| 8.1 Pedestrian and Bicycle Modal Element | | | | | | | | | | | | | | | | | | | | |
| 8.2 Mobility Options Blueprint | | | | | | | | | | | | | | | | | | | | |
| 8.3 Transit Access Blueprint | | | | | | | | | | | | | | | | | | | | |
| 8.4 Citywide Safe Routes to School Blueprint | | | | | | | | | | | | | | | | | | | | |
| 8.5 Mobility Hub Blueprint | | | | | | | | | | | | | | | | | | | | |
| 8.6 Trails Network Integration | | | | | | | | | | | | | | | | | | | | |
| 8.7 Active Transportation Master Plan Strategy | | | | | | | | | | | | | | | | | | | | |
| Task 9 - Comprehensive Active Transportation Strategy Action Plan and Project List | | | | | | | | | | | | | | | | | | | | |
| 9.1 Comprehensive Active Transportation Action Plan and Project Prioritization | | | | | | | | | | | | | | | | | | | | |
| 9.2 Conceptual Design drawings for priority projects (20 Projects; see scope for details) | | | | | | | | | | | | | | | | | | | | |
| 9.3 Cost Estimates for priority projects | | | | | | | | | | | | | | | | | | | | |
| Task 10 - Prepare Draft Comprehensive Active Transportation Strategy | | | | | | | | | | | | | | | | | | | | |
| 10.1 Prepare Draft Comprehensive Active Transportation Strategy | | | | | | | | | | | | | | | | | | | | |
| 10.2 Prepare Final Comprehensive Active Transportation Strategy | | | | | | | | | | | | | | | | | | | | |
| 10.3 Council/Hearing Presentations (3), Adoption, and Project Close-Out | | | | | | | | | | | | | | | | | | | | |
| Task 11 - Mobility and Infrastructure Element Update | | | | | | | | | | | | | | | | | | | | |
| 11.1 Update Mobility Element | | | | | | | | | | | | | | | | | | | | |
| 11.2 Draft Mobility Element | | | | | | | | | | | | | | | | | | | | |
| 11.3 Final Mobility Element | | | | | | | | | | | | | | | | | | | | |
| 11.4 Environmental documentation necessary to support General Plan Amendment | | | | | | | | | | | | | | | | | | | | |

City of Escondido Comprehensive Active Transportation Strategy and Mobility Element Update
Cost Proposal

EXHIBIT 3

| | | Fehr & Peers | | | | | | | | | | | Fehr & Peers Totals | | | |
|---|--|--|-----------------|------------------------|---------------------------------|---------------------|-----------------|---------------------------------------|---------------------------------------|--------------------------------|-------------------------------------|--|------------------------|------------------|-----------------|----------|
| | | Matt Benjamin, AICP, RSP1 | Katy Cole, PE | Kendra Rowley, PE | Angelica Rocha | Maddie Hasani, EIT | Ali Ahmadi, EIT | Miguel Nunez | Claude Strayer, PE | Shane Russell | Tamara Zdvorak | Zoe Rashid | Intern | Labor Hours | Total | |
| | | Principal-in-Charge | Project Manager | Deputy Project Manager | Senior Planner Complete Streets | Senior Planner Data | Planner | Outreach/Walk Audits/Spanish Outreach | Senior Design Engineer/Cost Estimator | Design Engineer/Cost Estimator | Graphic Design, Website Development | Accounting, Project Management Support | Data Collection Intern | | | |
| Tasks | | \$320 | \$265 | \$220 | \$195 | \$180 | \$165 | \$240 | \$235 | \$160 | \$160 | \$140 | \$110 | | | |
| Clean Mobility Options Transportation Needs Assessment | Task 1 - Transportation Access and Data Analysis | | | | | | | | | | | | | 91 | \$17,480 | |
| | 1.1 CMO Transportation Access Data Analysis | 1 | 1 | 2 | 24 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | \$9,785 | |
| | 1.2 Key Characteristics and Transportation Indicators Analysis | 1 | 1 | 3 | 24 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | \$7,695 | |
| | Task 2 - Community Engagement to Determine Gaps, Needs, and Preferences | | | | | | | | | | | | | 163 | \$31,365 | |
| | 2.1 Stakeholder Working Group Development | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | \$1,850 | |
| | 2.2 Stakeholder Working Group Meetings for CMO (2 Meetings Total) | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | \$2,070 | |
| | 2.3 Outreach Framework | 1 | 2 | 0 | 16 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 23 | \$4,770 | |
| | 2.4 CMO Branding, Project Webpage, Social Media, and CMO Survey Development | 2 | 4 | 4 | 16 | 8 | 2 | 8 | 0 | 0 | 40 | 8 | 0 | 92 | \$16,910 | |
| | 2.5 Public Workshops (3 Events: 2 In-Person, 1 Virtual) | 0 | 1 | 2 | 6 | 0 | 6 | 3 | 0 | 0 | 6 | 0 | 0 | 24 | \$4,545 | |
| | 2.6 Ongoing Community Events (2 Events) | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | \$1,220 | |
| | Task 3 - Summary Report (Transportation Needs Assessment Documentation) | | | | | | | | | | | | | 63 | \$13,000 | |
| | Report | 2 | 4 | 16 | 32 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 63 | \$13,000 | |
| | Task 4 - Project Preparation and Design | | | | | | | | | | | | | 16 | \$3,465 | |
| | 4.1 Develop Pilot Project with Evaluation of Vendors and Implementation Schedule | 1 | 1 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | \$3,465 | |
| | Task 5 - Voucher Administration Costs | | | | | | | | | | | | | 14 | \$2,750 | |
| | 5.1 Project Kickoff Meeting with City Staff for CMO | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | \$1,360 | |
| | 5.2 Project Management for CMO | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | \$1,390 | |
| | TOTAL for CMO Transportation Needs Assessment | 8 | 20 | 47 | 138 | 29 | 26 | 13 | 0 | 0 | 54 | 12 | 0 | 347 | \$68,060 | |
| | CATS and Mobility Element Update | Task 6 - CATS and Mobility Element Additional Project Management and Outreach | | | | | | | | | | | | | 162 | \$30,570 |
| | | 6.1 Project Management for CATS | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 59 | \$10,825 |
| | | 6.2 Outreach Synchronization, Aligning Branding, Project Webpage, and Social Media for CMO with CATS | 0 | 2 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 0 | 50 | \$9,230 |
| | | 6.3 Additional Outreach (Beyond CMO) (3 Public Workshops (1 In-Person, 2 Virtual) and 1 Community Event) | 0 | 3 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 6 | 0 | 0 | 18 | \$3,465 |
| | | 6.4 Stakeholder Working Group Meetings for CATS/ME Update (4 Meetings Total) | 0 | 4 | 4 | 2 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 18 | \$3,630 |
| | | 6.5 School-Based Outreach | 0 | 0 | 3 | 0 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 17 | \$3,420 |
| | | Task 7 - Existing Conditions Assessment | | | | | | | | | | | | | 567 | \$90,095 |
| | | 7.1 Assessment of Existing Policies and Procedures | 1 | 2 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | \$4,850 |
| | | 7.2 Transportation Infrastructure Assessments and Inventory | 0 | 4 | 16 | 0 | 40 | 100 | 0 | 0 | 0 | 0 | 0 | 200 | 360 | \$50,280 |
| | | 7.3 Bicycle and Pedestrian Level of Service and Level of Traffic Stress Analyses | 2 | 2 | 8 | 12 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | \$11,030 |
| | | 7.4 Active Transportation Audits (10 Audits) | 0 | 0 | 10 | 0 | 0 | 8 | 6 | 0 | 0 | 4 | 0 | 0 | 28 | \$5,600 |
| | | 7.5 Transit Baseline Assessments | 0 | 1 | 2 | 0 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | \$3,405 |
| | | 7.6 Street Network Assessments | 0 | 4 | 2 | 0 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | \$6,900 |
| | | 7.7 Existing Conditions Report | 2 | 2 | 8 | 4 | 4 | 12 | 0 | 0 | 0 | 4 | 7 | 0 | 43 | \$8,030 |
| | | Task 8 - Comprehensive Active Transportation Strategy Development | | | | | | | | | | | | | 201 | \$40,445 |
| 8.1 Pedestrian and Bicycle Modal Element | | 2 | 4 | 8 | 24 | 4 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | \$15,460 | |
| 8.2 Mobility Options Blueprint | | 1 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | \$3,390 | |
| 8.3 Transit Access Blueprint | | 1 | 2 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 31 | \$6,370 | |
| 8.4 Citywide Safe Routes to School Blueprint | | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | \$1,960 | |
| 8.5 Mobility Hub Blueprint | | 1 | 4 | 4 | 2 | 0 | 16 | 0 | 0 | 0 | 4 | 0 | 0 | 31 | \$5,930 | |
| 8.6 Trails Network Integration | | 1 | 1 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | \$3,025 | |
| 8.7 Active Transportation Master Plan Strategy | | 2 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 20 | \$4,310 | |
| Task 9 - Comprehensive Active Transportation Strategy Action Plan and Project List | | | | | | | | | | | | | | 213 | \$40,225 | |
| 9.1 Comprehensive Active Transportation Action Plan and Project Prioritization | | 2 | 4 | 10 | 16 | 12 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | \$15,780 | |
| 9.2 Conceptual Design drawings for priority projects (20 Projects; see scope for details) | | 2 | 4 | 20 | 0 | 0 | 0 | 0 | 8 | 60 | 0 | 0 | 0 | 94 | \$17,580 | |
| 9.3 Cost Estimates for priority projects | | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 8 | 20 | 0 | 0 | 0 | 35 | \$6,865 | |
| Task 10 - Prepare Draft Comprehensive Active Transportation Strategy | | | | | | | | | | | | | | 134 | \$27,010 | |
| 10.1 Prepare Draft Comprehensive Active Transportation Strategy | | 2 | 4 | 12 | 24 | 5 | 16 | 0 | 0 | 4 | 8 | 4 | 0 | 79 | \$15,040 | |
| 10.2 Prepare Final Comprehensive Active Transportation Strategy | | 1 | 2 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 23 | \$4,770 | |
| 10.3 Council/Hearing Presentations (3), Adoption, and Project Close-Out | | 0 | 12 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 32 | \$7,200 | |
| Task 11 - Mobility and Infrastructure Element Update | | | | | | | | | | | | | | 131 | \$26,015 | |
| 11.1 Update Mobility Element | | 1 | 4 | 16 | 40 | 20 | 16 | 0 | 0 | 8 | 0 | 0 | 0 | 105 | \$20,220 | |
| 11.2 Draft Mobility Element | | 2 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 16 | \$3,570 | |
| 11.3 Final Mobility Element | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | \$1,785 | | |
| 11.4 Environmental documentation necessary to support General Plan Amendment | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | \$440 | | |
| Direct Costs | | | | | | | | | | | | | | | | |
| Fehr & Peers Communications and Reproduction Costs | | | | | | | | | | | | | | \$17,000 | | |
| Public Outreach Materials (Passive Exhibit, Tchotchkes, Boards) | | | | | | | | | | | | | | \$1,000 | | |
| Wejo Data (2019 and 2022) | | | | | | | | | | | | | | \$2,500 | | |
| Streetlight/Near Data | | | | | | | | | | | | | | \$20,000 | | |
| TOTAL for CATS/Mobility Element Update | 28 | 82 | 225 | 204 | 129 | 302 | 15 | 16 | 92 | 58 | 57 | 200 | 1408 | \$294,860 | | |
| Total for All Primary Tasks | 36 | 102 | 272 | 342 | 158 | 328 | 28 | 16 | 92 | 112 | 69 | 200 | 1,755 | \$362,920 | | |
| \$362,920 | | | | | | | | | | | | | | | | |
| OPTIONAL TASK | | | | | | | | | | | | | | | | |
| Task 12 - Complete Streets Design Guidelines | | | | | | | | | | | | | 196 | \$36,980 | | |
| 12.1 Prepare Complete Streets Interim Design Guidelines Document | 4 | 8 | 32 | 40 | 4 | 60 | 0 | 8 | 24 | 8 | 8 | 0 | 196 | \$36,980 | | |
| Direct Costs | | | | | | | | | | | | | | | | |
| Fehr & Peers Communications and Reproduction Costs | | | | | | | | | | | | | | \$4,020 | | |
| Total for Optional Task | 4 | 8 | 32 | 40 | 4 | 60 | 0 | 8 | 24 | 8 | 8 | 0 | 196 | \$41,000 | | |

Hours and costs may vary by task; total budget for primary scope of work will not exceed \$484,340.

Fehr & Peers Communications and Reproduction costs include direct costs related to copying, computer use, other communications equipment, cost of 8 hard copies of the Final CATS and 8 thumb drives. Communication and reprodu

| Ascent | | | | | | | | COMPLETE TOTAL | |
|---------------------|-----------------|-----------------------|-------------|-------------|-----------------|---------------|------------------|----------------|------------------|
| Poonam Boparai | Andrew Martin | Nichole Greenfield | Alyssa Luna | Gayety Lane | Jessica Buerhle | Ascent Totals | | Total Hours | Total Costs |
| Principal-in-Charge | Project Manager | Environmental Planner | GIS | Technician | Administration | Labor Hours | Total | | |
| \$295 | \$230 | \$145 | \$125 | \$135 | \$115 | | | | |
| | | | | | | 0 | \$0 | 91 | \$17,480 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 52 | \$9,785 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 39 | \$7,695 |
| | | | | | | 0 | \$0 | 205 | \$48,105 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 8 | \$2,350 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 15 | \$3,070 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 32 | \$6,740 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 111 | \$19,680 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 30 | \$12,045 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 9 | \$4,220 |
| | | | | | | 0 | \$0 | 63 | \$13,000 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 63 | \$13,000 |
| | | | | | | 0 | \$0 | 16 | \$3,465 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 16 | \$3,465 |
| | | | | | | 0 | \$0 | 14 | \$3,050 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 6 | \$1,660 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 8 | \$1,390 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 389 | \$85,100 |
| | | | | | | 4 | \$920 | 293 | \$58,940 |
| 0 | 4 | 0 | 0 | 0 | 0 | 4 | \$920 | 98 | \$19,375 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 59 | \$11,180 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 18 | \$8,465 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 28 | \$5,600 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 90 | \$14,320 |
| | | | | | | 0 | \$0 | 727 | \$115,245 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 23 | \$4,850 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 360 | \$50,280 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 56 | \$11,030 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 188 | \$30,750 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 19 | \$3,405 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 38 | \$6,900 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 43 | \$8,030 |
| | | | | | | 0 | \$0 | 304 | \$58,545 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 82 | \$15,460 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 15 | \$3,390 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 31 | \$6,370 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 111 | \$20,060 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 31 | \$5,930 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 14 | \$3,025 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 20 | \$4,310 |
| | | | | | | 0 | \$- | 213 | \$40,225 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 84 | \$15,780 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 94 | \$17,580 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 35 | \$6,865 |
| | | | | | | 0 | \$0 | 142 | \$28,410 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 87 | \$16,440 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 23 | \$4,770 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 32 | \$7,200 |
| | | | | | | 176 | \$31,360 | 307 | \$57,375 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 105 | \$20,220 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 16 | \$3,570 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 8 | \$1,785 |
| 17 | 44 | 92 | 4 | 10 | 9 | 176 | \$31,360 | 178 | \$31,800 |
| | | | | | | | | | \$17,000 |
| | | | | | | | | | \$1,000 |
| | | | | | | | | | \$2,500 |
| | | | | | | | | | \$20,000 |
| 17 | 48 | 92 | 4 | 10 | 9 | 180 | \$32,280 | 1,986 | \$399,240 |
| 17 | 48 | 92 | 4 | 10 | 9 | 180 | \$ 32,280 | 2,375 | \$484,340 |
| | | | | | | | | | \$32,280 |
| | | | | | | | | | \$484,340 |
| | | | | | | 0 | \$0 | 196 | \$36,980 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 196 | \$36,980 |
| | | | | | | | | | \$4,020 |
| 51 | 144 | 276 | 12 | 30 | 27 | 0 | \$ - | 196 | \$41,000 |

RESOLUTION NO. 2023-69

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, AUTHORIZING THE MAYOR TO EXECUTE, ON BEHALF OF THE CITY, A VOUCHER AGREEMENT WITH CALSTART TO RECEIVE FUNDING, THROUGH CLEAN MOBILITY OPTIONS, TO CONTRACT FEHR & PEERS TO PREPARE A COMMUNITY TRANSPORTATION NEEDS ASSESSMENT

WHEREAS, the City of Escondido (“City”), as Lead Applicant, submitted a Mobility Project Voucher Application on November 2, 2022, for the Clean Mobility Options Voucher Community Transportation Needs Assessment (CMO). The application submitted was for the preparation of a strategy to provide clean mobility options for disadvantaged communities in Escondido; and

WHEREAS, the City is eligible to receive funding through CMO, a statewide initiative funded by California Climate Investments, and administered by California Air Resource Board’s Program Administrator team to provide funding for zero-emission shared mobility options to under-resourced communities in California; and

WHEREAS, the City will comply with the requirements of the CMO program stated in the Implementation Manual and will accept the CMO voucher funds; and

WHEREAS, the City will contract with Fehr & Peers to act as consultants in the completion of the Community Transportation Needs Assessment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California as follows:

1. That the above recitations are true.

2. That the City Council of the City of Escondido is committed to implementing clean transportation strategies and increasing transportation equity in Escondido's SB 1550 designated Low-Income Communities; and

3. That the City Council appoints the City Engineer as authorized representative to execute the approval of CMO voucher funds, reiterate CMO program commitments, and compliance with CMO program requirements to the CMO Program Administrator Team.

4. That the Mayor is authorized to execute, on behalf of the City, a Voucher Agreement with CALSTART, which is attached to this Resolution as Exhibit "A" and incorporated by this reference, subject to final approval as to form by the City Attorney.

**Clean Mobility Options Voucher Pilot Program
Community Transportation Needs Assessment
Voucher Agreement
Number NA22W2A-11**

This Voucher Agreement (hereinafter, "Agreement") is made and entered between the CALSTART, Inc., whose principal place of business is 48 S. Chester Avenue, Pasadena, California 91106, hereinafter referred to as "Program Administrator" and the City of Escondido, whose principal place of business is 201 N. Broadway, Escondido, CA 92025, hereinafter referred to as "Awardee".

WITNESSETH:

WHEREAS, on 04/01/2019 CALSTART executed grant agreement G17-CMDC-01 with the State of California, California Air Resources Board (CARB).

WHEREAS, CALSTART is a non-profit, public benefit corporation seeking to create quality jobs, support clean air initiatives, enhance the quality of life, especially in disadvantaged communities, and improve America's global competitiveness through the establishment of an advanced clean transportation industry.

WHEREAS, the City of Escondido, qualifies as a voucher applicant per the Implementation Manual for the Clean Mobility Options Voucher Pilot Program.

WHEREAS, CALSTART desires to contract with the City of Escondido for, and the City of Escondido desires to provide the services described in the Scope of Work, attached as Exhibit B, and made a part herein by reference.

WHEREAS, the City of Escondido represents that it is willing and able to perform the activities set forth herein.

NOW, THEREFORE, based on their mutual promises, covenants, and conditions, the parties hereby agree as follows:

CLEAN MOBILITY OPTIONS (CMO) VOUCHER PILOT PROGRAM TERMS

1. Complete Agreement

The complete Agreement between the parties shall consist of the following parts:

- Voucher Agreement (this document)
- Exhibit A: Notice of Intent to Award
- Exhibit B: Scope of Work
- Exhibit C: Project Payment Request Template
- Exhibit D: Application Submission and Attachments (Original)
- Exhibit E: Resolution/Project Approval
- Exhibit F: Conflict of Interest Declaration
- Exhibit G: Confidentiality Statement

Collectively this instrument, the exhibits and the documents incorporated by reference constitute the complete agreement between the parties.

The Awardee understands the Agreement terms are non-negotiable and agree to abide by all requirements, terms, and conditions of the CMO Voucher Pilot Program, which are contained in the Implementation Manual for the Clean Mobility Operations Voucher Pilot Program currently in effect, which can be obtained on the Internet at <https://cleanmobilityoptions.org/implementation-manual/>.

Order of Preference: In the event of any conflict in the Agreement documents, the following shall take precedence:

- 1) this Agreement and future amendments thereto
- 2) Other exhibits to this Agreement.

Under no circumstances shall the Awardee's final plans and specifications relieve the Awardees of any requirement contained in the Agreement unless the Program Administrator has expressly agreed, in writing, to waive the requirement.

2. Voucher Acknowledgement

This Agreement is funded in whole or in part by a California Air Resources Board (CARB) grant to the Program Administrator under the California Climate Investment (CCI) program. As such, the Awardee, and its sub-Awardees shall fully comply with all applicable grant rules, regulations, and requirements outlined in the Agreement.

3. Voucher Summary and Contact Information

Project Title: **Community Transportation Needs Assessment**

Total Funding: **\$100,000**

Project Lead (Awardee): **City of Escondido**

Main Contact: **Edd Alberto**

Title: **City Traffic Engineer**
Address: **201 N. Broadway, Escondido, CA 92025**
Phone: **760-839-4541**
Authorized Official: **Dane White**
Title: **Mayor**

4. Agreement Term

- A. The term of this Agreement shall commence after the Agreement is fully executed, with an effective date of **August 16, 2023**, and shall end on **August 15, 2024** unless sooner terminated as provided for in Article 12 herein or amended by mutual written agreement of both Parties.

5. Performance and Reporting Requirements

- A. The Awardee shall submit at least one bi-annual status report during the voucher agreement term and an end-of-year project Final Report shall be submitted within 30 calendar days before the project completion or voucher agreement end date, whichever occurs sooner. The Program Administrator reserves the right to review, comment, and request changes to any report produced as a result of this Agreement and the Awardee agrees to make the changes requested.
- B. The Awardee warrants that it will exercise due care and diligence in the performance of work and the work shall be fully and finally completed in accordance with this Agreement subject to the Program Administrator's final approval which the Program Administrator will not unreasonably withhold. Any costs incurred due to the failure to meet the foregoing standard or correct otherwise defective work that requires re-performance of the work, as directed by the Program Administrator, shall be the responsibility of the Awardee and not the Program Administrator. In the event the Awardee fails to perform in accordance with the above standard:
- i. The Awardee will re-perform, at its own expense, any task which was not performed to the reasonable satisfaction of the Program Administrator. Any work re-performed pursuant to this Clause shall be completed within the time limitations originally set forth for the specific task involved. The Awardee must meet the task deadline at no additional cost to the Program Administrator.
 - ii. The Program Administrator may, at its own discretion, provide a new schedule for the re-performance of any task pursuant to this paragraph in the event the re-performance of a task within the original time limitations is not feasible.
- C. The Program Administrator has the option to direct the Awardee not to re-perform any task which was not performed to the reasonable satisfaction of the Program Administrator pursuant to (i) and (ii) above. In the event the Program Administrator directs the Awardee not to re-perform a task, the Program

Administrator and the Awardee shall negotiate a reasonable settlement for satisfactory work performed. Any previous payments made by the Program Administrator shall not be considered a waiver of the Program Administrator's right to reimbursement.

6. Outreach, Communication and Participation

- A. Awardees must ensure that key documents, platforms, and customer services are available in commonly-spoken languages in the project area, as determined through census data and community engagement. Key resources to be provided in commonly-spoken languages may include, but are not limited to:
 - a. End user terms and conditions of service
 - b. Privacy policies
 - c. User manuals
 - d. Mobile software applications
 - e. Outreach and marketing materials
 - f. Customer service materials
- B. The Awardee agrees to conduct all community outreach and education events as specified in Exhibit B in accordance with stipulations set forth in the Implementation Manual.
- C. The Awardee agrees to follow instructions outlined in the [CMO Awardee General Branding and Communications Toolkit](#) when publicly communicating about the program, including displaying the CMO Program logo, the CCI logo and the California Energy Commission (CEC) logo on all outreach and education materials. The Awardee agrees to acknowledge the CCI program as a funding source from CARB's Low Carbon Transportation program whenever projects funded, in whole or in part by this agreement, are publicized in any news media, websites, brochures, publications, audiovisuals, or other types of promotional material using the program funding language provided in the CMO Awardee General Branding and Communications Toolkit.
- D. The Awardee understands and agrees that all outreach materials, project websites, press releases and press events must receive prior approval from the Program Administrator.
- E. The Awardee understands and agrees that the Program Administrator may use the Awardee organization name, the Awardee partner organization names, and any descriptive language and/or branding and imagery used in the application and/or in the execution of the voucher during CMO program activities and events for use in educational or promotional materials in print, multimedia, or web form. Language, branding, imagery, and/or photos and videos will only be used for purposes related to the CMO program.
- F. The Awardee understands and agrees to participate in Clean Mobility Equity Alliance (CMEA) events, training, and meetings as required by the Program

Administrator or CARB.

- G. The Awardee understands and agrees to coordinate with other CARB's Low Carbon Transportation Investment Projects, including the Access Clean California Project, STEP, and CMIS.

7. Budget and Voucher Payments for Cost-Based Payments

A. Budget Amount

In accordance with the actual costs summarized in the Budget Categories in Exhibit B, the Awardee will be paid a total amount not to exceed **One Hundred Thousand Dollars** and 00/100 dollars (\$100,000).

B. Voucher Payments

- a. Payment requests shall be submitted for actual costs incurred in accordance with the policies and requirements described in the Implementation Manual and will be contingent upon the availability of funds received from the CARB)
- b. In the event funds are not available, CALSTART shall have no liability to pay any funds whatsoever to the Awardee or to provide any other considerations under this agreement. CALSTART will pay the Awardee within 10 days after CALSTART receives payment of invoices submitted from CARB.
- c. Payments made under the Agreement will be subject to the approval of status reports and shall clearly summarize actual costs to be reimbursed in accordance with Budget Categories in Exhibit B. Costs billed that exceed Budget Categories (Direct Labor, Travel, Indirect Costs, etc.) will not be paid until a budget amendment is submitted and approved. Billings will be submitted no less than quarterly, but no more than monthly in a format consistent with the Payment Request form (Microsoft Excel file format) that will be furnished.
- d. All costs submitted for reimbursement must be supported by sufficient relevant documentation:
 - i. Personal Costs: Each staff position billed will be listed individually to include the name, title, number of hours worked, and hourly rate. Labor hours billed will be supported by time records and documentation will be submitted supporting actual hourly labor rates. Payroll registers and/or other third-party documents supporting actual payroll will be provided upon request.

- ii. Travel Costs:
 - 1. The Awardee headquarters shall be considered the location of the Awardee's office where the employees' assigned responsibilities for this award are permanently assigned.
 - 2. Travel costs submitted for reimbursement will be itemized on a listing providing information about the date traveled; origin and destination; individuals traveling; and purpose of business travel.
 - 3. All travel costs billed will be supported by itemized receipts and/or invoices.
 - 4. Travel costs reimbursed will be limited to the maximum per diem amounts set by the California Department of Human Resources (CalHR) at <http://www.calhr.ca.gov/employees/pages/travel-reimbursements.aspx>.
- iii. All other direct costs, including Subcontractor costs, shall be itemized on the invoice and supported by sufficient relevant documentation such as a vendor invoice, receipt or other pertinent third-party provided documentation verifying amounts billed and/or reported as matching cost. Purchases exceeding \$2,500 not in the original budget must be pre-approved in writing. Copies of cancelled checks will be supplied upon request.
- e. Applicable non-labor rates used for billing purposes, including, but not limited to, fringe benefit, overhead and G&A rates, will be supported by the methodology in which the rates are derived and applied. An approved cost rate agreement negotiated with a Federal cognizant agency or the Federal de minimis rate used in accordance with § 200.414(f) of 2 CFR 200 will suffice.
- f. The following costs are not allowable under any circumstances:
 - i. Food and alcoholic beverages
 - ii. Childcare
 - iii. Bonding costs
 - iv. Fines and penalties
 - v. Litigation and other legal costs
- g. The Program Administrator will disallow payment of costs not supported by sufficient relevant documentation. The Awardee shall bear all costs and expenses incurred that are not in accordance with the term and conditions of this Agreement, unless the Program Administrator, in consultation with CARB, determines otherwise. The Awardee shall not request payment for

ineligible costs (see f above).

- h. The Awardee shall maintain records, documents, and other evidence supporting all allowable costs incurred or anticipated applicable credits, and the receipt, use, and disposition of government or CALSTART property coming into the possession of the Awardee under this Agreement. The accounting system employed by the Awardee shall be in accordance with generally accepted accounting principles and best business practices, consistently applied.
- i. Upon completion or termination of the Agreement, the Awardee shall submit the final invoice (if any) no later than thirty (30) days after such completion or termination date. The invoice shall be clearly marked as "FINAL" and prepared as indicated above.
- j. Each invoice must provide the agreement number, period covered by invoice, and the Awardee's Employer Identification Number and submitted via email to accounting@cleanmobilityoptions.org, or U.S. Postal Service using the following address:

Attention: Clean Mobility Options
CALSTART, Inc.
48 S Chester Avenue
Pasadena, CA 91106

- D. The Awardee agrees and understands to prohibit using voucher funds to aid or support a sectarian purpose pursuant to California Constitution, article XVI, section 5. The Awardee also agrees to prohibit from using voucher funds to aid or support a sectarian or denominational school or any school not under the exclusive control of the officers of the public schools pursuant to California Constitution, article IX, section 8. CARB and the Program Administrator reserve the right to obtain additional information from applicants and voucher Awardees to determine compliance with California Constitution, article XVI, section 5 and article IX, section 8. Failure to provide any requested information may result in denial of funding.

8. Suspension of Payments and Early Agreement Termination

- A. The Program Administrator reserves the right to issue a suspension order in the event that a dispute should arise. If issued, a suspension order will be in effect until the dispute has been resolved or the Voucher Agreement has been terminated.
- B. In the event the Awardee chooses to continue to work on the project after a suspension order has been issued the Awardee will not be paid for completed milestones during the suspension if the Program Administrator terminates the Awardee's Voucher Agreement.

- C. If CARB rescinds the suspension order and does not terminate the Awardee's Voucher Agreement, the Program Administrator will pay completed milestones during the suspension that are payable in accordance with the terms of the Awardee's Voucher Agreement.
- D. In accordance with Termination provisions (under the Voucher Agreement General Provisions, below), the Program Administrator reserves the right to terminate the Voucher Agreement upon 30 calendar days written notice to Awardee. Upon termination, all remaining funds must be immediately returned to the Program Administrator.

9. Oversight and Accountability

- A. The Awardee shall comply with all oversight responsibilities set forth in the Implementation Manual.
- B. If the Awardee detects any actual or potentially fraudulent activity by a member of its project team, the Awardee shall notify CARB and the Program Administrator as soon as possible and work with the Program Administrator to determine an appropriate course of action.
- C. In the event that CARB determines that recouping grant funds is necessary due to falsification, misspending, misinformation, misappropriation, fraud, negligence, non-compliance with program requirements or applicable laws, or other related circumstances by the Awardee or its subawardees or subcontractors, the Awardee agrees to return all grant funds requested, including any interest earned, within sixty (60) days of written notification from CARB. In addition, CARB may seek other remedies available by law. CARB may also retain the authority to prohibit the entity from participating in CMO Voucher Pilot Programs due to non-compliance with the program requirements.

10. Modification to Agreement

Any modification to this Agreement must be mutually agreed upon and in writing before it is effective. Any action taken by the Awardee that is not within scope of the Agreement without authorized modification to this Agreement is deemed not authorized and Program Administrator may prohibit such costs from being claimed as reimbursable hereunder.

11. Change of Business

Change in Business – The Awardee shall promptly notify Program Administrator of the occurrence of each of the following:

- A. A change of address.
- B. A change in the business name or ownership.

- C. The existence of any litigation or other legal proceeding affecting the project.
- D. The occurrence of any casualty or other loss to project personnel, equipment, or third parties of a type commonly covered by insurance.
- E. Receipt of notice of any claim or potential claim against the Awardee for a patent, copyright, trademark, service mark, and/or trade secret infringement that could affect the Program Administrator, and/or CARB's rights.

The Awardee shall not change or reorganize the type of business entity under which it does business except upon prior written notification to the Program Administrator. A change of business entity or name change requires an amendment assigning or novating the Agreement to the changed entity. In the event the Program Administrator is not satisfied that the new entity can perform as the original Awardee, the Program Administrator may terminate this Agreement as provided in Article 12.

12. Notices and Contract Representatives

All notices that are required under this Contract shall be provided in the manner set forth herein unless specified otherwise. Notice to a party shall be delivered to the attention of the person listed below, or to such other person or persons as may hereafter be designated by that party in writing. Notice shall be in writing sent by email, U.S. Mail, express, certified, return receipt requested, or a nationally recognized overnight courier service. In the case of email communications, valid notice shall be deemed to have been delivered upon sending, provided the sender obtained an electronic confirmation of delivery. Email communications shall be deemed to have been received on the date of such transmission, provided such date was a business day (Tuesday-Friday) and delivered prior to 5:30 pm Pacific Standard Time. Otherwise, receipt of email communications shall be deemed to have occurred on the following business day. In the case of U.S. Mail notice, notice shall be deemed to be received when delivered or five (5) business days after deposit in the U.S. Mail. In the case of a nationally recognized overnight courier service, notice shall be deemed received when delivered (written receipt of delivery).

City of Escondido

Julie Procopio
City Engineer
201 N. Broadway
Escondido, CA 92025
jprocopio@escondido.org

CALSTART, Inc.
Piero Stillitano
Chief Financial Officer
48 South Chester Avenue
Pasadena, CA 91106

pstillitano@calstart.org

13. Insurance Requirements

The Awardee shall comply with all insurance requirements as outlined in the Implementation Manual, providing evidence of required coverages upon agreement execution and upon request thereafter. After the voucher is awarded, failure to provide the certificate within 60 days from the voucher execution date may result in the termination of the Agreement. No work shall begin, and no payments will be made under the Agreement until the Awardee fully complies with all applicable insurance requirements and sufficient evidence of coverage, such as a certificate of insurance, is provided.

The Awardee is responsible to submit evidence of insurance annually, or upon request, until the end of the Agreement term.

14. Representations and Certifications

- A. The Awardee has, and will have, full authority to execute this Agreement; and to provide the Services that it agrees to provide under this Agreement according to the terms set forth herein.
- B. The Awardee is either a public agency, non-profit organization, or tribal government consistent with applicant eligibility as defined in the Implementation Manual.
- C. This Agreement is legally valid, binding and enforceable against both parties.
- D. The Awardee personnel will comply with all applicable laws, rules and regulations governing the performance of each of their respective obligations under this Agreement and shall maintain, requisite licenses, registrations, approvals and exemptions required to perform obligations under this Agreement.
- E. The Awardee will ensure that all its personnel will comply with its obligations under this Agreement in a timely fashion, consistent with best practices in the industry.
- F. The Awardee certifies that there is no material threatened or pending legal proceeding or government action to which it is a party or to which any of its property is subject, which could materially and adversely affect its ability to enter into this Agreement and/or perform all of its obligations hereunder.
- G. The Awardee will ensure that the Awardee personnel have appropriate experience, qualifications and expertise to perform the Services according to Exhibit B.
- H. The Awardee will ensure that the equipment, materials and products provided will

not infringe on any patent, license or other intellectual property.

15. Intellectual Property Rights:

Any webpage(s), software, databases, program data, or other intellectual property developed or purchased by the Awardee for the purposes of administering or implementing the project under the Clean Mobility Voucher Pilot Program, are the property of CARB. However, that Awardee shall have an unencumbered, royalty-free, perpetual license to use any such information, data, documents, and intellectual property for all government purposes with prior approval by CARB. No information, data, documents, or intellectual property received, generated, or developed exclusively for the Agreement during the Agreement Term shall be released to the public without CARB's approval.

16. Confidentiality and Data Security

- A. In addition to the confidentiality obligations set forth in Exhibit G and the Implementation Manual, it is expressly understood and agreed that information the Awardee obtains on behalf of the Program Administrator in performing its obligations under the Agreement may be deemed confidential by the Program Administrator, and therefore, the Awardee agrees to:
 - a. Treat and protect information or data, including but not limited to all participant records and supporting documentation that personally identifies or describes an individual or individuals as confidential in accordance with California Information Practices Act (California Civil Code Sections 1798, et seq.) and other relevant State or Federal statutes and regulations.
 - b. Observe complete confidentiality with respect to such information or data collected pursuant to the Agreement, including without limitation, agreeing not to disclose or otherwise permit access to such information by any other person or entity in any manner whatsoever unless such disclosure is required by law or legal process.
 - c. Ensure that the Awardee's employees are informed of the confidential nature of such information and ensure by agreement or otherwise that they are prohibited from copying, revealing, or utilizing for any purpose in fulfillment of this grant, the contents of such information or any part thereof, or from taking any action otherwise prohibited under this section.
 - d. Limit access to information and data gathered pursuant to this Agreement only to necessary employees to perform their duties.
 - e. Notify the Program Administrator immediately and in writing of the circumstances surrounding any possession, use, or knowledge of such information or any part thereof by any person or entity other than those

authorized by this section.

- f. Store all records in a secure and safe storage facility that maintains confidentiality and provides fire and natural disaster protection.
- g. Retain files during the term of the Agreement plus three years and do not transmit to any outside entity during this time except as otherwise approved by CARB.
- h. Transfer all project records to CARB or the Program Administrator at the end of the three-year window described (g) above unless otherwise instructed by CARB.
- i. Not use any data or information obtained as part of the Agreement in the performance of services to others or for the benefit of others in any form whatsoever whether gratuitously or for valuable consideration without CARB's written consent.
- j. If the Awardee believes disclosure of a confidential record may be required under the California Public Records Act (California Government Code Section 6250 et seq.) or other law, the Awardee shall give CARB at least fourteen (14) calendar days written notice prior to any planned disclosure. The Awardee shall cooperate with and not object to CARB seeking a court order preventing disclosure should CARB in its sole discretion decide to do so.

17. General Provisions:

- A. Amendment: No amendment or variation of the terms of the Agreement shall be valid unless made in writing, signed by the parties, and approved as required. No oral understanding or agreement not incorporated in the Agreement is binding on any of the parties.
- B. Assignment: The Agreement is not assignable by the Awardee, either in whole or part, without the consent of CARB and the Program Administrator.
- C. Availability of funds: CARB's and the Program Administrator's obligations under the Agreement are contingent upon the availability of funds. In the event funds are not available, the Program Administrator and the State shall have no liability to pay any funds whatsoever to the applicant or to furnish any other considerations under the Agreement.
- D. Audits: The Awardee agrees that CARB, CEC, the Department of General Services, the Department of Finance, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of the Awardee and all State funds received. The Awardee agrees to maintain such records for

possible audit for a minimum of three years after the term of the Agreement is completed unless a longer period of records retention is agreed to in writing by the Program Administrator and the Awardee. The Awardee agrees to allow auditor access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, the Awardee agrees to include a similar right of the State to audit records and interview staff in any of the Awardees related to the performance of the agreement.

- E. Awardee's responsibility for work: The Awardee shall be responsible for work and for persons or entities engaged in work, including, but not limited to, contractors, subcontractors, suppliers, and providers of services. The Awardee shall be responsible for any and all disputes arising out of its contract for work on the project, including but not limited to payment disputes with contractors, subcontractors, and providers of services. Neither the State nor the Program Administrator will mediate disputes between the Awardee and any other entity concerning responsibility for the performance of work. The Awardee shall only distribute CMO voucher funds on a reimbursement basis and shall not use voucher funds for advance payments to contractors, subcontractors, service providers, suppliers, subgrantees, or other third parties.
- F. Compliance with laws, regulations, etc.: The Awardee agrees that it will, at all times, comply with and require its contractors and subcontractors to comply with all applicable federal and State laws, rules, guidelines, regulations, and requirements of the Agreement.
- G. Computer software: The Awardee certifies that it has appropriate systems and controls in place to ensure that State funds will not be used in the performance of the Agreement for the acquisition, operation, or maintenance of computer software violation of copyright laws.
- H. Confidentiality: No record designated as confidential by CARB, CEC and/or the Program Administrator or the subject of a pending application of confidentiality shall be disclosed by the Awardee.
- I. Conflict of Interest: The Awardee certifies that it complies with applicable State and/or federal conflict of interest laws. The Awardee may have no interest, and shall not acquire any interest, direct or indirect, which will conflict with its ability to impartially complete the tasks described in the Agreement. The Awardee must disclose any direct or indirect financial interest or situation that may pose an actual, apparent, or potential conflict of interest with its duties throughout the Agreement term. The Program Administrator may consider the nature and extent of any actual, apparent, or potential conflict of interest in the Awardee's ability to perform the project. The Awardee must immediately advise the Program Administrator in writing of any potential new conflicts of interest throughout the Agreement term.

- J. Damages of breach affecting tax exempt status: In the event that any breach of any of the provisions of the Agreement by the Awardee shall result in the loss of tax-exempt status for any State bonds, the Awardee shall immediately reimburse the State in an amount equal to any damages paid by or loss incurred by the State due to such breach.
- K. Dispute: The Awardee shall continue with the responsibilities under the Agreement during any dispute. The Awardee may work in good faith with CARB and the Program Administrator to resolve any disagreements or conflicts arising from the implementation of the Agreement. However, any disagreement that cannot be resolved at the management level within 30 calendar days of when the issue is first raised with CARB staff shall be subject to resolution by the CARB Executive Officer, or his designated representative. Nothing contained in this paragraph is intended to limit any rights or remedies that the parties may have under the law.
- L. Environmental justice: In the performance of the Agreement, the Awardee shall conduct its programs, policies, and activities that substantially affect human health or the environment in a manner that ensures the fair treatment of people of all races, cultures, and income levels, including minority populations and low-income populations of the State.
- M. Fiscal management systems and accounting standards: The Awardee agrees that, at a minimum, its fiscal control and accounting procedures will be sufficient to permit the tracing of awardee funds to a level of expenditure adequate to establish that such funds have not been used in violation of State law or the Agreement. Unless otherwise prohibited by State or local law, the Awardee further agrees that it will maintain separate project accounts in accordance with generally accepted accounting principles.
- N. Force majeure: The Awardee shall not be excused from their obligations under the Agreement except in the case of Force Majeure events (as detailed below) and as otherwise provided for in the Agreement. In the case of any such exception, the nonperforming party shall give immediate written notice to the other, explaining the cause and probable duration of any such nonperformance. The Awardee shall not be liable for delays in delivery or performance due to acts of God, a Force Majeure event of other the Awardees or vendors, acts of the Program Administrator, acts of civil or military authority/unrest, Government priority, strike or other labor disturbance, weather events, epidemic, war, riot or other Force Majeure events. The Awardee will notify the Program Administrator promptly of any material delay excused by this article and will specify the revised schedule of deliverables as soon as practicable.

In the event of any such delay, there will be no termination of the Agreement and the date of delivery or of performance shall be extended for a period equal to the time lost by reason of the delay. If the delay excused by this article extends for more than 60 days and the parties have not agreed upon a revised basis for

continuing the work at the end of the delay, including adjustment of the price, then either party (except where delay is attributable to the Program Administrator, in which event only Awardee), upon a 30-calendar day written notice, may terminate the unexecuted portion of the Services and such termination would be considered a termination for convenience.

- O. Governing law and venue: The Agreement is governed by and shall be interpreted in accordance with the laws of the State of California. The Program Administrator and the Awardee hereby agree that any action arising out of the Agreement shall be filed and maintained in the Superior Court in and for the County of Sacramento, California, or in the United States District Court in and for the Eastern District of California. The Awardee hereby waives any existing sovereign immunity for the purposes of the Agreement.
- P. Indemnification: The Awardee agrees to indemnify, defend and hold harmless the State, the Program Administrator, CEC, CARB and their officers, employees, agents, representatives, and successors-in-interest against any and all liability, loss, and expense, including reasonable attorneys' fees, from any and all claims for injury or damages arising out of the performance by an the Awardee or its subcontractors or subgrantees, and out of the operation of equipment that is purchased with voucher funds from this program.
- Q. Independent contractor: The Awardee, and its agents and employees, if any, in their performance of the Agreement, shall act in an independent capacity and not as officers, employees or agents of CARB, CEC or the Program Administrator.
- R. Nondiscrimination: During the performance of the Agreement, the Awardee and its contractors shall not unlawfully discriminate against, harass, or allow harassment against any employee or applicant for employment because of sex, race, religion, color, national origin, ancestry, disability, sexual orientation, medical condition, marital status, age (over 40) or allow denial of family-care leave, medical-care leave, or pregnancy-disability leave. The Awardee and its contractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination and harassment.
- S. No third-party rights: The parties to the Agreement do not create rights in, or grant remedies to, any third party as a beneficiary of the Agreement, or of any duty, covenant, obligation or undertaking established herein.
- T. Ownership: All information, data, documents, and intellectual property developed exclusively for the CMO Agreement and during the agreement term is the property of CARB and/or the CEC, however, that Awardee shall have an unencumbered, royalty-free, perpetual license to use any such information, data, documents, and intellectual property for all government purposes with prior approval by CARB. No information, data, documents, or intellectual property received, generated, or developed exclusively for the CMO Agreement during the Agreement Term shall be released to the public without CARB's approval.

- U. Personally Identifiable Information: Information or data, including but not limited to all records and supporting documentation that personally identifies an individual or individuals is confidential in accordance with California Civil Code sections 1798, et seq. and other relevant State or Federal statutes and regulations. The Awardee agrees to safeguard all such information or data which comes into their possession under the Agreement in perpetuity, and shall not release or publish any such information, data, or records.
- V. Prevailing wages and labor compliance: If applicable, the Awardee agrees to be bound by all the provisions of State Labor Code Section 1771 regarding prevailing wages. If applicable, the Awardee shall monitor all agreements subject to payment from the Agreement to ensure that the prevailing wage provisions of State Labor Code Section 1771 are being met.
- W. Severability: If a court of competent jurisdiction holds any provision of the Agreement to be illegal, unenforceable, or invalid in whole or in part for any reason, the validity and enforceability of the remaining provisions, or portions of those provisions, will not be affected.
- X. Termination: The Program Administrator may terminate the Voucher Agreement upon 30 calendar days written notice to the Awardee at any time prior to completion of the agreement upon violation by the Awardee of any material provision after such violation has been called to the attention of the Awardee and after failure of the Awardee to bring itself into compliance with the provisions of the Voucher Agreement. The Program Administrator also reserves the right to terminate the Voucher Agreement upon 30 calendar days written notice to Awardee if the Program Administrator determines that the project has not progressed satisfactorily during the previous three months and the Awardee and the Program Administrator have been unable to agree on modifications. Upon termination, the Awardee must immediately return unused funds to the Program Administrator.
- Y. Timeliness - Time is of the essence in the Agreement. The Awardee agrees to proceed with and complete the project in an expeditious manner.
- Z. Waiver of rights: Any waiver of rights with respect to a default or other matter arising under the Agreement at any time by either party shall not be considered a waiver of rights with respect to any other default or matter. Any rights and remedies of the State provided for in the Agreement are in addition to any other rights and remedies provided by law.
- AA. Russian sanctions: On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (the EO) regarding Economic Sanctions against Russia and Russian entities and individuals. "Economic Sanctions" refers to sanctions imposed by the U.S. government in response to Russia's actions in Ukraine, as well as any sanctions imposed under state law. The EO directs state agencies to

terminate contracts or grants with, and to refrain from entering into any new contracts or grants with, individuals or entities that are determined to be a target of Economic Sanctions.

- a. The Awardee represents by signing this Agreement that the Awardee is not a target of economic sanctions imposed in response to Russia's actions in Ukraine by the United States government or the State of California. The Awardee is required to comply with the federal economic sanctions imposed in response to Russia's actions in Ukraine, including with respect to, but not limited to, the federal executive orders identified in California Executive Order N-6-22, located at <https://www.gov.ca.gov/wp-content/uploads/2022/03/3.4.22-Russia-Ukraine-Executive-Order.pdf> and the sanctions identified on the United States Department of the Treasury website (<https://home.treasury.gov/policy-issues/financial-sanctions/sanctions-programs-and-country-information/ukraine-russia-related-sanctions>). The Awardee is also required to comply with all applicable reporting requirements regarding compliance with the economic sanctions, including, but not limited to, those reporting requirements set forth in California Executive Order N-6-22 for all Recipients with one or more agreements with the State of California with an aggregated value of Five Million Dollars (\$5,000,000) or more. Notwithstanding any other provision in this Agreement, failure to comply with the economic sanctions and all applicable reporting requirements may result in immediate termination of this Agreement, at the sole discretion of CARB.

18. Entire Contract

This Contract and all Exhibits hereto and any documents incorporated by reference represents the entire agreement between the parties hereto related to the Awardee providing services to the Program Administrator and there are no understandings, representations, or warranties of any kind except as expressly set forth herein. No waiver, alteration, or modification of any of the provisions herein shall be binding on any party unless in writing and signed by the party against whom enforcement of such waiver, alteration, or modification is sought.

19. Authority

The signatory hereto represents and warrants that they are authorized and empowered and have the legal capacity to execute this Agreement and to legally bind the Awardee both in an operational and financial capacity and that the requirements and obligations under this Contract are legally enforceable and binding on the Awardee.

(SIGNATURE PAGE FOLLOWS)

IN WITNESS WHEREOF, the parties have hereunto executed this Agreement as of the date first written below.

| | |
|---|---|
| CALSTART, Inc. | City of Escondido: |
| By: _____ (Signature) | By: _____ (Authorized Signer Signature) |
| Name: <u>Piero Stillitano</u> (Print Name) | Name: <u>Dane White</u> (Print Name) |
| Title: <u>Chief Financial Officer</u> (Print Title) | Title: <u>Mayor</u> (Print Title) |
| Date: _____ | Date: _____ |

Eddmond Alberto

From: Matthew Anderson
Sent: Tuesday, February 21, 2023 7:16 AM
To: Eddmond Alberto; Julie Procopio
Subject: FW: Notice of Intent to Award & Voucher Execution Checklist - A-11 (City of Escondido)
Attachments: CMO Conflict of Interest Form.pdf; CMO Confidentiality Statement .pdf

Congratulations, team! We have been chosen for funding for the full \$100,000 for our Community Transportation Needs Assessment!

Katie Smet (from CMO) will reach out in the next couple weeks to schedule an information session about the next steps. We will have until August 16 (6 months) to return a draft Scope of Work, signed Resolution, and Certificate of Insurance covering anyone who works on the project. I'm sure we will go over details during the Information Session.

Happy Tuesday,



Matthew Anderson
Management Analyst II - Grant Writer
Finance | City of Escondido
Direct: 760-839-4863 | Finance: 760-839-4676
www.escondido.org

From: Clean Mobility Options <admin@cleanmobilityoptions.org>
Sent: Friday, February 17, 2023 4:17 PM
To: Matthew Anderson <manderson@escondido.org>
Cc: Katie Smet <ksmet@calstart.org>
Subject: [EXT] Notice of Intent to Award & Voucher Execution Checklist - A-11 (City of Escondido)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

You don't often get email from admin@cleanmobilityoptions.org. [Learn why this is important](#)

NOTICE OF INTENT TO AWARD & VOUCHER EXECUTION CHECKLIST: COMMUNITY TRANSPORTATION NEEDS ASSESSMENT

Dear Matthew Anderson,

Congratulations! This email serves as your **NOTICE OF INTENT TO AWARD** for your **2023 Community Transportation Needs Assessment for the Clean Mobility Options Voucher Pilot Program**. **Funding for your voucher has been reserved, as referenced below:**

| | |
|----------------|-------------------|
| Application # | NA22W2A-11 |
| Lead Applicant | City of Escondido |

| | |
|----------------|-----------|
| Funds Reserved | \$100,000 |
|----------------|-----------|

VOUCHER EXECUTION DEADLINE: Pursuant to CMO program guidelines, you have 180 days from the date of this Notice of Intent to Award, or until **August 16, 2023**, to execute your Voucher Agreement. To meet this deadline, please provide us with the documents listed in the **Voucher Execution Checklist at the bottom of this email**.

SUBMISSION OF DOCUMENTS: Please submit all required Voucher Execution Checklist documents to admin@cleanmobilityoptions.org or CALSTART, Attn: Clean Mobility Options, 48 So. Chester Avenue, Pasadena, CA 91106.

TIMELINE & ASSISTANCE: Our team will work with you to execute your voucher during the next three months. Katie Smet from our TA team, cc'd on this message, will contact you within the next two weeks to schedule an information session to assist you with gathering the Voucher Execution Checklist documents and complying with CMO insurance requirements. In the meantime, if you have questions about the voucher execution process and this request, please reach out to Katie Smet at ksmet@calstart.org.

NEXT STEPS & VOUCHER EXECUTION: After the Program Administrator has received, reviewed, and approved your Voucher Execution Checklist documents, we will assemble your Voucher Agreement package for your e-signature. The following supporting documents are attached for your review and will be assembled in your packaged Voucher Agreement for your e-signature:

- Attachment 1: Conflict of Interest Declaration
- Attachment 2: Confidentiality Statement

Once your voucher agreement has been executed, you will commence with program onboarding and will be assigned a Cohort Facilitator to help guide you in starting your Needs Assessment. Resources to help with the execution of your Needs Assessment can be found in the Needs Assessment Implementation Toolkit [found here](#).

IMPORTANT: The Voucher Agreement must be executed (signed by both parties) AND your insurance must be DEEMED compliant for you to commence work that is reimbursable from the funds in your Community Transportation Needs Transportation Assessment Voucher.

Again, congratulations on your award! We are excited to work with you on your Needs Assessment Project!

Sincerely,
 Clean Mobility Options Program Administrator

Attachments:

1. Conflict of Interest Declaration
2. Confidentiality Statement

| | | |
|--|--------------------------|------------------------------------|
| VOUCHER EXECUTION CHECKLIST | | |
| City of Escondido | | |
| Please Submit the Required Documents BEFORE VOUCHER EXECUTION to admin@cleanmobilityoptions.org | | |
| # | REQUIRED DOCUMENT | DESCRIPTION OF REQUIREMENTS |

Item 11.

| | | |
|---|---------------------------------|--|
| 1 | CERTIFICATE OF INSURANCE | <p>Please submit a Certificate of Insurance for the Project Lead and all sub-applicants, sub-contractors, and partner entities who will be working on the project in a paid, non-paid, volunteer pursuant to CMO Insurance Requirements outlined in the Implementation Manual (Sections X.1).</p> <p><i>Insurance requirements will be covered in the information session. Sample Certificates of Insurance are available upon request.</i></p> |
| 2 | SCOPE OF WORK | <p>Please complete and submit a draft Scope of Work. The Program Administrator team will provide a Scope of Work TEMPLATE after the information session for you to complete. The budget and milestones per the Scope of Work will be used to help you meet CMO program milestones and to help you think about the timing and sequence of the project milestones needed for a successful project. The Scope of Work will be included in your voucher agreement to track progress. Modify the template as needed.</p> <p><i>The Program Administrator team will go over the Scope of Work with you in the information session and will assist you with refining the Scope of Work to include in your voucher agreement.</i></p> <p><i>Submission Format: Word preferred.</i></p> |
| 3 | APPROVED RESOLUTION | <p>Please provide an approved resolution or documentation of approval of the project from the governing board that will commit the lead agency or organization to comply with the following:</p> <ol style="list-style-type: none"> 1. To comply with the requirements of the program; 2. To accept the voucher funds; and 3. To allocate any funding that the awardee has committed to be part of the project application. <p><i>Sample resolutions are available upon request and will be covered in the information session.</i></p> |

EXHIBIT B

Scope of Work

CLEAN MOBILITY OPTIONS (CMO) TRANSPORTATION NEEDS ASSESSMENT

The City of Escondido (“City”) shall contract with Fehr & Peers (“Consultant”) to complete the Community Transportation Needs Assessment (“Project”). Services provided by Consultant relating to the Project shall be as described herein.

Task 1. Transportation Access and Data Analysis for Clean Mobility Options Transportation Needs Assessment

Task 1.1 Transportation Access Data Analysis

Consultant will collect and analysis transportation access data included in the *Clean Mobility Options Voucher Pilot Program Data Collection Guide for the Community Transportation Needs Assessment*. The following resources will be used: Google Maps, US Census Data, Census on the Map data, EPA Walkability Index, AllTransit, H+T Index, Collision Data (TIMS), People for Bikes Bicycle Network Analysis, and up to three (3) additional data sources as supplementary information. The data will be analyzed to provide a planning level assessment of transportation conditions in Escondido. The results of the data analysis will be summarized in the Transportation Needs Assessment and provide on maps (as applicable).

Task 1.2 Key Characteristics and Indicators

Consultant will use data from Task 3.1 and community input provided in Task 2 to document key characteristics and transportation access challenges using the Clean Mobility Options Needs Assessment Implementation Toolkit and sample assessments provided on the Clean Mobility Options websites as guides.

| Task | Deliverable |
|-------------|--|
| 1.1 | <i>Transportation Access Data Analysis</i> |
| 1.2 | <i>Key Characteristics and Indicators</i> |

Task 2. Community Engagement to Determine Gaps, Needs, and Preferences

Task 2.1 Stakeholder Working Group Development

Consultant will work with the City to organize and develop an internal Technical Working Group and external Stakeholder Working Groups. The Technical Working Group will likely include City staff from Traffic Engineering, Planning, Parks and Recreation, Escondido Police Department, Information Systems (GIS), Economic Development and Communications. External Stakeholder Working Group members will likely consist of community leaders and local organizations who have interest in the development of transportation options in the City, such as Escondido Union School District, Escondido Union High School District, the members of the Transportation and Community Safety Commission, Planning Commission, North County Transit District, MTS, Escondido Senior Service Council, VisitEscondido, Chamber of Commerce, Downtown Business

Association, Escondido bicycling or walking organizations, the ADA community, and local business associations, among others. Consultant will share information on various phases of the Project and solicit feedback as appropriate.

Task 2.2 Stakeholder Working Group Meetings for Clean Mobility Options Transportation Needs Assessment

Consultant will conduct one (1) meeting with the internal Technical Working Group and one (1) meeting with the external Stakeholder Working Group during phase 1, focusing on transportation needs assessment.

Task 2.3 Outreach Framework

The consultant will develop an Outreach Framework outlining the selected approach to community outreach throughout the Project. The report will detail key outreach events, timelines, social and traditional media engagement opportunities, and language/translation needs, among other elements. The Framework will incorporate the Clean Mobility Options Needs Assessment Implementation Toolkit materials. All outreach products will be presented in English and Spanish.

Task 2.4 Branding, Project Webpage, and Social Media

The consultant will work with City communications staff to develop a branding effort related to the Project. Consultant will implement a webpage using Social Pinpoint (or equivalent) and social media (Facebook, Instagram, and one other platform, to be determined in consultation with City staff) presence for the Clean Mobility Options Needs Assessment (and will also be utilized for the CATS). The City will host the Project webpage on its City webpage, and will work with the consultant to develop, refine, and post content. The website will be updated at least quarterly during the CMO process.

The Project webpage will include core project information regarding the plan, updates on upcoming meetings, status of the project, and draft materials. The Project webpage will serve as an opportunity for continuous engagement from the public and a tool for obtaining feedback outside of community meetings. The webpage will feature links to Project deliverables and Project outreach elements (surveys, comment forms, etc.), and will feature a web-mapping application, where users can identify transportation challenges and desired transportation options within the City. All webpage materials will be translated into English and Spanish. Project webpage design will be done in a color scheme that are accessible to people with visual disabilities, such as color blindness and project materials will be able to be read by accessibility programs to accommodate people with blindness and low vision.

An online survey will also be available on the Project website, and will be developed using the Clean Mobility Options Needs Assessment Implementation Toolkit materials.

Task 2.5 Public Workshops for Clean Mobility Options

The Project will feature a hybrid of traditional public workshops and web-based input. The outreach for the Clean Mobility Options will focus on two phases: (1) soliciting feedback on transportation challenges/opportunities and (2) recommended transportation improvements (and potential CMO pilot project).

Note that the feedback gained during these phases will be utilized for the CATS and Mobility Element Update as discussed in Task 6.

The following methods will be used for the public outreach:

- Community Conversations: Consultant will host one “Community Conversation” per phase (2 total for the CMO) in order to gain feedback and input from Escondido residents and stakeholders. The “Community Conversation” will be hosted at locations known to attract community members – meeting the community where they are at. VCC will leverage their experience leading Resident Leadership Academy (RLA) groups and collaborating with organizations such as the American Heart Association, North County Sierra Club, and the Escondido Community Housing Coalition. The “Community Conversations” will be advertised and promoted by utilizing VCC community connections with the VCC facilitated Healthy Escondido Coalition, WhatsApp Escondido resident group and the Healthy Escondido Coalition social media page (IG: @healthyescondidocoalition). VCC has experience creating and distributing bilingual materials and facilitating community forums, meetings and trainings which will ensure the “Community Conversations” reach a wider audience.
 - The conversations will start with a brief PowerPoint presentation and focus on providing interactive activities for participants to engage in.
 - These conversations will be in-person and will feature printed maps and analog based activities (using post-it notes, drawing on maps, filling out comment cards) to solicit input on transportation needs and improvements.
- Virtual Public Meeting – The Consultant will conduct one virtual meeting as part of the CMO outreach. The meeting will consist of a presentation and orientation to using the interactive map (and other outreach tools) on the website.

Workshops will be advertised using the multimedia approach outlined in the Outreach Framework, and will feature bi-lingual materials.

Task 2.6 Ongoing Community Events

The consultant will present the Project at two ongoing community events as part of the CMO to solicit feedback on transportation needs and potential improvements. The materials that will be used (in conjunction with the outreach for the CATS/Mobility Element) are:

- Passive display (free standing banner stand) with overview information about the plan and QR code to the website.
- Flyers with overview information about the plan, engagement opportunities, and the QR code to the website.
- Small tchotchkes to hand out such as pens with the Project logo, bike keychain, etc.

| Task | Deliverable |
|-------------|---|
| 2.1 | <i>Technical Working Group and Stakeholder Working Groups list of contacts</i> |
| 2.2 | <i>Stakeholder Working Group meeting coordination and minutes</i> |
| 2.3 | <i>Draft and Final Outreach Framework</i> |
| 2.4 | <i>Project Logo/Color Palette (3 Options), Memorandum, Report, PowerPoint, Flyer templates, Project Website using Social Pinpoint, Social Media Strategy</i> |
| 2.5 | <i>In-Person Community Conversations: Meeting Notice, Agenda, PowerPoint, Analog Meeting Activities, Comment Cards, and Meeting Summary (Including Photos of the Event)</i> |

| | |
|-----|--|
| | <i>for two (2) meetings) Virtual Public Meetings: Meeting Notice, Agenda, PowerPoint and Meeting Summary for one (1) virtual public meeting.</i> |
| 2.6 | <i>Summary of outreach conducted.</i> |

Task 3: Summary Report (Transportation Needs Assessment)

Task 3.1 Summary Report

Consultant will produce a summary report that meets the Clean Mobility Options requirements including:

- Overview of the assessment from inception to conclusion, with community background data, partnerships, summary of data analysis and community engagements, and funding sources.
- Data used for the data analysis, including user service, job creation and community engagement and outreach.
- Section on best practices and lessons learned.
- Required boilerplate language and logos as required in the CMO Community Transportation Needs Assessment Guide.

Consultant will follow the sample outline in the CMO Community Transportation Needs Assessment Guide.

| Task | Deliverable |
|-------------|---|
| 3.1 | <i>Draft and Final Summary Report (Transportation Needs Assessment)</i> |

Task 4: Project Preparation and Design

Task 4.1 Pilot Project Identification

Based on the engagement process, data analysis and summary report, Consultant will work with City staff to identify a pilot project to address clean transportation gaps. To the extent that the pilot project involves operating a service (such as micro mobility, shuttle service, etc.), Consultant will research up to three vendor options and prepare a compare/contrast matrix. In addition, Consultant and City Staff will identify a timeline for running the pilot project.

| Task | Deliverable |
|-------------|--|
| 4.1 | <i>Pilot Project Identification, Timeline, and Potential Vendors</i> |

Task 5: Voucher Administration Costs

Task 5.1: CMO Kick-Off Meeting with Staff

Consultant will meet with City Staff to discuss CMO Transportation Needs Assessment Scope and schedule.

Task 5.2: Project Management for CMO

The Consultant will be responsible for maintaining a joint-access, web-based depository of Project-related documents, including schedules, meeting minutes, contact lists, resources, photos, and other key documents. SharePoint will be used as the preferred project management software. In addition, the Consultant will be responsible for preparing and maintaining access to meeting minutes. Project schedule shall be created and maintained on Microsoft Project or City-approved equal. Responsibilities include invoicing and quarterly reporting as outlined in the Professional Services Agreement.

| Task | Deliverables |
|-------------|---|
| 5.1 | <i>Kick-off meeting agenda and notes</i> |
| 5.2 | <i>Project Management Sharepoint Site, Invoicing, Quarterly Reports</i> |

Instructions:

Cost reimbursements made under this Voucher Agreement are subject to approval of completed invoice narrative forms and verification of any milestones/deliverables due. Invoices will be submitted no less than quarterly, but no more than monthly in a format consistent with Payment Request (Microsoft Excel file format) that will be furnished. Invoices submitted will clearly summarize total project costs incurred in accordance with approved project budget and will include sufficient relevant documentation substantiating costs billed.

- 1) **Staff Charges:** Must provide a list of each employee, including the name, title, number of hours worked, and hourly rate applied to the labor hours, all supported by time records/timesheets and some means of verifying hourly labor rates to include, but not limited to, a paystub or payroll register.
- 2) **Travel Costs:** Must be itemized on a list providing information about the date traveled; origin and destination; individuals traveling; and purpose of business travel. All travel costs billed will be supported by itemized receipts and/or invoices with travel amounts reimbursed limited to published maximum per diem amounts per the California Department of Human Resources (CalHR) found at:

<http://www.calhr.ca.gov/employees/pages/travel-reimbursements.aspx>.
- 3) **Other Direct Costs:** All other direct costs must be listed and supported by documentation such as vendor invoices, receipts, or other relevant documentation.
- 4) **Indirect Costs & Fringe Benefits:** Applicable non-labor rates used for billing purposes, to include, but not limited to fringe benefit, overhead and G&A rates, will be supported by the methodology in which the rates are derived and applied. An approved cost rate agreement negotiated with a Federal cognizant agency will suffice.

Upon completion or termination of the Agreement, AWARDEE shall submit the final invoice (if any) no later than thirty (30) days after such completion or termination date. The invoice shall be clearly marked as "FINAL" and prepared as indicated above.

Each invoice must provide the CALSTART agreement number, period covered by invoice, and Awardee's Employer Identification Number and submitted via email to accounting@cleanmobilityoptions.org, or U.S. Postal Service using the following address:

Attention: Clean Mobility Options
CALSTART, Inc.
48 S Chester Avenue
Pasadena, CA 91106

Payment will be delayed if CALSTART deems that a milestone/deliverable has not been accomplished or sufficiently documented; that milestones/deliverables are not in accordance with specifications; that claimed expenses are not reasonable or insufficiently documented or not valid per the budget; or noncompliance with other terms of this Agreement.

| | |
|---------------------------------|---------------------------|
| Agreement Number: | NA22W2A-11 |
| Payment Request Number: | |
| Period covered by this request: | [08/16/2023 - 08/15/2024] |

| Employee Name | Job Classification / Title | Hourly Labor Rate | Billable Labor Hours | Reimbursable Direct Labor Expenses | Project Milestone Achieved |
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Item 11.

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|---------------------------------|---------------------------|
| Agreement Number: | NA22W2A-11 |
| Payment Request Number: | |
| Period covered by this request: | [08/16/2023 - 08/15/2024] |

| Date | From/To | Participants/Purpose/Project Milestone Achieved | Travel | Mileage | | | Other | Total | Billed |
|------|---------|--|--------|---------|------|---------|---------------|-------------|-------------|
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| Agreement Number: | NA22W2A-11 |
| Payment Request Number: | |
| Period covered by this request: | [08/16/2023 - 08/15/2024] |

| Date | Organization/Description | Purpose/Project Milestone Achieved | Reference | Amount | Billed | Match/ Cost Share |
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| | | | | | | |
| | | | | | | |
| Totals | | | | 0.00 | 0.00 | 0.00 |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 01 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | | | \$0.00 | \$0.00 |
| Fringe Benefits | | | \$0.00 | \$0.00 |
| Travel/Mileage | | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | | | \$0.00 | \$0.00 |
| Other (Describe) | | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | | \$0.00 | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 02 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | \$0.00 | | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 03 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | \$0.00 | | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 04 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | \$0.00 | | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 05 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | | \$0.00 | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 06 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | \$0.00 | | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 07 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | | \$0.00 | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 08 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | 0.00 | 0.00 |
| Fringe Benefits | \$0.00 | | 0.00 | 0.00 |
| Travel/Mileage | \$0.00 | | 0.00 | 0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | 0.00 | 0.00 |
| Subcontractor/Consulting | \$0.00 | | 0.00 | 0.00 |
| Other (Describe) | \$0.00 | | 0.00 | 0.00 |
| | | | 0.00 | 0.00 |
| | | | 0.00 | 0.00 |
| Indirect Costs/G&A | \$0.00 | | 0.00 | 0.00 |
| Total | \$0.00 | 0.00 | 0.00 | 0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | 0.00 | | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 09 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | \$0.00 | | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 10 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | \$0.00 | | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 11 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | \$0.00 | \$0.00 |
| | | | \$0.00 | \$0.00 |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | | \$0.00 | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |

Payment Request

(Rev 04/25/2022)

| | | | | |
|--|---------------|------------------------------|--------------------------|-----------------------|
| Organization/Tribe Information City of Escondido 201 N Broadway Escondido, CA 92025 | | Approved Project Term | | Request No. |
| | | From | To | 12 |
| | | 8/16/2023 | 8/15/2024 | |
| | | Billing Period | | Amount |
| | | From | To | \$ 0.00 |
| | | | | |
| CMO Contract No. | | Receipt DUNS | | Recipient EIN |
| NA22W2A-11 | | ##-###-#### | | ##-##### |
| Description | Budget | Expenses This Period | Expenses To Date | Budget Balance |
| Direct Labor | \$0.00 | | \$0.00 | \$0.00 |
| Fringe Benefits | \$0.00 | | \$0.00 | \$0.00 |
| Travel/Mileage | \$0.00 | | \$0.00 | \$0.00 |
| Equipment/Materials (Lead Only) | \$0.00 | | \$0.00 | \$0.00 |
| Subcontractor/Consulting | \$0.00 | | \$0.00 | \$0.00 |
| Other (Describe) | \$0.00 | | \$0.00 | \$0.00 |
| | | | | |
| | | | | |
| Indirect Costs/G&A | \$0.00 | | \$0.00 | \$0.00 |
| Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Less amount to be paid directly to third party | | | | |
| Net amount payable to voucher recipient | | 0.00 | | |
| By signing, I certify to the best of my knowledge and belief that this report is correct and complete and all outlays and obligations are for the purposes set forth in the voucher agreement. | | | CALSTART Use Only | |
| | | | Amount Authorized: | |
| Signature of Certifying Officer | | Date | | |
| | | 06/28/2023 | | |
| Type or Print name and Title | | Phone | | |
| | | | | |
| CALSTART Approval | | | | |
| Reviewed by | | Date | | |
| | | | | |
| Project Manager | | Date | | |
| | | | | |



Community Transportation Needs Assessment Voucher Application

INTRODUCTION

Welcome to the [Clean Mobility Options Voucher Pilot Project](https://www.cleanmobilityoptions.org) (CMO) Application for Community Transportation Needs Assessments ("Needs Assessments"). Completed applications may be submitted after the application window opens on 9:00 am Pacific Time on Wednesday, November 2, 2022. For CMO program information including the Implementation Manual, Application Guide, and supporting resources, please visit www.cleanmobilityoptions.org.

APPLICATION INSTRUCTIONS:

Before beginning the application process, please:

1. Review the Implementation Manual and Application Guide at www.cleanmobilityoptions.org/na-app-guide-1.
2. Check your [organization's eligibility](#) to apply.
3. Check that you have an [eligible project proposal](#).
4. Confirm you are able and willing to comply with the program's [general provisions](#).

When you are ready to proceed:

1. Complete this application, referring to the companion [Application Guide](#), and save the application prior to the opening of the application window at **9:00 am Pacific Time on Wednesday, November 2, 2022**. You may save and return to your application at any time prior to submission. To be accepted, the application must contain all true, accurate, and complete responses in all required fields. Required fields

IMPLEMENTATION MANUAL:

The Application Form (this page) and its companion [Application Guide](#) are derived from the [Implementation Manual](#) (IM). Please see the IM for comprehensive information about eligibility, general provisions, and related information.

ACCESSIBILITY OPTIONS:

Applicants are highly encouraged to submit the application online through this application portal. However, if desired, applicants may request a document-based application by postal mail to:

Clean Mobility Options

c/o CALSTART

48 South Chester Avenue

Pasadena, CA, 91106

Mail-in applications will be timestamped as the

are marked with an asterisk (*).

2. After the application window opens at the date and time listed above, submit this application by returning to your saved application and pressing "SUBMIT." **The "SUBMIT" function will be enabled once the application window opens.**
3. Within 8 weeks of your submission, the Program Administrator will notify the primary contact whether the application has been approved. For more information, see the Application Guide at www.cleanmobilityoptions.org/na-app-guide-1.

day they are mailed (by postmark or receipt at the applicant's choice).

If you have any questions or need assistance, please contact the CMO Application Technical Assistance with your request.

MORE INFORMATION AND SUPPORT:

Technical assistance is available to help complete the application:

- Email: info@cleanmobilityoptions.org
- Phone: (626) 744-5760
- Web: www.cleanmobilityoptions.org/help

COMPANION APPLICATION GUIDE:

The [Application Guide](#) is a companion to this application form with tips for answering each question. We recommend that you read the guide before starting the application. "Guidance" links in the application questions below will take you to their corresponding sections in the guide to make this resource easy to use as you progress through your application.

SECTION 1. PRIMARY CONTACT INFORMATION

Click here for [guidance](#) on section 1.

| Individual's Name | Title | Email Address | Phone | Additional Information |
|--|---|--|---|--|
| <input type="text" value="Matthew Anderson"/> Fill in <i>First and last name of lead applicant's primary contact for application correspondence.</i> | <input type="text" value="Management Analyst"/> Fill in <i>Title or role in the organization.</i> | <input type="text" value="manderson@escondido.org"/> Fill in <i>Email address for submission receipt and other application correspondence.</i> | <input type="text" value="(760) 839-4863"/> Fill in <i>Phone number of primary contact.</i> | <input type="text"/> Fill in <i>Additional information about communication, coordination, or accessibility. For example, "I am hard of hearing." (optional).</i> |

SECTION 2. APPLICANT AND TEAM PROFILE

Click here for [guidance](#) on section 2.

Lead Applicant Organization Name

 Fill in
Lead applicant entity's formal name. If applying as a tribal government, this is the name of the tribal government.

Lead Applicant Organization Address

Lead Applicant Organization Type

201 North Broadway

Address Line 1

Address Line 2

Escondido

City

California

State

92025

Zip Code

- Non-Profit Organization
- Tribal Government
- Public Agency

Legal business address of primary contact for the Lead Applicant. Will be used for official correspondence.

Application Includes Sub-Applicants

Check if the application includes Sub-Applicants. Sub-Applicants are entities who enter into a partnership with the Lead Applicant to apply for CMO funds.

Description of Team's Qualifications to Conduct the Needs Assessment

For over 130 years, the City of Escondido has been serving the people of Southern California, and in doing so, has developed a deep understanding of the needs of the community. City staff have access to a broad range of resources, partners, and community knowledge that qualifies them to conduct a Transportation Needs Assessment. The City of Escondido Traffic Engineering Division will be managing the needs assessment. The City follows a Request For Proposal (RFP) contracting processes. Staff will draft an RFP and outline the expectations of the consultants that are interested in coordinating the public outreach, data collection, and preparation of the Needs Assessment. This process will ensure that a consulting firm with extensive experience preparing Needs Assessments and facilitating public outreach is selected to lead the technical aspects of this effort.

The City manages 315 centerline-miles of roadway with 170 signalized intersections across 37.35 square miles. Aside from parts of Interstate 15 and State Route 78, which are both owned and maintained by Caltrans, the City owns and maintains all public roads. With primary responsibility and control of the rights-of-way, City staff are poised to implement projects arising out of the assessment without need for right-of-way permissions. As a full-service city, Escondido employs a team of traffic engineers with direct and intimate knowledge of the City's transportation strengths and weaknesses, along with the history of the City's initiatives and programs. Much of Escondido's strength in conducting this Needs Assessment will come from its diverse collection of community partners. The City regularly coordinates with the Escondido Union School District, Escondido Union High School District, Escondido Police Department, SANDAG, and many community-based organizations. The collective knowledge from these partnerships will inform the City in completion of the assessment. Drawing on that shared information, the City will build on its own knowledge base for the community's needs. Escondido staff will utilize previous outreach and action steps from its Climate Action Plan and the Mobility and Infrastructure chapter of its General Plan. The needs assessment will also be conducted concurrently with the public outreach component of the Comprehensive Active Transportation Strategy that the City is preparing to increase mobility options. Staff will also draw on knowledge and experience gained from the operation of its largest current transportation initiative, the Senior Nutrition Transportation Program, which provides free door-to-door transportation for seniors to access hot meals at the Escondido Senior Center.

Description of team's qualifications in 3000 characters (which is about 1 page) or less.

Description of Team's Connection to the Community

The City of Escondido connects with its residents regularly through direct feedback and through partner organizations. As a municipal agency under the direction of a publicly-elected City Council, the operations of the City are a direct result of feedback from the community. Input from the community is gathered through city council meetings, public engagements, focus groups, community surveys, Community Advisory Groups, Boards & Commissions, and through the website and "Report It!" smartphone app. The City also gathers valuable information from its partners throughout the area. City staff collect quantitative data from the San Diego Association of Governments (SANDAG), the local Metropolitan Planning Organization, as well as the North County Transit District (NCTD), who manages transit in the region. Qualitative data comes in through partnerships with local school districts and Community Based Organizations, like the Healthy Escondido Coalition, Escondido Education COMPACT, and Interfaith Community Services. The City has worked successfully in the past with the National Latino Research Center, based at nearby California State University San Marcos, on projects requiring significant and meaningful community outreach. Most recently, Escondido's Principal Planner, Veronica Morones, engaged in substantial public engagement to develop the Environmental Justice chapter of the City's General Plan. Veronica has been consulted in the development of this Community Transportation Needs Assessment and will continue to be involved throughout the project. Edd Alberto, Escondido's City Traffic Engineer, is a State of California registered Traffic Engineer and will lead the technical analysis of the needs assessment. These staff, along with community partners and a well-qualified consultant, will collect as much feedback as possible to develop valuable and targeted action items to better serve the people of Escondido.

Description of team's qualifications in 3000 characters (which is about 1 page) or less.

Section 2

SECTION 3. PROJECT NARRATIVE

Click here for [guidance](#) on section 3.

Explanation of Why a Transportation Needs Assessment is Needed

The City's need for a Transportation Needs Assessment stems from a desire to educate and learn from the community. As Escondido has grown from a rural farm town to a bustling urban hub of commerce and transportation, there have been significant changes in the demographics of its residents and the supports and resources they require. Additionally, the City has been divided by Interstate 15 and SR-78, which further restrict reasonable active transportation. City staff are aware of unmet needs in the City and desire to increase their understanding to better serve the public.

Escondido's Climate Action Plan calls for a number of Citywide transportation improvement projects to reduce greenhouse gas emissions with a special focus on social equity and environmental justice. To meet these goals, the traffic engineering team must engage in a significant exchange of information with residents. The City wants to ensure that its infrastructure and programs are beneficial to the people they are designed to serve, so it is essential to educate residents on current options and best practices, then gather community feedback on current gaps and future desires.

As shown on the attached Project Area Map, extensive portions of the City of Escondido meet the low-income definitions of AB1550, including the vast majority of the City's urban core. Census tracts included in the plan area account for 76% of the City's total population, showing the broad reach and considerable impact this assessment will have. Per 2020 census data, 35% of occupied households in Escondido own one or no vehicles. With an average occupancy of 3.2 people per household, this equates to over one third of households being limited on mobility options for when and how they commute to work, take their children to school, access groceries, and complete other daily tasks.

A recent SANDAG regional transit analysis, the Flexible Fleet Strategic Implementation Plan (FFSIP) showed Escondido as a priority area for mobility improvements based on the City's high percentage of minority residents and low-income households in conjunction with its geographic location as a mobility hub and gateway connector for access to Urban San Diego. This report is much broader in nature and more oriented toward regional transportation. Escondido's assessment will include significantly more community interaction to expose the mobility gaps that challenge Escondido residents, specifically those in low-income neighborhoods.

Fill in

Max length is 3000 characters (which is about 1 page).

Summary of Existing Regional or Community-Level Transportation Needs Assessment Efforts

The City of Escondido does not currently have a Community Transportation Needs Assessment. SANDAG's Flexible Fleet Strategic Implementation Plan included some limited assessment of Escondido's transportation needs as part of a regional report focused on connecting transit centers. Escondido plans to build upon this information with a more accessible and local Transportation Needs Assessment that engages the community with clarity and transparency.

Fill in

Max length is 3000 characters (which is about 1 page).

Description of Potential Transportation Gaps and Solutions that the Needs Assessment will Address

Escondido is aware of many potential gaps that a thorough assessment will illuminate. According to American Community Survey data analyzed by the Healthy Places Index (HPI), Escondido households have lower automobile access than 82.8% of the state. Additionally, HPI data reports that only 15.4% of people in Escondido live close to convenient, reliable transit, exposing a significant gap in the City's transportation. The local school districts do not provide busing for all students, further showing a need for safe, reliable transportation to school and around the City. This issue is exacerbated by limited locations for pedestrians to cross Interstate 15, which divides the City and separates communities. City staff hypothesize that a Needs Assessment will point towards a need for connections to the transit center, support for shorter trips to retail and medical centers, and options outside of regular operating hours. Escondido is the home to Westfield North County Shopping Mall, a significant location for employment and retail, but does not have convenient transit options connecting low-income communities to this valuable economic resource. The City hopes to collect community buy-in on specific details of these solutions, whether it is microtransit, micromobility, fixed-route circulators, or something else. In addition, information regarding the community's knowledge and access to technology will assist in guiding future solutions. With American Community Survey data showing that over 20% of the City's population has limited English proficiency, City staff suspect there could be gaps due to language barriers, as well, and plans on addressing that in educational and implementation materials.

Fill in

Max length is 3000 characters (which is about 1 page).

Description of Timeline and Plan for Activities Conducted to Satisfy the Required Elements of the Transportation Needs Assessment Methodology

Immediately upon execution of the voucher agreement, Escondido will advertise a request for proposals and award the consultant contract. This is expected to be completed in months 1-2. During months 3-4, the City will develop an internal stakeholder group with the consultant. This group will develop educational materials and social media campaigns, collect data, and conduct preliminary outreach using surveys. Surveys and educational information will be disseminated through the City's communications department using social media, newsletter distribution lists, and the City website. City staff will also utilize the City's partners' communication networks, working with CBO partners to link social media posts and distribute paper and electronic copies of meeting notices, educational opportunities, and surveys. City staff will coordinate with School District personnel to share information with students' families, and work with the City Community Services Division to secure meeting locations in the communities of focus. These communications will be organized by the selected consultant to maximize distribution to the intended audience in the languages and formats that will be most successful.

In months 4-9, the team will conduct public outreach in multiple modalities. City staff will defer to the consultant's expertise, but expect to utilize the trusted messenger method through in-person forums, virtual workshops, school outreach, and internal stakeholder meetings. The traffic engineering team conducts quarterly Transportation and Community Safety Commission meetings in January, April, July, and October, which could be utilized for public input and updates. There is also an annual Traffic Safety Workshop presented during an August City Council Meeting that could be used for outreach, input, and public update. In an effort to gather as much input as possible from residents in disadvantaged communities, the City will conduct the majority of in-person events at locations other than City Hall. City staff have identified several community meeting locations throughout the project area including schools, community centers, and parks, which will be especially helpful for reaching residents who lack transportation and ability to attend meetings at City Hall. These community meetings will be conducted at various times during the day and evenings to maximize attendance. In months 9-11, the team will complete a Draft Assessment and report it to the public for additional input. Finally, in month 12, the Final Assessment will be released through the previously mentioned communication channels and the City will begin developing a project implementation plan.

Fill in

Max length is 3000 characters (which is about 1 page).

Supporting Material (Optional)

Attach reference or other materials needed to support previous responses in the project narrative section
Up to ten files, maximum of 10 MB each. File types accepted: .doc, .docx, .ods, .txt, .pdf, .xls, .xlsx, .csv, .ppt, .pptx, .jpeg, .jpg, .gif, and .png.

SECTION 4. PROJECT AREA

Click here for [guidance](#) on section 4.

Where is Your Project Located?

- SB 535 Disadvantaged Communities (see Map Reference)
- AB 1550 Low-income Communities (see Map Reference)
- Tribal Lands, only when within SB 535 Disadvantaged Communities or AB 1550 Low-income Communities

Check at least one option for which your Project Area meets CMO

Map Reference:

<https://cleanmobilityoptions.org/project-area-mapping-tool>

program eligibility requirements. Your services must support residents who live and reside within the above selection.

Eligible Census Tracts of Project Area

0202.10, 0202.09, 0202.07, 0202.11, 0206.02, 0207.07, 0206.01, 0205, 0204.04, 0203.07, 0203.09, 0203.05, 0201.05, 0203.08, 0201.08, 0202.14, 0202.13, 0202.02, 0201.09, 0201.07, 0202.06, 0202.08

Fill in

Provide a list of census tract(s) in your Project Area. Census tracts contain six digits, a 4-digit basic code between 0001 and 9999, and may have a 2-digit suffix ranging from .01 to .98. Lookup tool at: <https://geomap.ffiec.gov/FFIECGeocMap/GeocodeMap1.aspx>. If multiple census tracts, please separate with commas.

Note: If there is any discrepancy between census tracts listed and the area represented in the Project Area Map, the map will be used to determine eligibility.

Project Area Setting Description

Most or all of one city/town

Select

Choose the closest description. The Project Area is defined as the geographic area where community residents live and most infrastructure is to be installed. Only select "unincorporated community" if none of the Project Area falls within an incorporated area.

Section

Name of County (or Counties)

San Diego

Fill in

Name of county represented by your Project Area.

Name of City/Cities or Town(s)

Escondido

Fill in

Name(s) of the city/cities, neighborhood(s), community(ies), or tribal land/reservation represented by your Project Area.

Description of Demographics

The area made up of the Census Blocks listed above has less healthy conditions than 74% of the State of California, according to the CA Healthy Places Index, a tool developed by the Public Health Alliance of Southern California to disrupt structural inequities by using data to create change (healthyplacesindex.org). The ethnic makeup of the community is 57.6% Hispanic or Latino, 30.6% White, 5.4% Asian, 3.1% two or more races, 2.2% Black or African American, 0.5% American Indian, 0.4% Native Hawaiian, and 0.2% other race. Citywide, resident ages break down as follows: under 5 years: 6.9%, 6-17 years: 17.1%, 18-64 years: 62.9%, 65 years and over: 13.1%. According to Census information, Escondido's median household income is \$65,326 and 13.6% are living in poverty. In the census tracts surrounding the downtown area, poverty rates are significantly higher than the city average and range from 15.2% to 35.5%.

Fill in

Max length is 3000 characters (which is about 1 page).

Project Area Map

Escondido_CMO Project Area Map.pdf

Upload your Project Area map here. File types accepted: .doc, .docx, .ods, .txt, .pdf, .xls, .xlsx, .csv, .ppt, .pptx, .jpeg, .jpg, .gif, and .png.

Note: If there is any discrepancy between census tracts listed and the area represented in the Project Area

Map, the map will be used to determine eligibility.

END SECTION

SECTION 5. BUDGET SUMMARY

Click here for [guidance](#) on section 5.

Enter Your Requested Voucher Amount

\$100,000.00

Fill in (up to \$100,000)

Budget Using the CMO Template

ESCONDIDO_CMO BUDGET-WORKSHEET-UPDATED-EXCEL-VERSION-03.17.22.xlsx

Attach a budget using the template from www.cleanmobilityoptions.org/application (required). Up to three files, maximum of 20 MB each. File types accepted: .doc, .docx, .ods, .txt, .pdf, .xls, .xlsx, .csv, .ppt, .pptx, .jpeg, .jpg, .gif, and .png.

CMO Budget Worksheet:

<https://cleanmobilityoptions.org/na-budget-worksheet>

SECTION 6. COMMUNITY-BASED ORGANIZATION SUPPORT

Click here for [guidance](#) on section 6.

Does the Applicant Meet the Criteria to Be Considered a Community-Based Organization (CBO)?

Yes No

Section 2

Provide Name of an Eligible CBO That Supports The Project

The Healthy Escondido Coalition at Vista Community Clinic

Fill in

Indicate at Least 2 of the Following Traits Which Qualify The Supporting Organization as a CBO

The organization is place-based, with an explicit geographic focus area that includes the proposed project area. Staff members, volunteers, or Board members reside in the community where the project is located. The organization has a demonstrated track record of at least one year providing services in the proposed project area.

To be considered a CBO, the organization must meet at least two of the three described criteria. If the applicant does not meet this criteria, it must secure a letter of support for the project from a CBO that does.

Note: Tribes do meet the criteria for being a community-based organization.

Provide Evidence that the Statements Checked are True with Brief Examples or Details

The Vista Community Clinic (VCC) has been providing quality health care to residents of North County San Diego for 50 years. As a Federally Qualified Health Center, VCC treats more than 70,000 patients each year regardless of their ability to pay through 9 locations in Southern California. In 2021, VCC's Community Health Department formed the Healthy Escondido Coalition to bring together Escondido residents, City officials, business owners, community-based organizations, and stakeholders. This place-based coalition is designed to utilize the collective strengths of its members to advocate for healthy and safe communities in Escondido through education, placemaking, and policy.

Fill in

Max length is 3000 characters (which is about 1 page).

Letter of Support from CBO

VCC _LOS_ Clean Mobility_ Options_ Voucher_LA_ signed.pdf

Up to ten files, maximum of 10 MB each. File types accepted: .doc, .docx, .ods, .txt, .pdf, .xls, .xlsx, .csv, .ppt, .pptx, .jpeg, .jpg, .gif, and .png.

SECTION 7. SUPPORTING DOCUMENTS

Click here for [guidance](#) on section 7.

Additional Supporting Documents (Optional)

Up to ten files, maximum of 10 MB each. File types accepted: .doc, .docx, .ods, .txt, .pdf, .xls, .xlsx, .csv, .ppt, .pptx, .jpeg, .jpg, .gif, and .png.

SECTION 8. ATTESTATIONS AND SIGNATURE

Click here for [guidance](#) on section 8.

By signing and submitting this application, the Lead Applicant Organization and project team agrees to all of the following:

1. I am **submitting this application on behalf of the Lead Applicant organization** and am **authorized to represent the organization on their behalf**; and
2. The proposal has been **reviewed by and has the support of the Lead Applicant organization's authorized body**; and
3. All information provided in this application and any attachments are true and correct; and
4. **On behalf of the Lead Applicant Organization and project team, I have read, understand and agree to abide by all of the requirements, terms and conditions in the CMO Implementation Manual**; and

5. I have read and **am aware of the insurance requirements required** of the Lead Applicant, Sub-Applicant and partners participating in the CMO program as listed in Section III(3) of the Implementation Manual; and

6. I am aware that the CMO Community Transportation Needs Assessment Voucher is a **cost-reimbursement voucher based on actual costs incurred and verified through payment reimbursement requests and supporting documentation**; and

7. I agree to **comply with CMO program requirements during the voucher agreement term.**

Signature

Signature Date

11/1/2022

Date signed.

Matthew R. Anderson

Signature of the authorized entity that represents the Lead Applicant organization/tribe and signs this application on behalf of the Lead Applicant organization/tribe.

Signed by

Matthew

First

Anderson

Last

Position

Management Analyst

Example: Transportation Director

Fill in

First and Last Name of Authorized Entity submitting form on behalf of the Lead Applicant organization/tribe.

Upload Signature (as needed)

Upload signature if not using e-signature above. Use one file, maximum of 10 MB. File types accepted: .doc, .docx, .ods, .txt, .pdf, .xls, .xlsx, .csv, .ppt, .pptx, .jpeg, .jpg, .gif, and .png.

Are You Ready to Submit the Application?

Yes

(select one)

***Application Window
opens at 9:00 am PT on
November 2, 2022**

RESOLUTION NO. 2023-69

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, AUTHORIZING CITY OF ESCONDIDO TO RECEIVE FUNDING, THROUGH CLEAN MOBILITY OPTIONS, TO PREPARE A COMMUNITY TRANSPORTATION NEEDS ASSESSMENT

WHEREAS, The City of Escondido, as Lead Applicant, submitted a Mobility Project Voucher Application on November 2, 2022, for the Clean Mobility Options Voucher Community Transportation Needs Assessment (CMO). The application submitted was for the preparation of a strategy to provide clean mobility options for disadvantaged communities in Escondido; and

WHEREAS, the City of Escondido is eligible to receive funding through CMO, a statewide initiative funded by California Climate Investments, and administered by California Air Resource Board's Program Administrator team to provide funding for zero-emission shared mobility options to under-resourced communities in California; and

WHEREAS, the City of Escondido will comply with the requirements of the CMO program stated in the Implementation Manual and will accept the CMO voucher funds; and

WHEREAS, the City of Escondido will contract with Fehr & Peers to act as consultants in the completion of the Community Transportation Needs Assessment; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Escondido is committed to implementing clean transportation strategies and increasing transportation equity in Escondido's SB 1550 designated Low-Income Communities; and

BE IT FURTHER RESOLVED, that the City Engineer shall be authorized to execute the approval of CMO voucher funds, reiterate CMO program commitment, and compliance with CMO program requirements to the CMO Program Administrator Team.

Clean Mobility Voucher Pilot Program: CONFLICT OF INTEREST DECLARATION

The awardee must disclose any Conflict of Interest with their ability to fulfill the duties of the Clean Mobility Voucher Pilot Program Voucher Agreement (Voucher Agreement). Please summarize all of your organization's or any subcontractor's/project partner's direct or indirect interests which may pose an actual, apparent, or potential conflict of interest with your ability to fulfill the duties of the Voucher Agreement. Please note that a potential or actual conflict of interest exists when commitments and obligations under the Voucher Agreement are likely to be compromised by the awardee's or any subcontractor's/project partner's other interests (including but not limited to financial interests), or relationships, particularly if those interests or commitments are not disclosed. The Program Administrator may consider the nature and extent of any potential or apparent conflict of interest in reviewing, considering, or processing the voucher application or voucher implementation activities, and may disqualify the awardee/voucher recipient at the Program Administrator's sole discretion.

Please describe below any interests (including but not limited to financial interests), relationships, or positions you or any of your organization's or subcontractor's/project partner's hold (volunteer or otherwise), or circumstances that you believe could contribute to a conflict of interest:

To my knowledge, my organization/ subcontractor/ project partner does not have a Conflict of Interest to disclose.

My organization/ subcontractor/ project partner has a Conflict of Interest to disclose and I have included the appropriate documentation.

Signature of Responsible Party

Date

Typed Name of Responsible Party

Typed Name of Organization

Clean Mobility Voucher Pilot Program
CONFIDENTIALITY STATEMENT

As an authorized representative and/or officer of the organization named below, I warrant my organization and its employees will not disclose and will keep confidential any documents, diagrams, Personally Identifiable Information (see next page for the definition of PII), and information storage media (i.e., databases, cloud storage, etc.) made available to us by the State, the Program Administrator, or community members for the purpose of implementing the Clean Mobility Voucher Pilot Program Voucher Agreement (Voucher Agreement) or in conjunction with any sub-contract agreement arising there from. No obligations in this Confidentiality Statement, however, prevents me or another representative of the organization named below from producing documents or information that are legally compelled under applicable law, including but not limited to a valid subpoena or California Public Records Act Request. If the Awardee believes disclosure may be required under the California Public Records Act or other law, the Awardee shall first give the State and Program Administrator written notice of the intent to disclose plus fourteen (14) days after receipt of the written notice to seek an order preventing disclosure from a court of competent jurisdiction.

I warrant that only those employees who are authorized and required to use such materials will have access to them and that they will sign confidentiality statements at least as restrictive as this one applicable to the organization named below.

I further warrant that all PII provided by the State, the Program Administrator or community members in conjunction with the Voucher Agreement will be physically and/or electronically destroyed once the information is no longer necessary for the implementation to meet the Voucher Agreement requirements. I will include a letter attesting to documenting the destruction of such PII to the Program Administrator as part of the completion of the project milestones. Failure to so comply will subject this organization to potential liability, including all damages to the State and third parties. I authorize the State and Program Administrator to inspect and verify compliance with this statement.

Signature of Responsible Party

Date

Typed Name of Responsible Party

Typed Name of Organization

For purposes of this confidentiality statement, Personally Identifiable Information (PII) includes but is not limited to an individual's:

- Social Security number
- Driver license or state-issued ID number
- Military ID number
- Passport number
- Credit card (or debit card) number, CVV2, and expiration date
- Financial account numbers (with or without access codes or passwords)
- Customer account numbers
- Unlisted telephone numbers
- Date or place of birth
- Mother's maiden name
- PINs or passwords
- Password challenge question responses
- Account balances or histories
- Wage & salary information
- Tax filing status
- Biometric data that can be used to identify an individual, including finger or voice prints
- Digital or physical copies of handwritten signature
- E-mail addresses
- Medical record numbers
- Vehicle identifiers and serial numbers, including license plate numbers
- Medical histories
- National or ethnic origin
- Religious affiliation(s)
- Physical characteristics (height, weight, hair color, eye color, etc.)
- Insurance policy numbers
- Credit or payment history data
- Full face photographic images and any comparable images
- Certificate/license numbers
- Internet Protocol (IP) address numbers
- Geolocation or physical address



STAFF REPORT

July 19, 2023
File Number 0600-10

SUBJECT

APPROVE CHANGE ORDER TO COMPLETE ADDITIONAL WORK FOR THE STORM DRAIN REHABILITATION PROJECT, PHASE III

DEPARTMENT

Development Services

RECOMMENDATION

Request that the City Council adopt Resolution No. 2023-90 authorizing a change order with Sancon Technologies, Inc. in an amount not to exceed \$551,361.23 to add rehabilitation of two 66" storm drain pipelines to the Storm Drain Rehabilitation, Phase III project ("Project").

Staff Recommendation: Approval (Development Services Department, Andrew Firestine, Director and Julie Procopio, City Engineer)

Presenter: Jonathan Schauble, Principal Civil Engineer

FISCAL ANALYSIS

There are adequate funds in the Storm Drain Repair and Improvements Project budget to pay for the original construction project and repair two parallel 66-inch storm drains for a negotiated price of \$551,361.23.

PREVIOUS ACTION

On March 8, 2023, The City Council adopted Resolution No. 2023-22, authorizing the award of the Storm Drain Rehabilitation Project, Phase III, to Sancon Technologies, Inc. ("Contractor") in the amount of \$906,142.

BACKGROUND

In May 2023, property managers for the Reidy Creek Apartments contacted the City with concerns about potential settlement in the vicinity of a City storm drain easement. After televising the pipelines, it was determined that two City storm drain facilities (Facility #18129 and #18129A) are in need of immediate repair. The facilities are two 66-inch diameter bituminous coated corrugated metal storm drain pipelines which run parallel to each other and perpendicular to Morning View Drive, near the intersection of Morning View Drive and W. El Norte Parkway. The two storm drains are contained within a City easement



CITY of ESCONDIDO

STAFF REPORT

that runs through the Reidy Creek Apartment Homes located at 1345 Morning View Drive. The total length of each pipe is approximately 188 feet.

These two storm drains were inspected and assessed as part of the City's Corrugated Metal Pipe Storm Drain Assessment Program performed in 2017/2018 by Brown and Caldwell. Facility #18129 received a Pipeline Assessment Certification Program ("PACP") Quick Score of 423F and Facility #18129A received a PACP Quick Score of 413E, these scores were used as input in developing the grade for each facility and are defined in the table below:

| Facility ID# | Highest Severity Grade Along Pipe | Total Number of Highest Severity Grades | Second Highest Severity Grade Along Pipe | Total Number of Second Highest Severity Grades |
|--------------|-----------------------------------|---|--|--|
| 18129 | 4 | 2 | 3 | F=6 |
| 18129A | 4 | 1 | 3 | E=5 |

Both facilities were rated as Grade 4 High Priority, which is defined as a storm drain with severe defects that will become Grade 5. A Grade 5 rating is considered the highest priority rating. At the time of the inspection, it was recommended that the inverts of each pipe be paved in order to preserve and protect the pipelines within five years. Based on recent video footage, photographs, and field observations performed by City staff, the two pipes have continued to deteriorate since the original assessment performed by Brown and Caldwell in 2017/2018. Included in these worsened conditions is a partial collapse in each of the two pipes. Based on this updated information, each pipe would now receive a Grade 5 rating and requires full restoration.

As discussed in the March 22, 2023 Staff Report, rehabilitation of Grade 5 Highest Priority pipelines has been prioritized. However, the available budget is not adequate to make repairs along the timelines recommended in the 2017/2018 Brown and Caldwell Assessment.

Completed/Budgeted Pipeline Repair

| Project Phase | Timing | # of Pipes | Total Length | Estimated Cost |
|---------------|--------------------|------------|--------------|----------------|
| Phase 1 | Completed FY 19/20 | 18 | 2,294 | \$ 839,828.95 |
| Phase 2 | Completed FY 20/21 | 21 | 2,929 | \$ 471,772.00 |
| Phase 3 | Current FY 22/23 | 18 | 3,329 | \$ 906,142.00 |



CITY of ESCONDIDO

STAFF REPORT

Remaining Pipeline Repair Needs

| Condition Rating | Recommended Timing to Repair | # of Pipes | Approximate Total Length | Estimated Cost |
|-----------------------------|------------------------------|------------|--------------------------|-------------------------|
| 5 - Highest Priority | Within 2 years | 106 | 4057 | \$ 7,795,747.00 |
| 4 - High Priority | Within 5 Years | 90 | 10,504 | \$ 9,057,721.00 |
| 3 - Low Priority | Rehab within 5-10 Years | 356 | 47,077 | \$ 32,992,064.00 |
| 2 - Lowest Priority | 10 years or More | 50 | 5,278 | \$ 31,880.00 |
| 1 - Lowest Priority | - | 84 | 5,108 | n/a |
| 0 - Unable to inspect | n/a | 167 | | TBD |
| Est. Remaining Costs | | | | \$ 49,877,412.00 |

City staff received multiple cost proposals to perform the required rehabilitation on the two storm drain pipes. Sancon submitted the best price to complete the repairs. If this change order is approved, the Contractor will prioritize this repair and complete the work prior to the next rainy season thereby minimizing the risks associated with additional deterioration.

RESOLUTIONS

- a. Resolution No. 2023-90

RESOLUTION NO. 2023-90

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, AUTHORIZING THE MAYOR TO EXECUTE, ON BEHALF OF THE CITY, A CHANGE ORDER WITH SANCON TECHNOLOGIES, INC. FOR ADDITIONAL REPAIRS FOR THE STORM DRAIN LINING AND REHABILITATION PROJECT, PHASE III

WHEREAS, the City Council has allocated funding in the adopted Capital Improvement Program (“CIP”) Budget for the City’s Storm Drain Lining and Rehabilitation Program; and

WHEREAS, Sancon Technologies, Inc. was determined to be the lowest responsive and responsible bidder on February 23, 2023; and

WHEREAS, this City Council desires at this time and deems it to be in the best public interest to authorize the Mayor to execute, on behalf of the City, a construction change order to Sancon Technologies, Inc. in an amount not to exceed \$551,361.23.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California as follows:

1. That the above recitations are true.
2. That the City Council authorizes the Mayor to execute, on behalf of the City, a construction change order with Sancon Technologies, Inc. to complete additional storm drain repairs and lining up to an amount of \$551,361.23.
3. That staff retains the authority to approve change orders up to ten-percent of the total contract amount in accordance with the Municipal Code.



STAFF REPORT

July 19, 2023
File Number 0480-70

SUBJECT

SAN DIEGO DROWNING PREVENTION FOUNDATION GRANT - \$3,000

DEPARTMENT

Community Services Department

RECOMMENDATION

Request the City Council adopt Resolution No. 2023-79 authorizing the Director of Communications & Community Services to receive a \$3,000 grant from the San Diego Drowning Prevention Foundation.

Staff Recommendation: Approval (Community Services: Joanna Axelrod, Deputy City Manager/Director of Communications and Community Services)

Presenter: Robert Rhoades, Deputy Director of Community Services

FISCAL ANALYSIS

This action will have no impact on the General Fund Budget and does not require matching funds.

PREVIOUS ACTION

None.

BACKGROUND

The City of Escondido has been awarded \$3,000 from the Drowning Prevention Foundation of San Diego under their "SD Swims Grant Program" for Summer 2023. These funds will provide staffing and materials support to activities that promote water safety in Escondido through the following programs:

- A free water safety lesson that occurs during the beginning of Open Swim at Washington Park Pool each Friday, Saturday and Sunday, 12-1 p.m. throughout the summer. Participants who attend these talks are invited to stay for the remainder of Open Swim free of charge.
- The second program provides free access to our Jr. Lifeguard program for youth ages 12-15. Youth who attend this program will be taught introductory water rescue skills along with how to perform CPR and use an AED machine. This program will run three sessions in July, Monday through Thursday for one hour each day.



CITY *of* ESCONDIDO

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- The grant will support the staffing costs of the City's second annual Summer Glow pool party that will host a variety of water safety games and challenges. This special event was recently honored by the California Parks and Recreation Society (CPRS) with their "Best Community Event" award at the CPRS District 12 annual awards ceremony ("Attachment "2") and with support from this grant, staff are able to bring this to our community for a second year in a row.

RESOLUTIONS

- a. Resolution No. 2023-79

ATTACHMENTS

- a. Attachment "1" – Budget Adjustment
- b. Attachment "2" – CPRS Best Community Event Award picture

RESOLUTION NO. 2023-79

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, AUTHORIZING THE DEPUTY CITY MANAGER/DIRECTOR OF COMMUNICATIONS & COMMUNITY SERVICES TO RECEIVE AND EXPEND A \$3,000 GRANT FROM THE SAN DIEGO DROWNING PREVENTION FOUNDATION

WHEREAS, the California Department of Public Health records indicate one in every 100,000 Californians die from drowning annually, and that for every drowning fatality there are 3 more non-fatal drowning events that occur. Populations that are at greatest risk include youth ages 0-4 and older adults 75 and up; and

WHEREAS the City of Escondido's Community Services Department is the primary resource for educating the public in water safety through a variety of learn-to-swim programs and opportunities that are meant to engage all members of our community; and

WHEREAS, the Drowning Prevention Foundation of San Diego is committed to promoting greater water safety and drowning prevention through providing grant opportunities and partnerships with local communities and non-profits; and

WHEREAS, the City of Escondido is a partner of the Drowning Prevention Foundation of San Diego in promoting greater water safety and education in our community to alleviate the risk of drowning in our county, and state.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California as follows:

1. That the above recitations are true.

2. That the City Council authorizes the Deputy City Manager/ Director of the Communications and Community Services, or her designee, to execute all necessary documents, in forms approved by the City Attorney's Office, to accept all grant funds.

3. That the City Council approves of any necessary budget adjustments to expend funds received for the purposes stated herein.

4. That Community Services Department shall expend the \$3,000 grant funds in accordance with the terms and requirements of the grant agreement.



BUDGET ADJUSTMENT REQUEST

| | | |
|--|-------------------------------|--|
| Department: | Community Services Department | For Finance Use Only BA # _____ Fiscal Year _____ |
| Department Contact: | Robert Rhoades | |
| City Council Meeting Date: <i>(attach staff report)</i> | 7/19/2023 | |

EXPLANATION OF REQUEST

Acceptance of \$3,000 grant from the Drowning Prevention Foundation of San Diego. The grant will fund staffing and materials to support activities that promote water safety in Escondido.

BUDGET ADJUSTMENT INFORMATION

| Project/Account Description | Account Number | Amount of Increase | Amount of Decrease |
|---|----------------------|--------------------|--------------------|
| Miscellaneous Agencies | 4121-401-New Project | \$3,000.00 | |
| Drowning Prevention Foundation of San Diego: SD Swims Grant | 0000-401-New Project | \$3,000.00 | |
| | | | |
| | | | |
| | | | |
| | | | |

APPROVALS

| | | | |
|--|-------------|--|-------------|
| DocuSigned by: 0A4221C4E841433... | 7/12/2023 | DocuSigned by: 99A33925FA6B449... | 7/11/2023 |
| DEPARTMENT HEAD | DATE | FINANCE | DATE |

CPRS District 12: Parks Make Life Better, Best Community Event Award

Summer Glow Party, City of Escondido





STAFF REPORT

July 19, 2023

File Number 0600-10; A-3467

SUBJECT

LIBRARY CRITICAL INFRASTRUCTURE PROJECT MANAGEMENT CONSULTING AGREEMENT WITH GRIFFIN STRUCTURES

DEPARTMENT

Communications & Community Services

RECOMMENDATION

Request the City Council adopt Resolution No. 2023-86, authorizing the Mayor to execute a Consulting Agreement with Griffin Structures in the amount of \$798,000 for the project and construction management services related to the Escondido Public Library Critical Infrastructure and Modernization Project (“Project”).

Staff Recommendation: Approval (Communications & Community Services: Joanna Axelrod, Deputy City Manager/Director of Communications & Community Services)

Presenter: Joanna Axelrod, Deputy City Manager/Director of Communications & Community Services

FISCAL ANALYSIS

There will be no impact to the General Fund as the cost of this contract will be paid out of the grant funding received for this Project.

PREVIOUS ACTION

On March 2, 2022, City Council adopted Resolution 2022-32 authorizing the Deputy City Manager/Director of Communications & Community Services to submit an application to the California State Library for \$10 million in funding through the Building Forward Library Infrastructure Improvement Program grant and complete all necessary documentation to receive and spend funds.

On September 12, 2022, the City was notified that our application was successful, and we were awarded the full \$10 million and that our request for a full 100% reduction in the required cash match amount was also approved.

BACKGROUND

The Budget Act of 2021 (SB-129) allocated \$439 million in one-time funds to the California State Library to address life-safety and critical maintenance needs of public library facilities throughout California. The



CITY of ESCONDIDO

STAFF REPORT

competitive Building Forward Library Infrastructure Improvement Program grant prioritizes funding for local library facilities located in high poverty areas of the state. The City applied for and was awarded the maximum grant amount per library facility of \$10,000,000. Additionally, the City's request for a full 100% reduction in the required cash match amount was also approved.

The Escondido Public Library resides in a 40,000 square foot building constructed in 1980 and is the sole library location serving a population of over 150,000 people. As with many aging City facilities, there has not been sufficient funding available to properly maintain the library. There are currently three known roof leaks and the windows seep during storms with high winds. Without addressing the roof and window issues, it is likely that there will be a major issue impacting library operations in the next 3-5 years.

The Project will replace critical infrastructure including lighting, roofing, windows, and HVAC systems throughout the facility. Fluorescent and incandescent lighting will be replaced with energy efficient LED. The original roof, which has exceeded its projected lifespan and has been repaired multiple times over the years but continues to leak, will be replaced and allow us to fix water-damaged areas throughout the facility. The asbestos-laden ceiling tiles will be remediated and replaced with a safer, more modern material. The first-floor restrooms will also be upgraded to current ADA compliance. The Library has seven roof top HVAC systems which are approximately 15 years old with a 15-year lifecycle. The Library is a designated cool zone for residents during extreme heat waves. Due to the age of the HVAC units, we are experiencing major HVAC failures that have affected operations. These replacement efforts will extend the life of the building for the foreseeable future. If additional funding remains beyond the costs associated with the critical infrastructure improvements, then modernization efforts around making the layout of the first floor more functional and accommodating of current community needs as well as aesthetic improvements will be made.

In order to address staff bandwidth issues around project management of the numerous capital improvement projects underway and the tight timelines of the associated funding sources, it has been necessary to hire outside support. RFQ 23-01 was released January 23, 2023 in order to build a list of qualified firms for Project/Construction Management Services. Out of the nine responses, four firms were asked to submit specific proposals for the Project. The selection team of representatives from Engineering, the City Attorney's Office, Communications & Community Services, and Public Works was formed to review the proposals. It was determined that with over 35 library projects in their portfolio, Griffin Structure's extensive experience in performing similar construction project management of municipal library renovation projects, in addition to their detailed proposal and deliverables, was the right fit for this Project.

Following Council approval and execution of the contract, it is anticipated that preconstruction will take 18 months followed by 14 months of construction.



CITY *of* ESCONDIDO

STAFF REPORT

RESOLUTIONS

- a. Resolution No. 2023-86
- b. Resolution No. 2023-86 Exhibit "A" Consulting Agreement

RESOLUTION NO. 2023-86

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, AUTHORIZING THE MAYOR TO EXECUTE, ON BEHALF OF THE CITY, A CONSULTING AGREEMENT IN THE AMOUNT OF \$798,000 WITH GRIFFIN STRUCTURES FOR THE PROJECT AND CONSTRUCTION MANAGEMENT SERVICES RELATED TO THE ESCONDIDO PUBLIC LIBRARY CRITICAL INFRASTRUCTURE AND MODERNIZATION PROJECT

WHEREAS, the Budget Act of 2021 (SB-129) allocated \$439 million in one-time funds to the California State Library to address life-safety and critical maintenance needs of public library facilities throughout California as part of the Building Forward Library Infrastructure Improvement Program; and

WHEREAS, the CITY was awarded \$10 million to fund the Escondido Public Library Critical Infrastructure and Modernization Project ("Project") which will replace critical infrastructure including lighting, roofing, windows, HVAC systems, asbestos remediation, and upgrade existing restrooms to ADA standards; and

WHEREAS, the City has determined that it is in the City's best interest to retain the professional services of a consultant to provide project and construction management services related to the Project; and

WHEREAS, Griffin Structures was determined, through a competitive procurement process, to be the most qualified firm that provided the best value to the City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California as follows:

1. That the above recitations are true.

2. That the City Council authorizes the Mayor to execute a Consulting Services Agreement in the amount of \$798,000 with Griffin Structures, which is attached to this Resolution as Exhibit "A" and incorporated by this reference, subject to final approval as to form by the City Attorney.



CITY OF ESCONDIDO
CONSULTING AGREEMENT

This Consulting Agreement ("Agreement") is made and entered into as of the last signature date set forth below ("Effective Date"),

Between: CITY OF ESCONDIDO
a California municipal corporation
201 N. Broadway
Escondido, CA 92025
Attn: Dane White
(760) 839-4505
("CITY")

And: Griffin Structures, Inc.
a California corporation
1 Technology Dr.
Building 1 Suite 829
Irvine, CA 92618
Attn: Jon Hughes
949-444-1615
("CONSULTANT").

(The CITY and CONSULTANT each may be referred to herein as a "Party" and collectively as the "Parties.")

WHEREAS, the CITY has determined that it is in the CITY's best interest to retain the professional services of a consultant to provide project and construction management services related to the Building Forward Library Facilities Improvement Program grant funded by the California State Library;

WHEREAS, CONSULTANT is considered competent to perform the necessary professional services for the CITY; and

WHEREAS, the CITY and CONSULTANT desire to enter into this Agreement for the performance of the Services described herein.

NOW, THEREFORE, in consideration of the mutual covenants, promises, terms, and conditions set forth herein, and the mutual benefits derived therefrom, the Parties hereby agree as follows:

1. Description of Services. CONSULTANT shall furnish all of the Services described in the Scope of

Work, which is attached to this Agreement as Attachment "A" and incorporated herein by this reference ("Services").

2. Compensation. In exchange for CONSULTANT's completion of the Services, the CITY shall pay, and CONSULTANT shall accept in full, an amount not to exceed the sum of **\$798,000**. CONSULTANT shall be compensated only for performance of the Services described in this Agreement. No compensation shall be provided for any other work or services without the CITY's prior written consent. If this Agreement is amended at any time, additional compensation of CONSULTANT contained in any subsequent amendments shall not exceed a cumulative total of 25% of the maximum payment provided for in this Section 2, unless approved by resolution of the City Council.
3. Performance. CONSULTANT shall faithfully perform the Services in a proficient manner, to the satisfaction of the CITY, and in accord with the terms of this Agreement. CONSULTANT shall be responsible for the professional quality, technical accuracy, timely completion, and coordination of all reports and other information furnished by CONSULTANT pursuant to this Agreement, except that CONSULTANT shall not be responsible for the accuracy of information supplied by the CITY.
4. Personnel. The performance of the Services by certain professionals is significant to the CITY. As such, CONSULTANT shall only assign the persons listed on Attachment "B", attached to this Agreement and incorporated herein by this reference ("Personnel List"), to perform the Services. CONSULTANT shall not add or remove persons from the Personnel List without the City's prior written consent. If CONSULTANT has not designated a person to perform a component of the Services, CONSULTANT shall not assign such component of the Services to a person without obtaining the City's prior written consent. CONSULTANT shall not subcontract any component of the Services without obtaining the City's prior written consent.
 - a. Each individual listed on Attachment "B" must file (i) a Statement of Economic Interests Form 700 ("Form 700") pursuant to the California Political Reform Act of 1974 within 30 days of commencing work pursuant to this Agreement and (ii) a "leaving office" Form 700 within 30 days of concluding work pursuant to this Agreement. If the term of this Agreement extends beyond one year, each individual listed on Attachment "B" must file a Form 700 on an annual basis for each subsequent term year on or before the first of April. The CITY may require each individual listed on Attachment "B" to assist the CITY in completing a Form 805 to identify consultants that make or participate in making governmental decisions and identify the consultants' disclosure requirements. The Clerk's Office will coordinate Form 700 and 805 completion on the CITY's behalf.
5. Termination. The Parties may mutually terminate this Agreement through a writing signed by both Parties. The CITY may terminate this Agreement for any reason upon providing CONSULTANT with 10 days' advance written notice. CONSULTANT agrees to cease all work under this Agreement on or before the effective date of any notice of termination. If the CITY terminates this Agreement due to no fault or failure of performance by CONSULTANT, then CONSULTANT shall be compensated based on the work satisfactorily performed at the time of such termination. In no event shall CONSULTANT be entitled to receive more than the amount that would be paid to CONSULTANT for the full performance of the Services.
6. City Property. All original documents, drawings, electronic media, and other materials prepared by CONSULTANT pursuant to this Agreement immediately become the exclusive property of the CITY,

and shall not be used by CONSULTANT for any other purpose without the CITY's prior written consent.

7. Insurance Requirements.

- a. CONSULTANT shall procure and maintain, at its own cost, during the entire term of this Agreement, insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the Services, and the results of such work, by CONSULTANT, its agents, representatives, employees, or subcontractors. Insurance coverage shall be at least as broad as the following:
 - (1) *Commercial General Liability.* Insurance Services Office ("ISO") Form CG 00 01 covering Commercial General Liability on an "occurrence" basis, including products and completed operations, property damage, bodily injury, and personal & advertising injury, with limits no less than \$2,000,000 per occurrence and \$4,000,000 general aggregate.
 - (2) *Automobile Liability.* ISO Form CA 00 01 covering any auto (Code 1), or if CONSULTANT has no owned autos, hired (Code 8) and non-owned autos (Code 9), with limits no less than \$1,000,000 per accident for bodily injury and property damage, unless waived by the CITY and approved in writing by the CITY's Risk and Safety Division.
 - (3) *Workers' Compensation.* Worker's Compensation as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limits of no less than \$1,000,000 per accident for bodily injury or disease.
 - (4) *Professional Liability (Errors and Omissions).* Professional Liability (Errors and Omissions) appropriate to CONSULTANT's profession, with limits no less than \$2,000,000 per occurrence or claim and \$2,000,000 aggregate.
 - (5) If CONSULTANT maintains broader coverage and/or higher limits than the minimums otherwise required by this Agreement, the CITY requires and shall be entitled to the broader coverage and/or the higher limits maintained by CONSULTANT.
- b. Each insurance policy required by this Agreement must be acceptable to the City Attorney and shall meet the following requirements:
 - (1) *Acceptability of Insurers.* Insurance coverage must be provided by an insurer authorized to conduct business in the state of California with a current A.M. Best's rating of no less than A-: FSC VII, or as approved by the CITY.
 - (2) *Additional Insured Status.* Both the Commercial General Liability and the Automobile Liability policies must name the CITY (including its officials, officers, and employees) specifically as an additional insured under the policy on a separate endorsement page. The Commercial General Liability additional insured endorsement shall be at least as broad as ISO Form CG 20 10 11 85, or if not available, through the addition of *both* CG 20 10, CG 20 26, CG 20 33, or CG 20 38, *and* CG 20 37 if a later edition is used. The Automobile Liability endorsement shall be at least as broad as ISO Form CA 20 01.
 - (3) *Primary Coverage.* CONSULTANT's insurance coverage shall be primary coverage at least as broad as ISO CG 20 01 04 13 with respect to the CITY, its officials, officers, and employees. Any insurance or self-insurance maintained by the CITY, its officials, officers, agents, employees, or volunteers shall be in excess of CONSULTANT's insurance and shall not contribute with it.
 - (4) *Notice of Cancellation.* Each insurance policy shall provide that coverage shall not be canceled, except with prior written notice to the CITY.
 - (5) *Subcontractors.* If applicable, CONSULTANT shall require and verify that all subcontractors maintain insurance meeting all the requirements stated within this

Agreement, and CONSULTANT shall ensure that the CITY (including its officials, officers, and employees) is an additional insured on any insurance required from a subcontractor.

- (6) *Waiver of Subrogation.* CONSULTANT hereby grants to the CITY a waiver of any right to subrogation that any insurer of CONSULTANT may acquire against the CITY by virtue of the payment of any loss under such insurance. CONSULTANT agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this subsection shall apply regardless of whether or not the CITY has received a waiver of subrogation endorsement from the insurer. Any Workers' Compensation policy required by this Agreement shall be endorsed with a waiver of subrogation in favor of the CITY for all work performed by the CONSULTANT, its employees.
 - (7) *Self-Insurance.* CONSULTANT may, with the CITY's prior written consent, fulfill some or all of the insurance requirements contained in this Agreement under a plan of self-insurance. CONSULTANT shall only be permitted to utilize such self-insurance if, in the opinion of the CITY, CONSULTANT's (i) net worth and (ii) reserves for payment of claims of liability against CONSULTANT are sufficient to adequately compensate for the lack of other insurance coverage required by this Agreement. CONSULTANT's utilization of self-insurance shall not in any way limit the liabilities assumed by CONSULTANT pursuant to this Agreement.
 - (8) *Self-Insured Retentions.* Self-insured retentions must be declared to and approved by the CITY.
- c. *Verification of Coverage.* At the time CONSULTANT executes this Agreement, CONSULTANT shall provide the CITY with original Certificates of Insurance including all required amendatory endorsements (or copies of the applicable policy language effecting the insurance coverage required by this Agreement), which shall meet all requirements under this Agreement. The CITY reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by this Agreement, at any time.
 - d. *Special Risks or Circumstances.* The CITY reserves the right, at any point during the term of this Agreement, to modify the insurance requirements in this Agreement, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.
 - e. *No Limitation of Obligations.* The insurance requirements in this Agreement, including the types and limits of insurance coverage CONSULTANT must maintain, and any approval of such insurance by the CITY, are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by CONSULTANT pursuant to this Agreement, including but not limited to any provisions in this Agreement concerning indemnification.
 - f. Failure to comply with any of the insurance requirements in this Agreement, including, but not limited to, a lapse in any required insurance coverage during the term of this Agreement, shall be a material breach of this Agreement. In the event that CONSULTANT fails to comply with any such insurance requirements in this Agreement, in addition to any other remedies the CITY may have, the CITY may, at its sole option, (i) immediately terminate this Agreement; or (ii) order CONSULTANT to stop work under this Agreement and/or withhold any payment that becomes due to CONSULTANT until CONSULTANT demonstrates compliance with the insurance requirements in this Agreement.

8. Indemnification, Duty to Defend, and Hold Harmless.

- a. CONSULTANT (including CONSULTANT's agents, employees, and subcontractors, if any) shall indemnify, defend, and hold harmless the CITY, its officials, officers, agents, employees, and volunteers from and against any and all claims, demands, actions, causes of action, proceedings (including but not limited to legal and administrative proceedings of any kind), suits, fines, penalties, judgments, orders, levies, costs, expenses, liabilities, losses, damages, or injuries, in

law or equity, including without limitation the payment of all consequential damages and attorney's fees and other related litigation costs and expenses (collectively, "Claims"), of every nature caused by, arising out of, or in connection with CONSULTANT's performance of the Services or its failure to comply with any of its obligations contained in this Agreement, except where caused by the active negligence, sole negligence, or willful misconduct of the CITY.

- b. CONSULTANT (including CONSULTANT's agents, employees, and subcontractors, if any) shall indemnify, defend, and hold harmless the CITY, its officials, officers, agents, employees, and volunteers from and against any and all Claims caused by, arising under, or resulting from any violation, or claim of violation, of the San Diego Municipal Storm Water Permit (Order No. R9-2013-0001, as amended) of the California Regional Water Quality Control Board, Region 9, San Diego, that the CITY might suffer, incur, or become subject to by reason of, or occurring as a result of, or allegedly caused by, any work performed pursuant to this Agreement.
 - c. All terms and provisions within this Section 8 shall survive the termination of this Agreement.
9. Anti-Assignment Clause. Because the CITY has relied on the particular skills of CONSULTANT in entering into this Agreement, CONSULTANT shall not assign, delegate, subcontract, or otherwise transfer any duty or right under this Agreement, including as to any portion of the Services, without the CITY's prior written consent. Any purported assignment, delegation, subcontract, or other transfer made without the CITY's consent shall be void and ineffective. Unless CONSULTANT assigns this entire Agreement, including all rights and duties herein, to a third party with the CITY's prior written consent, CONSULTANT shall be the sole payee under this Agreement. Any and all payments made pursuant to the terms of this Agreement are otherwise not assignable.
 10. Attorney's Fees and Costs. In any action to enforce the terms and conditions of this Agreement, the prevailing Party shall be entitled to reasonable attorney's fees and costs.
 11. Independent Contractor. CONSULTANT is an independent contractor, and no agency or employment relationship is created by the execution of this Agreement.
 12. Amendment. This Agreement shall not be amended except in a writing signed by the CITY and CONSULTANT.
 13. Merger Clause. This Agreement, together with its attachments or other documents described or incorporated herein, if any, constitutes the entire agreement and understanding of the CITY and CONSULTANT concerning the subject of this Agreement and supersedes and replaces all prior negotiations, understandings, or proposed agreements, written or oral, except as otherwise provided herein. In the event of any conflict between the provisions of this Agreement and any of its attachments or related documents, if any, the provisions of this Agreement shall prevail.
 14. Anti-Waiver Clause. None of the provisions of this Agreement shall be waived by the CITY because of previous failure to insist upon strict performance, nor shall any provision be waived because any other provision has been waived by the CITY, in whole or in part.
 15. Severability. This Agreement shall be performed and shall be enforceable to the full extent allowed by applicable law, and the illegality, invalidity, waiver, or unenforceability of any provision of this Agreement shall not affect the legality, validity, applicability, or enforceability of the remaining provisions of this Agreement.
 16. Governing Law. This Agreement and all rights and obligations arising out of it shall be construed in accordance with the laws of the State of California. Venue for any action arising from this Agreement shall be conducted only in the state or federal courts of San Diego County, California.

17. Counterparts. This Agreement may be executed on separate counterparts, each of which shall be an original and all of which taken together shall constitute one and the same instrument. Delivery of an executed signature page of this Agreement by electronic means, including an attachment to an email, shall be effective as delivery of an executed original. The Agreement on file with the City is the copy of the Agreement that shall take precedence if any differences exist between or among copies or counterparts of the Agreement.
18. Provisions Cumulative. The foregoing provisions are cumulative to, in addition to, and not in limitation of any other rights or remedies available to the CITY.
19. Notice. Any statements, communications, or notices to be provided pursuant to this Agreement shall be sent to the attention of the persons indicated herein, and the CITY and CONSULTANT shall promptly provide the other Party with notice of any changes to such contact information.
20. Business License. CONSULTANT shall obtain a City of Escondido Business License prior to execution of this Agreement and shall maintain such Business License throughout the term of this Agreement.
21. Compliance with Laws, Permits, and Licenses. CONSULTANT shall keep itself informed of and comply with all applicable federal, state, and local laws, statutes, codes, ordinances, regulations, rules, and other legal requirements in effect during the term of this Agreement. CONSULTANT shall obtain any and all permits, licenses, and other authorizations necessary to perform the Services. Neither the CITY, nor any elected or appointed boards, officers, officials, employees, or agents of the CITY, shall be liable, at law or in equity, as a result of any failure of CONSULTANT to comply with this section.
22. Prevailing Wages. If applicable, pursuant to California Labor Code section 1770 et seq., CONSULTANT agrees that a prevailing rate and scale of wages, in accordance with applicable laws, shall be paid in performing this Agreement. CONSULTANT shall keep itself informed of and comply with all applicable federal, state, and local laws, statutes, codes, ordinances, regulations, rules, and other legal requirements pertaining to the payment of prevailing wages. The prevailing rate and scale to be paid shall be the same as the applicable "General Prevailing Wage Determination" approved by the Department of Industrial Relations as of the Effective Date of this Agreement, which are available online at <http://www.dir.ca.gov/oprl/dprevagedetermination.htm> and incorporated into this Agreement by this reference. Neither the CITY, nor any elected or appointed boards, officers, officials, employees, or agents of the CITY, shall be liable, at law or in equity, as a result of any failure of CONSULTANT to comply with this section.
23. Immigration Reform and Control Act of 1986. CONSULTANT shall keep itself informed of and shall comply with the Immigration Reform and Control Act of 1986 ("IRCA"). CONSULTANT represents and warrants that all of its employees and the employees of any subcontractor retained by CONSULTANT who perform any of the Services under this Agreement, are and will be authorized to perform the Services in full compliance with the IRCA. CONSULTANT affirms that as a licensed contractor and employer in the State of California, all new employees must produce proof of eligibility to work in the United States within the first three days of employment and that only employees legally eligible to work in the United States will perform the Services. CONSULTANT agrees to comply with the IRCA before commencing any Services, and continuously throughout the performance of the Services and the term of this Agreement.
24. Department of Industrial Relations Compliance. This public project is subject to compliance monitoring and enforcement by the Department of Industrial Relations. CONSULTANT shall post

all job site notices required by regulation. CONSULTANT, as well as any subcontractors, shall be registered pursuant to California Labor Code section 1725.5 to be qualified to bid on, be listed in a bid proposal (subject to the requirements of Public Contract Code section 4104), or engage in the performance of any public works contract subject to the requirements of Division 2, Part 7, Chapter 1 of the California Labor Code. Neither the CITY, nor any elected or appointed boards, officers, officials, employees, or agents of the CITY, shall be liable, at law or in equity, as a result of any failure of CONSULTANT to comply with this section.

25. Effective Date. Unless a different date is provided in this Agreement, the effective date of this Agreement shall be the latest date of execution set forth by the names of the signatories below.

IN WITNESS WHEREOF, this Agreement is executed by the Parties or their duly authorized representatives as of the Effective Date:

CITY OF ESCONDIDO

Date: _____

Dane White, Mayor

Griffin Structures, Inc.

Date: _____

Signature

Name & Title (please print)

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY
MICHAEL R. MCGUINNESS, CITY ATTORNEY

BY: _____

THE CITY OF ESCONDIDO DOES NOT DISCRIMINATE AGAINST QUALIFIED PERSONS WITH DISABILITIES.

ATTACHMENT "A"

Scope of Work

A. General

Griffin Structures, Inc., a California corporation, ("Consultant") will provide the City of Escondido, a California municipal corporation ("City") with project and construction management services related to the Building Forward Library Facilities Improvement Program grant funded by the California State Library ("Project").

B. Location

Consultant to provide services located at the Escondido Public Library 239 S. Kalmia St. Escondido, CA 92025 ("Project Site") and at Escondido City Hall located at 201 N. Broadway Escondido, CA 92025.

C. Services

Consultant shall provide services in accordance with Consultant's proposal, which is attached to this Scope of Work as Exhibit 1 and incorporated herein by this reference. In the event of a conflict between this Agreement (including this Scope of Work) and Exhibit 1, the terms of this Agreement shall prevail.

PHASE 1: PRECONSTRUCTION

Project Initiation & Communications

Consultant will host a Project initiation meeting to determine the City's goals and objectives, understand key decision makers, and set up a process to engage any stakeholders as a Steering Committee. Topics will include program and Project budget, schedule assumptions, previous and projected outreach efforts, completed due diligence items and others to help focus the work which will follow below.

Due Diligence

Consultant will review as-built drawings, maintenance records, any lead and asbestos reports to provide to the design teams as a way to understand how the library building technically was constructed and renovated over the years. Any other anticipated scope will be vetted to understand if due diligence is necessary to better inform the scope in the following stages.

A&E Solicitation & Recommendation

To assist the City in procuring architectural and engineering (A&E) services, Consultant will develop a detailed RFP to solicit qualified firms and their related experience and fees. In addition to a formal public notification (as determined by the City), Consultant will send the approved RFP to qualified A&E teams within the industry to whom Consultant believes are competent professionals able to complete this scale of work for the City. Services will include pre-proposal conference as well as answering questions from proposers throughout the process. Consultant will also assist the City throughout the interview and selection process including any fee, scope, or contract negotiations.

Design Management

- Review all approved programming and design documents and ensure that the team is aligned on Project goals and requirements;
- Prepare reports on probable cost, constructability, value analysis, and operability;
- Perform periodic checks on the design progress to ensure that the design meets all Project goals including program, cost, schedule, features, and quality; and
- Issue reports on findings.

Constructability Reviews

Consultant will focus on the quality and clarity of drawings and specifications, perform constructability reviews, and provide cost estimating and reconciliation to minimize conflicts and surprises during the construction phase. Consultant's series of constructability reviews will facilitate plan coordination and clarity, which ultimately minimizes the number of contractors' questions and change orders during construction. This process results in contractor bids which are not inflated to cover ambiguities. Specifically, Consultant will accomplish the following subtasks: Budget Development and Schedule Development as described below.

Budget Development

Consultant will review and provide comment on the A&E team's detailed construction cost estimates as the design progresses inputting into a master Project budget which Consultant will keep track of. Consultant will advise the City and the Design Team on any adjustments necessary to keep the Project on budget.

Schedule Development

Concurrently with the development of the design and the budget, Consultant will prepare a development and construction schedule using Critical Path Management (CPM) techniques. The schedule will be prepared using suitable scheduling software, such as Microsoft Project.

Approach to Value Engineering & Life-Cycle Costs

Value engineering is an integral part of Consultant's cost management process, beginning at the start of design. Consultant closely tracks design decisions as they are made and checks them against the City's program, performance criteria, budget, operating cost expectations, reliability expectations, etc. The purpose is to make value engineering an integral part of the design process and avoid a separate Value Engineering exercise after the design is already completed.

Contractor Prequalification

Prior to issuance of bid documents, Consultant will recommend a formal general contractor prequalification process which is a modified version of the State of California Department of Industrial Relations prequalification model.

Bid Management

Consultant will assist the City and the Design Team in the preparation of a complete and coordinated set of bid documents as well as a Contractor form of agreement. We will structure the contractor bid packages to allow open competition consistent with requirements of public contracting code. If contractor RFI's are received during the bid period, we will coordinate the preparation of addenda

with the Design Team or others and issuance of addenda to the bidders. After bids are received and opened, Consultant will assist in the coordination, tabulation, and analysis of the bid responses.

PHASE 2: CONSTRUCTION

Pre-Construction Conference

Consultant will organize and conduct the Pre-Construction meeting and provide agenda and meeting minutes accordingly. Consultant will ensure that all pertinent team members will be present to coordinate with City staff.

Contract Administration

Consultant will work closely with the City to prepare and oversee the mobilization of the Contractor, the phasing of work, and the establishment of suitable and safe construction staging including, but not limited to: fencing, barricades, temp facilities, temp utilities, construction trailer placement etc. The planning of this effort will start early in the preconstruction process. Also, an initial site phasing and staging plan will be included in the bid documents to give guidance to the bidders regarding City standards and expectations.

Submittal Procedures

Consultant will oversee the distribution of all shop drawing submittal reviews, RFI's, payment requests, change orders, product data, material delivery dates, periodic reports, Project logs etc. As described above, Consultant will use Submittal Exchange or City's Virtual Project Manager software for expedient distribution and tracking of these documents. This effort will meet the exact level of detail expected from the City.

Meetings

Consultant will prepare the agendas and meeting minutes, discuss the schedule updates and near-term activities; work with the team to clarify or resolve problems; coordinate with other Contractors; update the team on the status of change orders, submittals, and RFI's; and review safety issues and other topics as they arise. Consultant will assign action items to responsible parties along with the corresponding date the action requires completion. These meetings will be reviewed for concurrence and will be distributed to attendees within five calendar days.

Quality Assurance/Quality Control (QA/QC)

Consultant will employ a robust QA/QC methodology to this Project to observe, verify, and document the specified level of construction quality.

Construction Observation

Consultant will serve as the 'eyes and ears' of the City for quality control. Accordingly, Consultant will walk the site regularly and inspect all installations for consistency with the construction documents. Specifically, Consultant will enforce the highest level of quality of workmanship to ensure the City receives the best value for the investment made on behalf of the community.

Non-Conforming Work

Consultant will observe all installations and notify if any non-confirming work installed. These notices will be detailed thoroughly and provide recommendations to the City and Architect for corrective

measures. Consultant will also notify the Contractor of non-confirming work and track all resolutions via the Field Observation Log described in Exhibit 1.

Progress Review

The Consultant Construction Manager/Project Inspector will provide periodic progress review of all activities performed on the Project. Additionally, a counting of construction days will be accrued as verification of contract days spent, along with a percentage of completion for activities. Any issues or problems will also be documented for future reference. Consultant will review every schedule provided by the Contractor to confirm they meet the overall objectives of the Project. Accordingly, Consultant will oversee and ensure that activities in the field are consistent with the approved schedule, and will recommend corrective action should they fail correlate.

Maintain On-Site Records

Consultant will manage all Project documentation via our cloud-based document management system. As such, Contractor will maintain all shop drawings, product data, samples, submittals, purchases, materials, equipment, and applicable handbooks. All documents will be maintained and turned over to the City at the completion of the Project.

Schedule of Values & Processing of Payments

Consultant will establish, or cause to be established by the Contractor, a comprehensive Schedule of Values for the entirety of the Project for approval by the City. Once approved, this will serve as the basis for all progress payments, which Consultant will review for consistency with progress in the field and make recommendations to the Contractor for correction. Once corrected, Consultant will make recommendations to the City for processing.

Evaluate Change Order Proposal Costs

Consultant will review all change orders and provide supplemental information as needed to justify their approval or rejection. Consultant will negotiate with the Contractor on the City's behalf and serve as the point of contact for resolving issues and mitigating against potential claims. Specifically, Consultant will seek to avoid claims as detailed above.

Change Order Reports

Consultant will maintain a comprehensive log of all change orders for the Project. This log will include anticipated change orders not yet received, change order requests, the status of their review or rejection, and a final documentation of all approved change orders.

Contractor Claims

As described above, Consultant has an extensive claims mitigation and avoidance program which will be employed for this Project.

Project Status Reports

As with the preconstruction phase, Consultant will provide a monthly Project status report for distribution to all parties the City deems appropriate. This report will include key milestones, anticipated work pending, budget updates, photographs, and any key challenges encountered.

Equipment Instruction Manuals, Warranties & Releases

Integral to our cloud- based document management system, Submittal Exchange or City's Virtual Project Manager software will assemble all guarantees, certifications, affidavits, leases, easement deed, operating and maintenance manuals, warranties and any other closeout documents. This system will provide a complete digital file for all documents, for future use, as well as maintain cloud-based file for future use.

Completion of Contracts & Project

Consultant will coordinate the final punch walk of the Project to ensure all improvements are per the plans and specifications. Throughout the course of construction, Consultant will employ a Field Observation Log to identify quality issues observed by the Project team on an ongoing basis. This will function as an ongoing pre-punch list, and therefore help to minimize the issues discovered at the final punch walk. Consultant will also oversee the follow up punch walks to confirm corrective action is resolved. Once completed, Consultant will issue a comprehensive punch list for completion by the Contractor. Afterwards, Consultant will oversee the completion of these items and ensure that all deficiencies and corrections are completed to the satisfaction of the City.

As-Built, Close Out & Warranties Documents

Consultant will maintain a complete and up-to-date set of drawings for the duration of the Project. As such, the CM set will be used as the As-Built set and require that all trade contractors mark up the CM set which will allow for a complete set of As-Built documents be turned over to the City for record purposes.

User Training Sessions

Consultant will oversee and attend all training sessions for City staff. We will require that all training sessions be videotaped and that those tapes be turned over to the City for future reference. These sessions will also be performed in accordance with CalGreen commissioning requirements and managed in a manner that is consistent with state building code.

Accounting Records

Consultant brings a significant amount of experience in cost accounting methods including the management of contract unit costs and T&M analysis and will employ that experience to provide comprehensive cost accounting records and controls. Consultant will use its cost controls system to establish a master budget that captures all costs associate with the Project. Consultant will provide regular updates to the City throughout the duration of the Project.

Permits

Consultant will work with the City and the design team to ensure all permits are pulled and all requirements of the permitting process are enforced.

Initial Start-Up & Testing

As part of the commissioning process, all installations will go through both a pre-functional testing protocol and a functioning test protocol. These tests will be managed and documented by the Commissioning Agent and overseen by the Construction Manager/Project Inspector.

Storm Water Pollution Prevention Plan (SWPPP)

Consultant will oversee the implementation of the SWPPP program, first by requiring the Contractor provide a QSP as required by the State Water Quality Control Board, and then by performing spot check observations. Any deficiencies and repairs that may be needed will be communicated to the Contractor to rectify as required.

Punch List

Consultant will coordinate the final punch walk to ensure all improvements are per the plans and specifications. Specifically, Consultant will employ a Field Observation Log that will seek to identify quality issues observed by the Project team on an ongoing basis. This will serve to function as an ongoing pre-punch list, and therefore help to minimize the issues discovered at the final punch walk. Consultant will also oversee the follow up punch walks to confirm corrective action is resolved. Once completed, Consultant will issue a comprehensive punch list for completion by the Contractor. Consultant will oversee the completion of these items and ensure that all deficiencies and corrections are completed to the satisfaction of the City.

Final Claims Releases

Should any claims be made on the Project, or any stop notices imposed, Consultant will work with the City to resolve all claims for the success of the Project.

Final Project Report & Payment

Consultant Structures will prepare a final report for the City that captures a final summary of all financial matters including Contractor change orders, consultant costs, services, FF&E (as applicable), and other costs related to the Project. This report will also address all schedule issues and contract dates, as well as final acceptance summary with signed receipts from all City staff. The final report will address all close out documentation as well as final FF&E purchases (as applicable) and installations.

User Complaints

Should user complaints issues arise, Consultant will coordinate with the staff and Contractor to investigate and resolve any issues related to the Project.

Year-End Walk Through

Consultant is prepared to provide a year-end walk through at the conclusion of the warranty period to determine if any issues need to be resolved prior to the expiration of the warranty period. This is typically performed at the 11th month, so the Contractor has sufficient time to address the issues prior to expiration.

D. Scheduling

Consultant to schedule specific dates of work in advance by contacting Joanna Axelrod at 760-839-4871 or jaxelrod@escondido.org. Further instructions will be provided upon scheduling.

E. Contract Price and Payment Terms

The contract price shall not exceed **\$798,000**. The contract price includes all labor, materials, equipment, and transportation required to perform the work.

All costs invoiced by Consultant will be billed based on actual time spent. Any unused savings will be returned to the City or reallocated to another use as agreed to by both Parties in writing.

The hourly rates are fully burdened and include overhead profit, taxes, and benefits. Services will be billed as services are performed according to the Fee Proposal and the Resources Allocation Schedule included in Exhibit 1 for each individual employee and task. However, these are estimates only and hours may be reallocated between staff members, subconsultants, and tasks, in consultation with City, in order to accomplish the overall objective and requirements of the Project. Payment will be made after services have been performed and within 30 days of receipt of an invoice for those services.

F. Term

The term of this Agreement shall be from the Effective Date of the Agreement through **January 31, 2026**.

G. Other

Consultant understands and acknowledges that California Building Forward Grant funds will be used in whole to pay for services under this Agreement. Accordingly, Consultant agrees to comply with all City requests relating to the Award Agreement entered into by the City and the California State Library (Agreement No. BF-1-21-019), which is attached hereto as Exhibit 2 and incorporated herein by this reference. Furthermore, Consultant shall comply with all applicable requirements stated in Exhibit 2, including but not limited to the following:

1. **Audit and Records Access:** At the City's direction, Consultant shall allow the State Library, the Department of General Services, the State Auditor, or their designated representatives the right to review, audit, inspect and copy any records and supporting documentation pertaining to the performance of this Agreement. Consultant agrees to maintain such records for possible audit for a minimum of five (5) years after the final payment, or grant term end date, whichever is later, unless a longer period of records retention is stipulated, or until completion of any action and resolution of all issues which may arise as a result of any litigation, dispute, or audit, whichever is later. The Consultant agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, the Consultant agrees to include a similar right of the State to audit records and interview staff in any subcontract related to performance of this Agreement. Examples of audit documentation may include, but not limited to, competitive bids, grant amendments, if any, relating to the budget or work plan, copies of any agreements with contractors or subcontractors if utilized, expenditure ledger, payroll register entries, time sheets, personnel expenditure summary form, travel expense log, paid warrants, contracts and change orders, samples of items and materials developed with grant funds, invoices and/or cancelled checks.
2. **Non-Discrimination Clause:** During the term of this Agreement, Consultant (including any subconsultants and subcontractors) shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, age, sexual orientation, or military and veteran status. Consultant shall insure that the evaluation and treatment of contractors, employees and applicants for employment are free from such discrimination and harassment. Additionally, Consultant, contractors, and subcontractors, if applicable, shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, §11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code §§ 11135-11139.5), and the regulations or standards adopted by the State Library to implement such article. Consultant shall

permit access by representatives of the Department of Civil Rights and the State Library upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or the State Library shall require ascertaining compliance with this clause. Consultant, and its contractors, and subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. (See Cal. Code Regs., tit. 2, §11105.) Consultant shall include the non-discrimination and compliance provisions of this clause in all contracts and subcontracts to perform work for the Project.

3. Insurance Requirements: Consultant shall comply with the insurance requirements as described in Exhibit B (ADDITIONAL TERMS AND CONDITIONS) of Exhibit 2.

ATTACHMENT "B" Personnel List

Pursuant to Section 4 of the Agreement, CONSULTANT shall only assign performance of Services to persons listed below.

1. Jon Hughes, Principal-in-Charge, jhughes@griffinstructures.com, Griffin Structures;
2. Robert Godfrey, Project Executive, rgodfrey@griffinstructures.com, Griffin Structures;
3. Dustin Alamo, Predevelopment Manager, Dalamo@griffinstructures.com, Griffin Structures;
4. Tim Shaw, Sr. Project & Construction Manager, tshaw@griffinstructures.com, Griffin Structures; and
5. Ariana Ramzian, Project Analyst, aramzian@griffinstructures.com, Griffin Structures.

CONSULTANT shall not add or remove persons from this Personnel List without the City's prior written consent. If CONSULTANT has not designated a person to perform a component of the Services, CONSULTANT shall not assign such component of the Services to a person without obtaining the City's prior written consent. CONSULTANT shall not subcontract any component of the Services without obtaining the City's prior written consent.

Should the CONSULTANT be away from the Project due to holidays, vacation, or other such absence, CONSULTANT will notify CITY and provide alternate personnel and/or supplement that absence with the suitable and appropriate work force to minimize disruption to the Project. Such substitutions will not be permitted without the City's prior written consent.

Acknowledged by:

Date: _____

Jon Hughes, Principal-in-Charge



STAFF REPORT

July 19, 2023
File Number 0120-10

SUBJECT

REVIEW AND UPDATE OF CITY COUNCIL INTERAGENCY AND SUBCOMMITTEE ASSIGNMENTS

DEPARTMENT

City Clerk's Office

RECOMMENDATION

Request the City Council ratify members to serve on the Mayor/Council boards and subcommittees per the attached listing.

Staff Recommendation: Approval (City Clerk: Zack Beck)

Presenter: Zack Beck, City Clerk

BACKGROUND

Best practices require that the City Council regularly review and update the Council's Interagency and Local Subcommittee lists of assigned representatives and alternates. Each Councilmember is also provided an opportunity at the close of each scheduled council meeting to report out to their colleagues and the public on information of interest coming out of the meetings of these agency bodies.

Attached is a list of current Council subcommittees and appointees (Attachment "1") and the proposed appointment list (Attachment "2"). The only change is to have Deputy Mayor Garcia serve as Primary on the NCTD Board of Directors and Mayor White serve as the Alternate.

ATTACHMENTS

1. Current Council Interagency and Subcommittee Appointment List
2. Proposed Council Interagency and Subcommittee Appointment List

INTERAGENCY APPOINTMENTS

| | COUNCIL REPRESENTATIVE | STAFF |
|---|---|------------------|
| 01 AIR POLLUTION CONTROL | CONSUELO MARTINEZ | CHRIS MCKINNEY |
| 02 CLEAN ENERGY ALLIANCE | JOE GARCIA CHRISTIAN GARCIA | CHRIS MCKINNEY |
| 03 ESCONDIDO CREEK WATERSHED | JOE GARCIA CONSUELO MARTINEZ (ALTERNATE) | CHRIS MCKINNEY |
| 04 LEAGUE OF CA CITIES | CHRISTIAN GARCIA JOE GARCIA (ALTERNATE) | SEAN MCGLYNN |
| 05 NORTH COUNTY TRANSIT DISTRICT | DANE WHITE JOE GARCIA (ALTERNATE) | ANDREW FIRESTINE |
| 06 REGIONAL SOLID WASTE ASSOC. | MIKE MORASCO DANE WHITE (ALTERNATE) | CHRIS MCKINNEY |
| 07 SANDAG | DANE WHITE MIKE MORASCO (ALTERNATE) JOE GARCIA (SECOND ALTERNATE) | SEAN MCGLYNN |
| 08 SD COUNTY WATER AUTHORITY | CONSUELO MARTINEZ DANE WHITE (ALTERNATE) | CHRIS MCKINNEY |
| 09 SAN DIEGUITO RIVERPARK JPA | CHRISTIAN GARCIA DANE WHITE (ALTERNATE) | JOANNA AXELROD |

LOCAL SUBCOMMITTEES

| | COUNCIL REPRESENTATIVE | STAFF |
|----------------------------------|-----------------------------------|----------------------|
| 01 BOARDS AND COMMISSIONS | CONSUELO MARTINEZ DANE WHITE | ZACK BECK |
| 02 BUDGET | CONSUELO MARTINEZ MIKE MORASCO | CHRISTINA HOLMES |
| 03 CCAE | CONSUELO MARTINEZ JOE GARCIA | CHRIS MCKINNEY |
| 04 DOWNTOWN PARKING | DANE WHITE CHRISTIAN GARCIA | ANDREW FIRESTINE |
| 05 ECONOMIC DEVELOPMENT | DANE WHITE JOE GARCIA | JENNIFER SCHOENECK |
| 06 HOMELESSNESS | DANE WHITE JOE GARCIA | CHRISTOPHER MCKINNEY |
| 07 HOUSING | MIKE MORASCO CHRISTIAN GARCIA | ANDREW FIRESTINE |
| 08 SCHOOLS | JOE GARCIA CHRISTIAN GARCIA | SEAN MCGLYNN |
| 09 UTILITIES | CHRISTIAN GARCIA MIKE MORASCO | CHRIS MCKINNEY |

INTERAGENCY APPOINTMENTS

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STAFF REPORT

July 19, 2023
File Number 0810-20

SUBJECT

EAST VALLEY SPECIFIC PLAN



The East Valley Specific Plan area, shown in the figure to the left, encompasses approximately 191 acres centered around East Valley Parkway, generally bounded by the alley south of East Grand Avenue to the south, South Hickory and South Fig streets to the west, the Escondido Creek Flood Control Channel to the north, and Harding Street to the east.

DEPARTMENT

Development Services Department, Planning Division

RECOMMENDATION

Request the City Council establish the East Valley Specific Plan by adopting Resolution No. 2023-85, certifying the Program Environmental Impact Report prepared for the East Valley Specific Plan; and adopting Ordinance No. 2023-10, approving the East Valley Specific Plan and rezoning the East Valley Specific Plan area from General Commercial (CG), Hospital Professional (HP), and Commercial Professional (CP), to Specific Plan (S-P).

Staff Recommendation: Approval (Development Services Department: Andrew Firestone, Director of Development Services)

Presenter: Adam Finestone, City Planner

FISCAL ANALYSIS

The EVSP provides a framework to enable private development in the East Valley in areas currently characterized by lower-density and lower-intensity commercial and residential uses. As redevelopment



CITY of ESCONDIDO

STAFF REPORT

occurs over time, development impact fees will be collected to pay for public improvements necessary to serve the area. In addition, impacts directly attributed to the construction of a specific project or projects will be required to construct those improvements (or pay their fair-share contribution toward the cost of construction). These requirements are typical of all development throughout the City; however it is important to note that impact fees collected from projects in the EVSP area will stay in the area.

At the time of this writing, residential projects are required to fund the on-going operational cost of providing municipal services required for the project, through either an agreement to form or annex into a Community Facilities District or the establishment of another lawful funding mechanism reasonably accepted by the City. Any change in City Council policy related to funding of ongoing operational costs would be applicable to all future development in the EVSP area.

PREVIOUS ACTION

In 1998, Escondido voters approved Proposition S, which impacted the ability to increase residential densities throughout the City. In 2012, Escondido voters approved Proposition N, which amended the Escondido General Plan to include, among other things, a mixed-use overlay zone for the EVSP area allowing a minimum of 30 dwelling units per acre. In 2019, the City Council adopted Resolution No. 2019-156, authorizing application for, and acceptance of, an SB 2 grant in the amount of \$310,000 for preparation of a Housing and Community Investment Study, which consisted of a trio of documents including a residential sector feasibility study, the Sixth Cycle (2021 – 2029) Housing Element update, and the East Valley Specific Plan. In 2020, the City Council adopted Resolution No. 2020-62, authorizing application for, and acceptance of, a LEAP grant in the amount of \$500,000 for preparation of, among other things, an Environmental Impact Report for the EVSP. On March 22, 2023, the City Council approved the Sixth Cycle (2021 – 2029) Housing Element Update which, among other outcomes, counted up to 2,185 dwelling units in the EVSP area to meet the City's Sixth Cycle RHNA allocation for an eight-year planning period (April 2021 through April 2029).

BACKGROUND

Specific Plans – Purpose and Authority

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

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential



CITY of ESCONDIDO

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facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; and
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out items 1 through 3 above.

East Valley Parkway Target Area

The Land Use and Community Form chapter of the Escondido General Plan called out the area along East Valley Parkway from downtown Escondido to just east of Midway Drive, as the East Valley Parkway Target Area (“Target Area”), with the goal of revitalizing the area. The EVSP area encompasses the western half of the Target Area. The current General Plan Land Use designations applied to the EVSP area are General Commercial and Office, with a Mixed-Use Overlay for the EVSP area. The EVSP is intended to implement this Mixed-Use Overlay through the creation of a new Specific Plan.

EVSP Vision, Goals, and Policies

The EVSP was developed in collaboration with residents, local businesses, and property owners, in the EVSP area. The vision established through this collaborative effort is as follows:

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

The EVSP vision establishes an all-embracing mission for the Plan Area, with goals and policies acting as tangible steps or actions towards achieving the vision. The goals are broken out into the different topics or lenses in which to carry out the vision. Each goal is supported by policies that give the City measurable, implementable actions intended to help accomplish that goal. Goals and policies are provided for the following topics: Land Use, Sustainable and Equitable Development, Site and Building Design, Mobility, Parks and Public Realm, Economic Development, Public Services and Infrastructure. Additional detail related to the goals and policies can be found in the June 13, 2023, Planning Commission staff report, which is included as Attachment “1” to this report. The goals and policies themselves can be found within the EVSP, which is Exhibit “C” to Ordinance No. 2023-10.



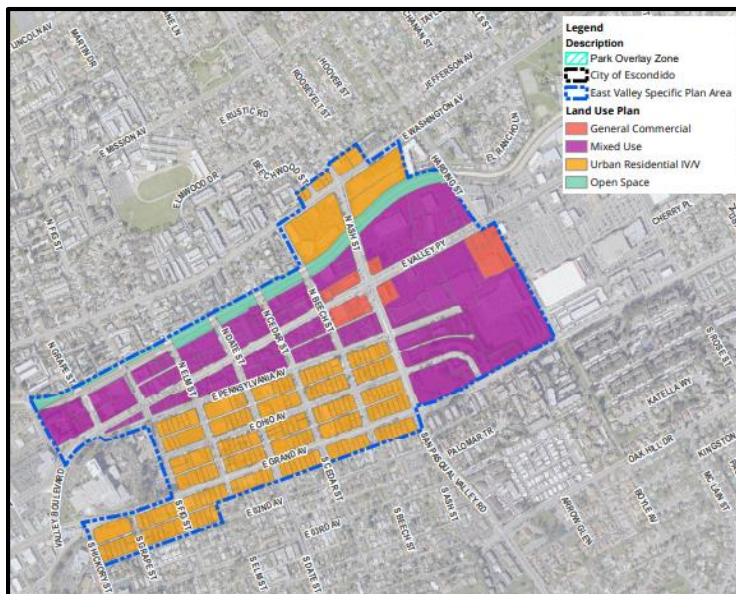
CITY of ESCONDIDO

STAFF REPORT

Land Use Plan

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

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



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

and other amenities, and provide transitions to larger commercial properties to the east, and downtown to the west. Properties in the southern portion of the EVSP area (those generally along East Pennsylvania, East Ohio, and East Grand avenues), as well as those along Ash Street north of the flood control channel, are designated Urban IV/V, which allows multi-family residential development between 21 and 30 dwelling units per acre, consistent with the Urban IV and Urban V General Plan land use designations.

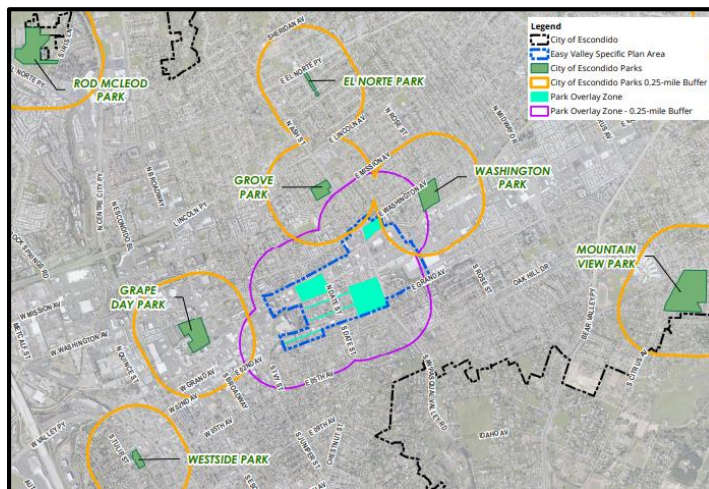


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A General Commercial land use designation is provided at the corner of East Valley Parkway and Ash Street, and on the southwest corner of East Valley Parkway and Harding Street. These properties would retain land use allowances highly similar to those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

A Park Overlay Zone is also identified on the LUP, with the goal of providing up to 25 acres of parkland in the EVSP area. In addition to linear parks envisioned for residential alleys, the Park Overlay Zone has been applied to three areas. Two of those areas were strategically selected because they would create the greatest expansion of land, both inside and outside the EVSP area within $\frac{1}{4}$ mile of a park. The third was selected because it is a City-owned parcel. The figure below identifies the location of the Park Overlay Zone shown (aqua cross-hatching) in relation to other City parks, and includes a $\frac{1}{4}$ mile buffer around the Park Overlay Zone properties and City parks.



While the Park Overlay Zone is only shown in the areas described above (totaling approximately 25 acres), it should be noted that parks are not precluded elsewhere in the EVSP area, nor are properties in the Park Overlay Zone restricted from being developed exclusively with non-park uses.

Residential Land Uses

The EVSP includes innovative provisions meant to encourage and facilitate high-density development on Urban IV/V and Mixed-Use properties. Similar to the

Downtown Specific Plan, the EVSP contains a Density Transfer Program (“DTP”) in order to maintain the full residential build-out capacity of the EVSP area. The DTP would enable the City to transfer units from underutilized properties (sending areas) within the EVSP area to other properties in the EVSP area (receiving areas) to enable a developing property to increase its density beyond what current zoning would permit. The transferred density will be held in a density credit pool administered by the City.

The EVSP also establishes a Target Production Point (“TPP”) for each land use designation that allows for residential development. The TPP is a density within the density range for each designation that provides realistic site development capacities that are likely to yield smaller housing units at a higher density that become more affordable by design. The Urban IV/V land use designation has a density allowance that ranges from 21 – 30 dwelling units per acre. The TPP for the Urban IV/V designation is 25 dwelling units per acre. The Mixed Use land use designation has a density allowance that ranges from 30 – 80 dwelling units per acre. The TPP for the Mixed Use designation is 45 dwelling units per acre.



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To ensure that the EVSP achieves a build-out that accommodates RHNA, especially for lower- and moderate- income households, residential development would not be permitted below the TPP unless a fee in lieu is received for off-site production. The TPP in-lieu fee would be paid into an affordable housing trust fund and used (along with other local funding sources) to finance affordable housing developed off-site. Establishment of the trust fund was called out as a program in the recently-adopted Housing Element, and the City anticipates retaining a consultant to assist in this effort. The per-unit fee shall be deemed a comparable affordable unit contribution towards lower or moderate-income households, and would be due at the time of building permit issuance at a rate established by resolution of the City Council. The goal of the TPP is to encourage housing production at densities sufficient to achieve the City's RHNA. An in-lieu fee is not required for residential development built at or above the TPP. As described later in this report, development standards applicable within the EVSP have been tailored to make achieving the TPP as easy as possible.

Commercial Land Uses

Commercial land uses are permitted in the General Commercial and Mixed-Use districts of the EVSP. For the most part, commercial land uses are modeled after those outlined in the Escondido Zoning Code or Downtown Specific Plan. Notable changes that were made include the following:

- Drive-thru restaurants would be prohibited in the Mixed-Use district. They would continue to require a Conditional Use Permit ("CUP") in the General Commercial district.
- Mini-storage/self-storage facilities are prohibited in all districts.
- Firearms stores require a CUP in the Mixed-Use and General Commercial districts. They are not called out directly in the zoning code; instead, they are identified as part of sporting goods stores, which are permitted in General Commercial zones elsewhere in the City. (This change was made after consultation with the Police Chief.)
- Liquor stores are not permitted in any district. This is consistent with land use allowances in the Downtown Specific Plan.
- General vehicle repair would be prohibited in all districts. Limited vehicle repair would continue to be permitted in the General Commercial district through a minor CUP.

Existing businesses that would become nonconforming as a result of changes implemented by the EVSP would retain their legal status and be subject to the nonconforming use regulations contained in the Escondido Zoning Code.

Development Standards

As noted above, development standards within the EVSP have been crafted with the goal of enabling projects to achieve their TPP. Special attention was paid to the areas below to achieve an appropriate balance of site flexibility and residential amenities. As discussed later in this report, the Planning Commission spent a considerable amount of time over the past month grappling with issues related to



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open space, landscaping, setbacks, ground-floor land use requirements, and parking in order to achieve the appropriate balance. The information below is what is included in the final draft of the EVSP, and represents the Planning Commission's recommendation. A table is provided later in this document showing changes made over the course of the Planning Commission's review in order for them to arrive at their recommendation.

Open Space – It is recognized that open space provides a myriad of benefits, including those related to recreational opportunities, shade, public health, and others. The challenge exists, however, in the fact that land that is used for open space purposes on a lot reduces the land that is available for residential development. In order to achieve the type of residential densities envisioned in the EVSP, an open space requirement of 200 square feet per unit would be required. This number could be reduced to 125 square feet per unit for projects that achieve their TPP.

Landscaping – Aside from areas used for parking and access, any portion of a lot not occupied by a structure must be landscaped. Landscaping can consist of plants and vegetation, as well as decorative hardscape such as permeable pavers and stamped concrete. Similar to open space requirements, the amount of landscaping required on a project site can impact the buildable area. Depending on the land use district that a property is in, the amount of landscaping on-site ranges from 15% to 25% of the property. This is in addition to landscaping in the public right-of-way adjacent to a development site, where street trees, shrubs, and ground cover are required. Landscaping within setback areas does count toward the on-site requirement.

Setbacks – Setbacks represent the minimum horizontal distance between a lot line and the nearest part of any building or structure. The EVSP provides setback requirements of eight to 10 feet from a front, rear, and street-side property line, depending on which land use district it is in, five feet from an alley, and 10 to 20 feet along the Escondido Creek Trail. No setback is required along internal side yards aside from anything required by building and fire codes.

Ground-floor land uses - The EVSP provides for flexibility in uses, such that all properties in the Urban IV/V and Mixed-Use districts are permitted to have commercial or residential uses on the ground floor. While ground-floor residential uses may make sense today, it is important to consider the long-range vision of the EVSP when considering building design. As such, the following requirements have been put in place:

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



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It is important to note that this requirement only applies to properties in the Mixed-Use district, and is not applicable to those in the Urban IV/V district.

Parking – Smart Growth principles encourage pedestrian-oriented mixed-use neighborhoods. This would encourage a reduction in parking requirements due to a reduced reliance on personal automobiles. As such, parking requirements for commercial uses have been limited to an amount no greater than that typically required by the Escondido Zoning Code for the specified use, with the anticipation that nearby residents can walk or take other modes of transportation. Should a commercial user wish to provide additional parking, an administrative remedy has been built into the EVSP to allow for that relief.

The above stated, smart growth principles must be balanced with the reality of existing and anticipated conditions related to parking needs. In an environment where housing costs take up a larger share of residents' income, there is a propensity for larger household sizes with more driving-age residents, and more vehicles per unit. As such, the residential parking requirement has been maintained at the same level in the EVSP as is required elsewhere in the city, as dictated by the zoning code.

ENVIRONMENTAL DETERMINATION

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

A final PEIR has been prepared for the project and is included as Exhibit "B" to Resolution No. 2023-85. The final PEIR consists of a summary of corrections and revisions made to the draft PEIR, comments received on the draft PEIR and the City's responses to those comments, a Mitigation Monitoring and Reporting Program, and the revised draft PEIR showing revisions in strikeout/underline format. Pursuant to sections 15091 and 15093, respectively, of the State CEQA Guidelines, Findings of Fact ("Findings") and a Statement of Overriding Considerations ("SOC") have also been prepared, and are included as Exhibit "C" to Resolution No. 2023-85. An SOC is required when a jurisdiction has determined that there are "specific economic, legal, social, technological, or other considerations...[which] make infeasible the mitigation measures or project alternatives identified in the EIR." In this case, potential mitigation measures necessary to reduce noise impacts to a less-than-significant level would render the project infeasible, and any alternative analyzed in the EIR would eliminate the ability of the EVSP to meet the goals identified in the document.



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PUBLIC OUTREACH AND ENGAGEMENT

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

The first draft of the EVSP was posted on the HCIS webpage in March 2021, and information on the document was presented and discussed at public Planning Commission meetings on March 23, July 13, and October 21, of that year. Subsequent to those informational presentations, focus on the HCIS work program turned toward the Housing Element which had been adopted by the City Council but failed to achieve certification from HCD. Because the EVSP is intended to serve as the rezoning program to achieve compliance with housing element law and enable HCD to certify the City’s Housing Element, it was important that the EVSP be developed in conjunction with the Housing Element.

In March of this year, a revised draft of the EVSP was made available for public review concurrently with the draft PEIR described above. Public hearing notices were published in the Escondido Times Advocate and The Paper ahead of the June 13, and June 27, 2023, Planning Commission public hearings. Notices were also mailed to property owners, residents, and business owners ahead of the June 27, 2023, public hearing. Since that time, staff has received a combination of phone calls and emails from 15 individuals. The written comments have been included as Attachment “5” to this report. Additionally, two people spoke at the June 27, 2023, public hearing.

Public hearing notices were published and mailed ahead of the July 19, 2023, City Council hearing in the same manner described above. As of this writing, no further comments have been received.

GENERAL PLAN CONFORMANCE

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



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PLANNING COMMISSION CONSIDERATION

Starting on June 13, 2023, the Planning Commission held weekly meetings for four weeks to work through a number of issues and areas of concern in the EVSP. Staff reports from those meetings are included as Attachments “1” through “4” to this report. At the June 13, 2023, meeting, the Planning Commission held a public hearing where staff presented items of concern related to development standards, and sought input from the Commission. At a special meeting called for June 20, 2023, Planning Commissioners provided areas of concern related to land uses, development standards, and other aspects of the EVSP that they believed warranted consideration. On June 27, 2023, the Planning Commission held another public hearing, where they received information from staff and continued to work through potential revisions to the EVSP. At the conclusion of that meeting, all items of concern had been addressed with the exception of parking requirements for residential developments. As such, the Planning Commission called for another special meeting on July 6, 2023, where they were presented with a menu of options related to residential parking requirements, and incorporated the selected option into the final version of the EVSP. The document that is before you tonight represents the culmination of that effort.

In order to provide detail on the work done by the Planning Commission over the course of the past month, the table below describes the substantive changes that were made to the draft EVSP between the first Planning Commission hearing on the item (June 13, 2023) and the version before you for consideration. Non-substantive revisions (typographical errors, formatting, pagination, etc.) have been omitted from the table.

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



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

At the end of its July 6, 2023, meeting, the Planning Commission voted unanimously to recommend that the City Council certify the PEIR, and approve the East Valley Specific Plan, as detailed in Resolution No. 2023-85 and Ordinance No. 2023-10, respectively.



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RESOLUTIONS

- a. Resolution No. 2023-85
- b. Resolution No. 2023-85 Exhibit "A"
- c. Resolution No. 2023-85 Exhibit "B"
- d. Resolution No. 2023-85 Exhibit "C"
- e. Resolution No. 2023-85 Exhibit "D"

ORDINANCES

- a. Ordinance No. 2023-10
- b. Ordinance No. 2023-10 Exhibit "A"
- c. Ordinance No. 2023-10 Exhibit "B"
- d. Ordinance No. 2023-10 Exhibit "C"

ATTACHMENTS

- a. Attachment "1" – June 13, 2023, Planning Commission staff report
- b. Attachment "2" – June 20, 2023, Planning Commission staff report
- c. Attachment "3" – June 17, 2023, Planning Commission staff report
- d. Attachment "4" – July 6, 2023, Planning Commission staff report
- e. Attachment "5" – Public comments

RESOLUTION NO. 2023-85

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

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

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

WHEREAS, the Application was submitted to, and processed by, the Planning Division of the Development Services Department in accordance with the rules and regulations of the Escondido Zoning Code and the applicable procedures and time limits specified by the Permit Streamlining Act (Government Code section 65920 et seq.) and the California Environmental Quality Act (Public Resources Code section 21000 et seq.) (“CEQA”); and

WHEREAS, pursuant to CEQA and the CEQA Guidelines (Title 14 of California Code of Regulations, Section 15000 et. seq.), the City is the Lead Agency for the Project, as the public agency with the principal responsibility for approving the proposed Project; and

WHEREAS, pursuant to CEQA Guidelines section 15063, the City prepared an Initial Study, and determined that a Program Environmental Impact Report (“PEIR”) would be prepared to address potential

direct and cumulative impacts associated with air quality, biological resources, cultural and tribal cultural resources, and noise; and

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

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

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

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

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

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

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

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

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

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

WHEREAS, at the July 6, 2023, Planning Commission hearing, the Planning Commission, by a 7 – 0 vote, recommended that the City Council certify the Final PEIR; and

WHEREAS, the City Council has independently and jointly reviewed and analyzed all environmental documentation comprising the Final PEIR, including the Draft PEIR and the revisions and additions thereto, the technical appendices and referenced documents, and the public comments and the responses thereto (collectively Exhibit “B” to this Resolution, on file with the Escondido Planning Division and incorporated herein by this reference as though fully set forth herein), and these documents reflect the independent judgment of the City Council and the City as the Lead Agency for the Project; and

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

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

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

1. That the above recitations are true.

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

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

4. That, for the reasons stated in the Final PEIR, the CEQA Findings of Fact, or as otherwise stated in the July 19, 2023, City Council staff report or through additional written and/or verbal testimony, the City Council certifies the Final PEIR and adopts the CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program.

5. That the City Council hereby directs the Director of Development Services to file a Notice of Determination with the San Diego County Clerk.

Legend

City of Escondido
East Valley Specific Plan Area

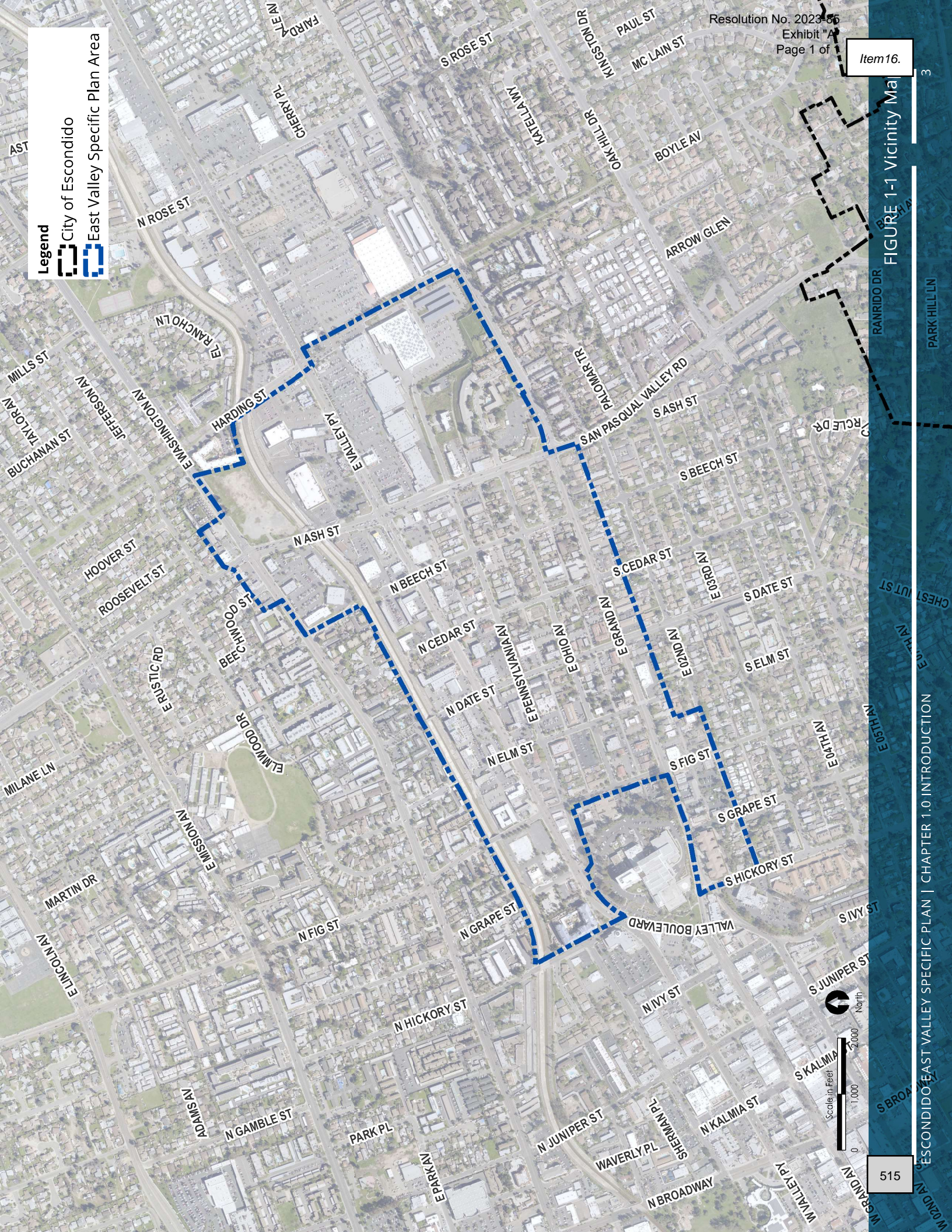


FIGURE 1-1 Vicinity Map

EXHIBIT "B"

Final Program Environmental Impact Report Resolution No. 2023-85

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

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

CEQA Findings of Fact and Statement of Overriding Considerations

East Valley Specific Plan

State Clearinghouse No. 2021020263

June 2023

Prepared for:



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Prepared by:



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Attachments

Attachment 1. Mitigation Monitoring and Reporting Program

Introduction

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

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

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Section 1 Project Description

1.1 Project Location

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

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

1.2 Project Objectives

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

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

1.3 Project Components

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

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

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

1.3.1 East Valley Specific Plan Density Transfer Program

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

1.3.2 Land Use

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

Table 1. East Valley Specific Plan Land Use Designations

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

Source: City of Escondido 2023.

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

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

1.3.3 Parks and Public Realm

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

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

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

1.3.4 Mobility

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

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

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

1.3.4.1 Transportation Fair Share Contribution Program

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

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

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

1.3.5 Public Services and Infrastructure

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

1.3.6 Development Standards and Design Guidelines

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

Table 2. Development Standards

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

1.3.7 Development Potential

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

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

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

Source: City of Escondido 2023.

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

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

Section 2 Environmental Procedures

2.1 Lead Agency

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

2.2 Environmental Impact Report

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

2.3 Public Participation

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

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

2.4 Record of Proceedings

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

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

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

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

Section 3 Findings Under CEQA

3.1 Purpose

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

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

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

3.2 Terminology

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

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

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

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

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

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

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

3.3 Legal Effect

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

3.4 Mitigation Monitoring and Reporting Program

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

3.5 Certification of the Final PEIR

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

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

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

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

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

4.1 Air Quality

4.1.1 Threshold 3: Sensitive Receptors

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

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

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

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

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

4.2 Biological Resources

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

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

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

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

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

4.2.2 Threshold 2: Riparian Habitat or Other Sensitive Natural Communities

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

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

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

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

4.2.3 Threshold 3: Wetlands

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

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

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

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

4.2.4 Threshold 4: Native Resident or Migratory Fish or Wildlife Species

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Biological Resources Threshold 4 associated with removal of trees or vegetation during construction that would result in direct and indirect impacts to nursery sites. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.3.4.4.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Biological Resources Threshold 4 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impact of the Project on Biological Resources Threshold 4 is analyzed in PEIR Section 3.3.4.4. Impacts would have the potential to result in direct and indirect impacts to nursery sites from removal of trees or vegetation during construction.

The potentially significant impacts on Biological Resources Threshold 4 would be mitigated by implementation of Mitigation Measure BIO-1, which is set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measure BIO-1 would be required as detailed above in Section 4.2.1, Threshold 1: Candidate, Sensitive, or Special-Status Species. With implementation of Mitigation Measure BIO-1, impacts on nursery sites would be reduced to a less than significant level.

4.3 Cultural and Tribal Cultural Resources

4.3.1 Threshold 1: Historic Built Environmental Resources

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Cultural and Tribal Cultural Resources Threshold 1 associated with the physical demolition, destruction,

relocation, or alteration of a historic built environmental resource that may result from future development projects. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.4.4.1.

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

Fact in Support of Finding: The potentially significant impact of the Project on Cultural and Tribal Cultural Resources Threshold 1 is analyzed in PEIR Section 3.4.4.1. An impact on Cultural and Tribal Cultural Resources Threshold 1 would occur if future development in the EVSP Area would result in the physical demolition, destruction, relocation, or alteration of a historic built environmental resource (Levels 1–2); therefore, the impact would be potentially significant.

Potentially significant impacts on Cultural and Tribal Cultural Resources Threshold 1 would be mitigated by implementation of Mitigation Measure CUL-1. Mitigation Measure CUL-1 is set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measure CUL-1 would require projects located in areas identified as Level 1 (red) sensitivity or Level 2 (orange) on the Sensitivity Map for Built Environment Cultural Resources in the EVSP Area (Figure 3) in the Cultural Resources Technical Report (PEIR Appendix D) be avoided or redesigned whenever possible. Where avoidance is not feasible, Mitigation Measures CUL-1 would require the preparation of a Historical Resources Assessment Report to assess impacts to individual resources and the district. If a historical resource is identified, the Historical Resources Assessment Report shall assess the potential impacts from the Project following the Secretary of the Interior’s Standards and CEQA Guidelines. Implementation of Mitigation Measure CUL-1 would reduce potential impacts associated with historic built environmental resources to a less than significant level.

4.3.2 Threshold 2: Archaeological Resources

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Cultural and Tribal Cultural Resources Threshold 2 associated with future development construction activities in the EVSP Area that could result in the damage or destruction of previously unknown subsurface archaeological resources. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.4.4.2.

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

Fact in Support of Finding: The potentially significant impact of the Project on Cultural and Tribal Cultural Resources Threshold 2 is analyzed in PEIR Section 3.4.4.2. An impact on Cultural and Tribal Cultural Resources Threshold 2 would occur if construction activities associated with future

development consistent with the EVSP goals and policies could damage or destroy previously unknown subsurface archaeological resources; therefore, impacts would be potentially significant.

Potentially significant impacts on Cultural and Tribal Cultural Resources Threshold 2 would be mitigated by implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10. Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10, which are set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measure CUL-2 would require archaeological evaluation. This includes the review of the future discretionary projects in the EVSP Area by the City of Escondido Planning Department to determine if a Cultural Resources Study is required prior to the issuance of a building permit. Site-specific archaeological surveys shall be conducted for the following types of projects: (1) projects in areas that have not been previously developed, or (2) projects that may impact built environment resources that meet the age threshold for eligibility. If potentially significant archaeological resources are identified during the Phase I or Phase II assessments and impacts on these resources cannot be avoided, then appropriate site-specific mitigation measures shall be established and undertaken. If significant resources are found, Mitigation Measure CUL-3 requires the retention of a qualified archaeologist and a Native American monitor associated with a Tribe that is traditionally and culturally affiliated with the project location implement a monitoring program for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever an archaeological site or a Native American Traditional Cultural Property within the project footprint would be impacted. Mitigation Measure CUL-4 would require monitoring of a qualified archaeological and Native American monitor during initial grubbing, site grading, excavation, or disturbance of the ground surface. Mitigation Measure CUL-5 shall provide the qualified archaeological and Native American monitors the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Mitigation Measure CUL-6 requires the qualified archaeological monitor and Native American monitor to notify the City of Escondido of any discovery identified during ground disturbance as outlined in Mitigation Measure CUL-5. The qualified archaeologist, in consultation with the City of Escondido, the traditionally and culturally affiliated Tribe, and the Native American monitor, shall determine the significance of the discovered resource. Mitigation Measure CUL-7 requires the avoidance and/or preservation of the significant Tribal Cultural Resource and/or unique archaeological resource. If avoidance and/or preservation measures are deemed to be infeasible by the City of Escondido, Mitigation Measure CUL-7 requires a research design and data recovery program to mitigate impacts be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the traditionally and culturally affiliated Tribe and the Native American monitor and shall be subject to approval by the City of Escondido. Mitigation Measure CUL-8 outlines the collection and treatment of any TCRs identified as part of Mitigation Measure CUL-7. Any TCRs collected by the qualified archaeologist shall be reburied on the project site. Should the

affiliated Tribe decline the collection, the collection shall be curated at the San Diego Archaeological Center. Mitigation Measure CUL-9 describes the process for the reburial of the resources on the project property. Mitigation Measure CUL-10 requires the preparation of monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusion of the archaeological monitoring program and any data recovery program on the project site, that shall be submitted by the qualified archaeologist to the City of Escondido.

With implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10, impacts on cultural and Tribal cultural archaeological resources would be reduced to a less than significant impact.

4.3.3 Threshold 3: Human Remains

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Cultural and Tribal Cultural Resources Threshold 3 from future development project construction activities, including excavation, which could disturb unknown human remains. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.4.4.3.

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

Fact in Support of Finding: The potentially significant impact of the Project on Cultural and Tribal Cultural Resources Threshold 3 is analyzed in PEIR Section 3.4.4.3. An impact on Cultural and Tribal Cultural Resources Threshold 3 would occur if future development project construction activities would result in the disturbance of unknown human remains. Therefore, impacts would be potentially significant.

Potentially significant impacts on Cultural and Tribal Cultural Resources Threshold 3 would be mitigated by implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, CUL-10, and CUL-11, which are set forth in full in Table ES-5 in the PEIR Executive Summary. To reduce potential impacts on human remains from the construction activities, Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10 would be required, as detailed under Threshold 2. In addition, Mitigation Measure CUL-11 would require that construction activities be immediately halted in the event that human remains, possible human remains, and/or grave goods are encountered within 100 feet of the remains. The project proponent shall then inform the County Coroner and the City. If human remains are determined to be of Native American origin, the Applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (California Public Resources Code section 5097). The County Medical Examiner shall contact the Native American Heritage Commission to determine the most

likely descendant. The landowner shall discuss and confer with the most likely descendant regarding all reasonable options for treatment of human remains and any associated grave goods as provided in California Public Resources Code section 5097.98.

With implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, CUL-10, and CUL-11, impacts on human remains would be reduced to a less than significant level.

4.3.4 Threshold 4: Tribal Cultural Resources

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Cultural and Tribal Cultural Resources Threshold 4 associated with future development project grading and construction activities in undeveloped areas or redevelopment that requires more intensive soil excavation than in the past that could disturb TCRs. Detailed information and analysis regarding the potentially significant impact is provided in PEIR Section 3.4.4.4.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on Cultural and Tribal Cultural Resources Threshold 4 as identified in the PEIR.

Fact in Support of Finding: The potentially significant impact of the Project on Cultural and Tribal Cultural Resources Threshold 4 is analyzed in PEIR Section 3.4.4.4. Impacts on Cultural and Tribal Cultural Resources Threshold 4 would result because of the potential disturbance to TCRs associated with future development project grading and construction activities.

Potentially significant impacts on Cultural and Tribal Cultural Resources Threshold 4 would be mitigated by implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, CUL-10, CUL-11, and CUL-12. These mitigation measures are set forth in full in Table ES-5 in the PEIR Executive Summary. Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, and CUL-10 would be required as detailed above under Cultural Resources and Tribal Cultural Resources Threshold 2. Mitigation Measure CUL-11 would be required as detailed above under Cultural Resources and Tribal Cultural Resources Threshold 3. Mitigation Measure CUL-12 would require any project with the potential to result in adverse impacts to TCRs to avoid and/or minimize impacts. Coordination and collaboration regarding the resources shall be completed with Tribes traditionally and culturally affiliated with the project location institutions, such as the South Coastal Information Center and the Native American Heritage Commission, including consultation as outlined in Senate Bill 18 and Assembly Bill 52. The resources shall be treated with culturally appropriate dignity, taking into account the Tribal cultural values and meaning of the resources. With implementation of Mitigation Measures CUL-2, CUL-3, CUL-4, CUL-5, CUL-6, CUL-7, CUL-8, CUL-9, CUL-10, CUL-11, and CUL-12, impacts associated with TCRs would be reduced to a less than significant level.

4.4 Noise

4.4.1 Threshold 1: Exceedance of Noise Standards

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Noise Threshold 1 associated with the permanent increase in vehicle noise during project operation from an increase in vehicle trips on local roadways. Detailed information and analysis is provided in PEIR Section 3.6.4.1.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on noise identified as an impact on Noise Threshold 1 in the PEIR, and pursuant to CEQA Guidelines section 15091(a)(3), specific legal, economic, social, technological, or other considerations make other mitigation measures or project alternatives identified in the PEIR infeasible.

Fact in Support of Finding: The potentially significant impact of the Project on Noise Threshold 1 is analyzed in PEIR Section 3.6.4.1. Impacts on Noise Threshold 1 would result from permanent increases in vehicle noise. Implementation of the Project would result in a direct noise impact to two segments of Valley Parkway and one segment of Date Street. Mitigation measures that would fully reduce impacts to below a level of significance were considered including construction of noise barriers and implementation of a Citywide moratorium on building permits for projects that would result in a potentially significant increase in regional roadway noise for which no feasible mitigation is available. However, the City determined that these measures are infeasible for the following reasons. Noise barriers would potentially require installation of noise walls on private property, in a designated right-of-way, or otherwise outside the City's jurisdiction, which may not be allowed by a property owner or the jurisdiction in which the sound barrier would be located. The feasibility of noise walls is also restricted by access requirements for driveways, cross streets, underground utilities, other noise sources in the area, and safety considerations. Finally, construction of a noise barrier would potentially wall off existing neighborhoods or individual residences from the surrounding community, which could result in adverse impacts to aesthetics, land use, and public safety. For example, the impacted segments of Valley Parkway and Date Street include existing driveways and cross streets on both sides of the roadways that would reduce noise wall effectiveness. Additionally, noise walls on these segments would block existing residential and commercial entrances from street view, which could result in potential aesthetic and/or public safety impacts by reducing visibility and accessibility. A building permit moratorium along the Valley Parkway and Date Street segments would impede the City's ability to implement the EVSP because it would prohibit future development in areas identified for increased residential growth. It would also conflict with the Housing Element Update by limiting the City's ability to meet the housing needs of existing and future residents.

For the reasons listed above, mitigation measures are infeasible to reduce vehicle noise associated with the Project. The impact on permanent increases in vehicle noise is considered significant and unavoidable, and a Statement of Overriding Considerations pursuant to CEQA Guidelines section 15093 is required.

4.4.2 Threshold 2: Excessive Groundborne Vibration or Noise

Potentially Significant Impact: The PEIR identifies a potentially significant impact on Noise Threshold 2 associated with the generation of excessive groundborne vibration levels during construction activities of future development within the EVSP Area. Detailed information and analysis is provided in PEIR Section 3.6.4.2.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on noise identified as an impact on Noise Threshold 2 in the PEIR, and pursuant to CEQA Guidelines section 15091(a)(3), specific legal, economic, social, technological, or other considerations make other mitigation measures or project alternatives identified in the PEIR infeasible.

Fact in Support of Finding: The potentially significant impact of the Project on Noise Threshold 2 is analyzed in PEIR Section 3.6.4.2. Impacts on Noise Threshold 2 would result from the exposure of people to or generation of excessive groundborne vibration or groundborne noise levels generated during construction activities of future development within the EVSP Area.

Potentially significant impacts on Noise Threshold 2 would be mitigated by implementation of Mitigation Measure NOI-1. Mitigation Measure NOI-1 is set forth in full in Table ES-5 in the Executive Summary in the PEIR. Mitigation Measure NOI-1 would require future development projects to demonstrate that vibration would not exceed the applicable Federal Transit Administration threshold (65 vibration decibels for vibration-sensitive land uses or 75 vibration decibels for other daytime land uses) or to identify best management practices to be implemented by the construction contractor to reduce vibration levels to below the applicable threshold. The best management practices may include but not be limited to the use of only properly maintained equipment with vibratory isolators, operation of equipment as far from sensitive receptors as possible, and use of rubber-tired vehicles as opposed to tracked vehicles. However, consistent with the conclusion of the certified 2012 General Plan Update, Downtown Specific Plan Update, and CAP PEIR (City of Escondido 2012), it cannot be demonstrated at this time that these best management practices would reduce all construction-related vibration impacts to a less than significant level. Therefore, impacts from groundborne vibration during construction of future projects consistent with the EVSP would be significant and unavoidable and a Statement of Overriding Considerations pursuant to CEQA Guidelines section 15093 is required.

4.4.3 Cumulatively Considerable Exceedance of Noise Standards

Potentially Significant Impact: The PEIR identifies a potentially significant cumulative impact on noise associated with increases in traffic that would cumulatively increase traffic noise from the buildout of the Project in combination with future regional growth. Detailed information and analysis is provided in PEIR Section 3.6.5, Cumulative Impacts and Mitigation.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on cumulative traffic noise in the PEIR, and pursuant to CEQA Guidelines section 15091(a)(3), specific legal, economic, social, technological, or other considerations make other mitigation measures or project alternatives identified in the PEIR infeasible.

Facts in Support of Findings: The potentially significant cumulative impact of the Project on noise is analyzed in PEIR Section 3.6.5. Buildout of the EVSP, along with future regional growth, would result in increases in traffic that would cumulatively increase traffic noise. As mentioned in Threshold 1, Excessive Noise Levels, there are no feasible mitigation measures to lessen the impact. Therefore, the cumulative impact associated with traffic noise is considered significant and unavoidable, and a Statement of Overriding Considerations pursuant to CEQA Guidelines section 15093 is required.

4.4.4 Cumulatively Considerable Excessive Groundborne Vibration or Noise

Potentially Significant Impact: The PEIR identifies a potentially significant cumulative groundborne vibration impact due to cumulative construction projects occurring simultaneously. Detailed information and analysis is provided in PEIR Section 3.6.5.

Finding: Pursuant to CEQA Guidelines section 15091(a)(1), changes or alterations have been required or incorporated into the approved Project that avoid or substantially lessen the significant environmental effect on cumulative groundborne vibration in the PEIR, and pursuant to CEQA Guidelines section 15091(a)(3), specific legal, economic, social, technological, or other considerations make other mitigation measures or project alternatives identified in the PEIR infeasible.

Facts in Support of Findings: The potentially significant cumulative impact of the Project on noise is analyzed in PEIR Section 3.6.5. Groundborne vibration impacts could result from construction operations of future development within the EVSP Area. The potential exists for cumulative construction projects to result in combined construction impacts if occurring simultaneously. As mentioned in Threshold 2, Excessive Groundborne Vibration or Noise, it cannot be demonstrated at this time that these best management practices would reduce all construction-related vibration impacts to a less than significant level; therefore, the cumulative impact associated with groundborne vibration construction impacts is considered significant and unavoidable, and a Statement of Overriding Considerations pursuant to CEQA Guidelines section 15093 is required.

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Section 5 Findings Regarding Project Alternatives

In preparing and adopting Findings, a lead agency need not necessarily address the feasibility of both mitigation measures and environmentally superior alternatives when contemplating the approval of a project with significant environmental impacts. Where the significant impacts can be mitigated to a level below significance solely by the adoption of mitigation measures, the lead agency has no obligation in drafting its Findings to consider the feasibility of environmentally superior alternatives, even if their impacts would be less severe than those of the project as mitigated. Accordingly, in adopting the Findings concerning alternatives for the Project, the City considers only those significant environmental impacts that cannot be avoided or substantially lessened through mitigation.

Where a project would result in some unavoidable, significant environmental impacts even after application of all feasible mitigation measures identified in a PEIR, the lead agency must evaluate the project alternatives identified in the PEIR. Under such circumstances, the lead agency must consider the feasibility of alternatives to the Project that could avoid or substantially lessen the unavoidable, significant environmental impacts. “Feasible” means capable of being accomplished in a successful manner within a reasonable time, taking into account economic, environmental, legal, social, and technological factors (CEQA Guidelines section 15364).

If there are no feasible project alternatives, the lead agency must adopt a Statement of Overriding Considerations with regard to the project pursuant to CEQA Guidelines section 15093. If there is a feasible alternative to the project, the lead agency must decide whether it is environmentally superior to the project. The lead agency must consider in detail only those alternatives that could feasibly attain most of the basic objectives of the project; however, the lead agency must consider alternatives capable of eliminating significant environmental impacts even if these alternatives would impede to some degree the attainment of project objectives (CEQA Guidelines section 15126.6(f)).

These Findings contrast and compare the alternatives where appropriate to demonstrate that the selection of the preferred alternative as the Project has substantial environmental, planning, fiscal, and other benefits. In rejecting certain alternatives, the City has examined the project objectives and weighed the ability of the various alternatives to meet the objectives. The objectives considered by the City are set forth in Section 1.2, Project Objectives, in this Findings and in PEIR Section 2.2, Project Objectives.

The PEIR examined a range of reasonable alternatives to determine whether they could meet the project objectives while avoiding or substantially lessening one or more of the Project’s significant impacts. These Findings also considered the feasibility of each alternative. In determining the feasibility of alternatives, the City considered whether the alternatives could be accomplished in a successful manner within a reasonable period of time in light of economic, environmental, social, and technological factors (CEQA Guidelines sections 15126(d)(5)(A) and 15364).

The PEIR analyzed three alternatives to the Project: (1) No Project/Existing 2012 General Plan Alternative, (2) Reduced Development Capacity Alternative, and (3) Reduced Retail/Office Alternative. Detailed information and analysis concerning these alternatives is in PEIR Chapter 6, Alternatives.

This section of the Findings summarizes these alternatives and their feasibility and effectiveness in avoiding or substantially lessening any of the significant impacts associated with the Project.

a. Alternative 1: No Project/Existing 2012 General Plan Alternative

Pursuant to CEQA Guidelines section 15126(e)(1), a No Project/Existing 2012 General Plan Alternative is addressed in the PEIR. The discussion of the No Project/Existing 2012 General Plan Alternative must examine the existing conditions and reasonably foreseeable future conditions that would exist if the Project is not approved (CEQA Guidelines section 15126.6(e)). The No Project/Existing 2012 General Plan Alternative is defined as a continuation of existing conditions and conditions that are reasonably expected to occur in the event that the Project is not implemented. The No Project/Existing 2012 General Plan Alternative would leave the existing Escondido General Plan land use map in place for the East Valley Parkway Target Area and would not accommodate the planned growth as anticipated in the Escondido General Plan for the EVSP Area.

Land uses would include Office and General Commercial with a Mixed-Use Overlay. Under the existing Escondido General Plan, the development capacity of the total East Valley Parkway Target Area includes 2,100 dwelling units and 8,328,596 square feet of non-residential development. The EVSP Area represents 58% of the East Valley Parkway Target Area as defined in the Escondido General Plan. Therefore, the development capacity of the No Project/Existing 2012 General Plan Alternative includes 1,218 dwelling units and 4,830,585 square feet of non-residential development compared to 6,164 dwelling units and 1,683,587 square feet of non-residential development for the Project.

However, similar to the Project, implementation of the No Project/Existing 2012 General Plan Alternative would still have the potential to expose land uses to noise levels in excess of noise compatibility guidelines during construction with the development of future land uses and has the potential to result in significant groundborne vibration impacts on sensitive land uses and historic buildings during construction activities because similar types of development are expected to occur. In addition, also similar to the Project, this alternative has the potential to increase vehicle noise as a result of future development and would result in the placement of new sensitive receptors in areas that would be exposed to vehicle noise levels in excess of the City's noise and land use compatibility standards. Mitigation measures identified for the Project would be required to reduce noise impacts associated with the No Project/Existing 2012 General Plan Alternative. Therefore, noise impacts under the No Project/Existing 2012 General Plan Alternative would be slightly reduced compared to those identified for the Project due to the overall reduction in new

development. However, impacts would still be significant and unavoidable after feasible mitigation is applied.

The City rejects the No Project/Existing 2012 General Plan Alternative as it would conflict with the Housing Element Update by limiting the City’s ability to meet the housing needs of existing and future residents. Further, this alternative would not meet Project Objectives 1, 2, or 5 and would partially meet Project Objective 3. The Alternative would not create a self-contained land use pattern that offers a mix of compatible lands uses and quality landscaped community spaces (Project Objective 1) or enhance the quality of the City’s housing stock that is environmentally mindful and equitable while preserving the physical character and pride of the EVSP Area because the number of dwelling units would be greatly reduced (Project Objective 2). In addition, the No Project/Existing 2012 General Plan Alternative would not provide the necessary area plan and zoning changes to implement the Escondido General Plan vision for the East Valley Parkway Target Area. The No Project/Existing 2012 General Plan Alternative partially meets Project Objective 3. The current Escondido General Plan land use plan does not provide a range of housing opportunities for all income groups and households. Finally, the No Project/Existing 2012 General Plan Alternative would not provide for robust economic activity in the EVSP Area because the square footage of commercial and retail development would be smaller compared to the square footage and development in the Project (Project Objective 5).

For the potentially significant impacts that cannot be avoided or mitigated to a level below significance, the City adopts the Statement of Overriding Considerations in Section 6 of this Findings document pursuant to CEQA Guidelines section 15093.

b. Alternative 2: Reduced Development Capacity Alternative

The Reduced Development Capacity Alternative would concentrate Mixed-Use and General Commercial land uses east of the EVSP Area and away from East Valley Parkway compared to the Project. Urban III and Urban IV land uses would be concentrated along East Valley Parkway compared to the Mixed-Use designations in the Project. In addition, this alternative would incorporate the Urban III land use designation into the land use map, which is not part of the Project, and would not include the Urban V land use designation that the Project includes. The Urban III land use designation accommodates a wide range of housing types but only allows for 18 dwelling units per acre. In comparison, the Urban IV and V land use designations allow for a high density of units up to 30 units per acre. The reduced acres of Mixed-Use and Commercial land uses and the incorporation of the Urban III land use designation would reduce the overall development capacity of the EVSP Area.

Table 4, Comparison of Development Capacity of Reduced Development Capacity Alternative and East Valley Specific Plan, provides a summary of the development capacity under the Reduced Development Capacity Alternative compared to the Project. Compared to the Project, this

alternative would result in 1,914 fewer overall dwelling units and would reduce the amount of overall non-residential space by 381,781 square feet.

Table 4. Comparison of Development Capacity of Reduced Development Capacity Alternative and East Valley Specific Plan

| Land Use Type | Reduced Development Capacity Alternative | 2035 EVSP Buildout |
|--------------------------------|--|-----------------------|
| Single Family Residential | 511 du | 648 du |
| Multi-Family Residential | 3,739 du | 5,516 du |
| Total Residential Units | 4,250 du | 6,164 du |
| Office Services | 559,019 square feet | 657,786 square feet |
| Retail | 833,886 square feet | 1,025,801 square feet |
| Parks | 7.1 acres | 25 acres |
| Community Services | 31,985 square feet | 123,084 square feet |

Source: Rick Engineering 2021.

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

Furthermore, similar to the Project, the Reduced Development Capacity Alternative would include a Park Overlay Zone intended to integrate public parkland and outdoor spaces. However, compared to the Park Overlay Zone in the Project, the Park Overlay Zone in this alternative would be reduced and concentrated in different areas of the EVSP Area to facilitate more commercial and residential development. Similar to the Project, the Reduced Development Capacity Alternative would include the same proposed mobility network and development and design standards. However, building heights would be reduced due to the inclusion of the Urban III land use designation, which would allow for a lesser capacity of residential development.

The Reduced Development Capacity Alternative would result in fewer residential dwelling units and non-residential space, which would result in the reduction of average daily vehicle trips and vehicle noise compared to those identified under the Project. While the reduced vehicle noise attributed to the Reduced Development Capacity Alternative would reduce vehicle noise from future development, a permanent increase in vehicle noise would occur as a result of new development. Similar to the Project, it is unlikely that significant increases in noise level would be able to be reduced because project-level attenuation, such as noise barriers, window or other building upgrades, or changes to roadway design or speed, may not be available in all cases. Impacts related to permanent increases in vehicle noise levels would remain significant and unavoidable under this alternative, similar to those identified for the Project. In addition, similar to the Project, the Reduced Development Capacity Alternative has the potential to result in significant groundborne vibration impacts on sensitive land uses and historic buildings during construction activities because similar types of development and would remain significant and unavoidable.

The City rejects the Reduced Development Capacity Alternative because it would conflict with the Housing Element Update by limiting the City’s ability to meet the housing needs of existing

and future residents. Further, this alternative it would partially meet Project Objectives 1, 2, 3, and 4 and would not meet Project Objective 5. It would partially create a self-contained land use pattern that offers a mix of compatible land uses and quality landscaped community spaces (Project Objective 1), although not to the same degree as the Project because it would result in 1,914 fewer overall dwelling units and a reduction in non-residential space by 381,781 square feet. This alternative would partially enhance the quality of the City’s housing stock that is environmentally mindful and equitable while preserving the physical character and pride of the EVSP Area (Project Objective 2) but, with 1,914 fewer dwelling units, would not fully meet this objective. The Reduced Development Capacity Alternative would provide a range of housing opportunities for all income groups and households that supports all right-of-way users; however, it would result in 1,914 fewer overall dwelling units and would not fulfill this objective to the same degree as the Project (Project Objective 3). The Reduced Development Capacity Alternative would partially provide opportunities for private and public development with safe vehicular circulation connected to safe multimodal transportation, including sidewalks and bike lanes connected to reliable and timely transit options (Project Objective 4). However, it would not be to the same degree as the Project due to the reduced residential and non-residential development. The Reduced Development Capacity Alternative would not meet Project Objective 5 because it would not provide robust economic activity in the EVSP Area due to reduced development capacity. The Commercial and Mixed-Use land use designations under this alternative would be limited to the boundaries of the EVSP Area, and housing units would be focused along the major road corridors, reducing the amount of economic activity in the central portion of the EVSP Area.

For the potentially significant impacts that cannot be avoided or mitigated to a level below significance, the City adopts the Statement of Overriding Considerations in Section 6 of this Findings document pursuant to CEQA Guidelines section 15093.

c. Alternative 3: Reduced Retail/Office Alternative

The Reduced Retail/Office Alternative would concentrate the General Commercial land uses in the eastern portion of EVSP Area. Mixed-Use land use designations would remain along East Valley Parkway and in the eastern portion of the EVSP Area. This alternative would incorporate the Urban III land use designation, which is not included in the Project, in the central part of the EVSP Area. Table 5, Comparison of Development Capacity of Reduced Retail/Office Alternative and East Valley Specific Plan, provides a summary of the development capacity under the Reduced Retail/Office Alternative compared to the development capacity in the Project. Compared to the Project, this alternative would result in 290 fewer dwelling units and would reduce the amount of non-residential space by 204,830 square feet.

Table 5. Comparison of Development Capacity of Reduced Retail/Office Alternative and East Valley Specific Plan

| Land Use Type | Reduced Retail/Office Alternative | 2035 EVSP Buildout |
|--------------------------------|-----------------------------------|-----------------------|
| Single Family Residential | 0 du | 648 du |
| Multi-Family Residential | 5,874 du | 5,516 du |
| Total Residential Units | 5,874 du | 6,164 du |
| Office Services | 631,968 square feet | 657,786 square feet |
| Retail | 937,888 square feet | 1,025,801 square feet |
| Parks | 0 acre | 25 acres |
| Community Services | 31,985 square feet | 123,084 square feet |

Source: Rick Engineering 2021.

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

The Reduced Retail/Office Alternative would not include a Park Overlay Zone and would not include recommended or priority areas for parks and public spaces to focus on various housing opportunities while leveraging the existing Escondido Creek Trail as the main source for parks/open space. The Reduced Retail/Office Alternative would include the same proposed mobility network and development and design standards as identified for the Project. However, building heights would be reduced due to the inclusion of the Urban III land use designation, which provides reduced capacity of residential development.

Compared to the Project, the Reduced Retail/Office Alternative would result in fewer overall dwelling units and non-residential space, which would result in a reduction in the ADT volumes and vehicle noise. However, the reduced vehicle noise attributed to the Reduced Retail/Office Alternative would not reduce vehicle noise from future development to a less than significant level. Similar to the Project, impacts related to increases in vehicle noise levels would be significant and unavoidable. In addition, similar to the Project, the Reduced Development Capacity Alternative has the potential to result in significant groundborne vibration impacts on sensitive land uses and historic buildings during construction activities because similar types of development and would remain significant and unavoidable.

The City rejects the Reduced Retail/Office Alternative because it would conflict with the Housing Element Update by limiting the City’s ability to meet the housing needs of existing and future residents. Further, this alternative would partially meet Project Objectives 2, 4, and 5 and would not meet Project Objectives 1 and 3. It would not meet Project Objective 1 because, while it would create a self-contained land use pattern that offers a mix of compatible lands uses, it does not include the Park Overlay Zone, which would provide for public community landscaped spaces. The Reduced Retail/Office Alternative would partially enhance the quality of the City’s housing stock that is environmentally mindful and equitable while preserving the physical character and pride of the EVSP Area (Project Objective 2), but with 290 fewer dwelling units, it would not fully meet this objective. Compared to the Project, the Reduced Retail/Office Alternative would not

provide a range of housing opportunities for all income groups by providing only multi-family dwelling units, which excludes single-family dwelling units (Project Objective 3). The Reduced Retail/Office Alternative would partially meet Project Objective 4 because the alternative would provide some opportunities for private and public development with safe vehicular circulation connected to safe multimodal transportation, including sidewalks and bike lanes connected to reliable and timely transit options. However, it would not be to the same degree as the Project because the alternative would provide 290 fewer dwelling units and 204,830 square feet less of non-residential development. Finally, the Reduced Retail/Office Alternative would partially meet Project Objective 5 because it would provide for economic activity in the EVSP Area through the incorporation of both Commercial and Mixed-Use land use designations, albeit with 204,830 square feet less of non-residential development.

For the potentially significant impacts that cannot be avoided or mitigated to a level below significance, the City adopts the Statement of Overriding Considerations in Section 6 of this Findings document pursuant to CEQA Guidelines section 15093.

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Section 6 Statement of Overriding Considerations

The Project would result in potentially significant, unavoidable direct and cumulative environmental impacts on the following areas, which is described in detail in PEIR Section 3.6, Noise:

- Excessive noise levels from permanent increase in vehicle noise
- Excessive groundborne vibration during project construction

The City has adopted all feasible mitigation measures regarding the significant, unavoidable environmental impacts. Although in some instances the mitigation measures may substantially lessen the unavoidable environmental impact, adoption of the mitigation measures would not fully avoid the impact. In addition, the City has analyzed a reasonable range of alternatives to the Project. Based on this analysis, the City has determined that none of these alternatives meet the objectives of the Project or are feasible and environmentally preferable to the Project as approved.

Therefore, pursuant to CEQA Guidelines sections 15043 and 15093, the City must adopt a Statement of Overriding Considerations to approve the Project. A Statement of Overriding Considerations allows a lead agency to determine that specific economic, social, or other expected benefits of a project outweigh its potential unavoidable, significant environmental risks. The City has weighed the benefits of the Project against its potentially significant environmental risks in determining whether to approve the Project.

Pursuant to CEQA Guidelines section 15093, the City hereby finds that the Project would have the following benefits and that each of the following benefits is sufficient on its own to justify adoption of the Project:

- The EVSP will provide for robust economic activity within the EVSP Area by increasing the range of services, retail shops, community facilities, public outdoor spaces, and other neighborhood amenities.
- The EVSP will enhance the quality of the City's housing stock that is environmentally mindful and equitable while preserving the physical character and pride of the EVSP Area.
- The EVSP will implement the City's Housing Element Update by providing housing opportunities to meet the needs of existing and future residents.
- The EVSP will provide a range of housing opportunities for people of all lifecycles and income levels.
- The EVSP will provide for an active open space network, attractive public spaces, connected paths, parkland, and open space for the EVSP Area, which will enhance the overall quality of life, community health, and wellness of the community.
- The EVSP will promote strong mobility connections throughout the EVSP Area, especially from the Escondido Creek Trail and adjacent neighborhoods to the commercial corridor along East Valley Parkway through the construction of public

improvements commensurate with the proposed development, including but not limited to bicycle facilities and amenities, enhanced sidewalks, street parkway landscaping, curb ramps, and closures of curb cuts.

Section 7 **References**

City of Escondido. 2012. Environmental Impact Report for the Escondido General Plan Update, Downtown Specific Plan Update, and Climate Action Plan. Final. Vol. 1. PHG 09-0020, PHG 10-0016, SCH No. 2010071064. Prepared by Atkins. Adopted August 11. Accessed June 2023. <https://www.escondido.org/Volume-I-Draft-EIR.aspx>.

City of Escondido. 2023. East Valley Specific Plan. Prepared by Rick Engineering.

Rick Engineering. 2021. EVSP_Land Use Alternatives Outputs. Urban Footprint. April.

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Attachment 1. Mitigation Monitoring and Reporting Program

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Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

| Mitigation Measure No. | Measure | Person(s) to Verify | Timing of Verification | | | Responsible Party | Completed | | Completed |
|-----------------------------|---|---------------------------------|------------------------|---------------|-------------|---------------------------|-----------|------|-----------|
| | | | Pre-Const. | During Const. | Post-Const. | | Initials | Date | |
| Air Quality | | | | | | | | | |
| AIR-1 | <p>Siting Sensitive Receptors near Dry-Cleaning, Gas Stations, and Automotive Repair Facilities. New sensitive receptors shall be screened for potential toxic air contaminants sources within 500 feet of the proposed sensitive receptor location. If a source of toxic air contaminants such as dry-cleaning facilities, gas stations, commercial/drive-through facilities, or automotive repair shops is identified within the applicable screening distance outline in the California Air Resources Board's Air Quality and Land Use Handbook, a Health Risk Assessment, or equivalent health risk evaluation shall be prepared by a qualified air quality professional. Sensitive receptors include daycare centers, schools, retirement homes, hospitals, medical patients in residential homes, or other facilities that may house individuals with health conditions who would be adversely impacted by changes in air quality. A Health Risk Assessment, or equivalent health risk evaluation, shall also be required for such facilities proposed within 500 feet of a sensitive receptor.</p> <p>The Project shall not be considered for approval until a Health Risk Assessment, or equivalent health risk evaluation, has been completed and approved by the City of Escondido, Community Development Department. Health risks shall be significant if the identified risk shall exceed an incremental cancer risk greater than 10 in 1 million, or a health hazard index (chronic or acute) greater than one. If a potentially significant health risk is identified, the Health Risk Assessment shall identify appropriate measures (i.e., sealed heating, ventilation, and air conditioning system with adequate filtration) to reduce the potential health risk to below the significant risk thresholds, or the sensitive receptor or proposed facility shall be sited in another location.</p> | Development Services Department | X | | | City | | | |
| Biological Resources | | | | | | | | | |
| BIO-1 | <p>Pre-Construction Nesting Bird Surveys. To the extent feasible, grubbing, trimming, or clearing of vegetation from the EVSP Area shall not occur during the general bird nesting season (January 15 through September 15). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird nesting season, a qualified biologist shall perform a pre-construction nesting bird survey in the areas in the EVSP Area with vegetation supporting nesting birds. Nesting bird surveys shall occur within 72 hours before the start of vegetation clearing or grubbing to determine if active bird nests are present. If no active bird nests are identified in the EVSP Area or within a 300-foot buffer of the EVSP Area, no further mitigation is necessary. If active nests of bird species covered by the Migratory Bird Treaty Act are detected in the EVSP Area during the pre-construction survey, construction activities shall stay outside a 300-foot buffer around the active nest. For raptor species, this buffer shall be expanded to 500 feet. It is recommended that a biological monitor be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by</p> | Development Services Department | X | | | City, Qualified Biologist | | | |

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| | | | Pre-Const. | During Const. | Post-Const. | | Initials | Date | |
| | construction activity. Once the young birds have fledged and a qualified biologist has determined the nest is inactive, normal construction activities can occur. | | | | | | | | |
| BIO-2 | Aquatic Resources Delineation. Future projects within or adjacent to Escondido Creek that have the potential to impact sensitive aquatic resources shall be required to conduct an aquatic resources delineation following the methods outlined in the 1987 U.S. Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the U.S. Army Corps of Engineers Wetland Delineation Manual: Arid West Region to map the extent of wetlands and non-wetland waters, determine jurisdiction, and assess potential impacts. The aquatic resources shall be conducted by a qualified biologist. The results of the delineation shall be presented in an Aquatic Resources Delineation Report and be incorporated into the California Environmental Quality Act documents required for approval and permitting of the Project. | Development Services Department | X | | | City, Qualified Biologist | | | |
| BIO-3 | Aquatic Resources Permitting. Future projects within or adjacent to Escondido Creek that have been determined through Mitigation Measure BIO-2 to have a significant impact to sensitive aquatic resources shall obtain required permits and authorizations from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and San Diego Regional Water Quality Control Board. The regulatory agency authorizations shall include impact avoidance and minimization measures and mitigation measures for unavoidable impacts. Specific avoidance and minimization measures and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement. | Development Services Department | X | | | City, Qualified Biologist | | | |
| Cultural and Tribal Cultural Resources | | | | | | | | | |
| CUL-1 | Historical Evaluation. In areas identified as having a Level 1 (red) sensitivity on the Sensitivity Map for Built Environment Cultural Resources in the EVSP Area (Figure 3) in the Cultural Resources Technical Report, projects with the potential to impact historical resources should be avoided or designed to ensure that the Project would not result in a significant impact. A Historical Resources Assessment Report shall be completed for properties to assess impacts to individual resources and the district. This Historical Resources Assessment Report shall be completed by an architectural historian who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History and shall consider mitigation measures that take all prudent and feasible measures to minimize harm. Significance evaluations shall not be required if the historical resource has been evaluated for California Environmental Quality Act significance or for California Register of Historical Resources eligibility within the last five years and if there has been no change in the conditions that contributed to the | Development Services Department | X | | | City, Qualified Architectural Historian | | | |

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| | | | Pre-Const. | During Const. | Post-Const. | | Initials | Date | |
| | <p>determination of significance or eligibility. A historical resource shall be re-evaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources. The Historical Resources Assessment Report shall include an evaluation of whether the Project meets the Secretary of the Interior's Standards. New construction in a historic district shall also be reviewed to ensure that it meets the standards so that it shall not have an adverse impact (including visual impacts or impacts to setting).</p> <p>Projects in Level 2 (orange) areas where potential historical resources have been identified shall also be avoided or redesigned when possible. Areas in Level 2 (orange) indicate the presence of a potential historic district, but specific contributors have not been identified. A Historical Resources Assessment Report that includes an evaluation of the resource both individually and as a contributor to the proposed historic district shall be completed. If the resource is determined to be a non-contributor or not individually eligible, the Historical Resources Assessment Report shall also assess the potential for adverse impacts (including visual impacts or impacts to setting) to the proposed district in compliance with the Secretary of the Interior's Standards and California Environmental Quality Act Guidelines.</p> <p>Projects in the Level 3 (yellow) area of sensitivity have the potential to impact a historical resource because the level includes all buildings more than 45 years old. A Historical Resources Assessment Report evaluating the building and any potential historic district to which the historical resource may contribute shall be prepared. If no historical resources are identified, then no further action shall be required beyond documentation of the resources on the appropriate California Department of Parks and Recreation site forms. If a historical resource is identified, the Historical Resources Assessment Report shall assess the potential impacts from the Project following the Secretary of the Interior's Standards and California Environmental Quality Act Guidelines.</p> | | | | | | | | |
| CUL-2 | <p>Archaeological Evaluation Program. Before the issuance of a grading permit, future discretionary projects in the EVSP Area shall be reviewed by the City of Escondido Planning Department to determine if a Cultural Resources Study is required. Site-specific archaeological surveys shall be conducted for the following types of projects: (1) projects in areas that have not been previously developed, or (2) projects that may impact built environment resources that meet the age threshold for eligibility. For projects requiring a Cultural Resources Study, the work shall be conducted by a City of Escondido-approved qualified archaeologist to determine the likelihood of the project site to contain archaeological resources by reviewing site photographs and existing historical information and conducting a site visit. A Native American monitor shall be on site during site-specific archaeological surveys. Before field reconnaissance, background research, including a records search at the South</p> | Development Services Department | X | | | City, Qualified Archaeologist | | | |

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| | | | Pre-Const. | During Const. | Post-Const. | | Initials | Date | |
| | <p>Coastal Information Center, shall be required. A record search from a nearby property may be used if the previous search was conducted within the last two years. In addition, a review of the Sacred Lands File maintained by the Native American Heritage Commission shall also be conducted.</p> <p>If potential archaeological resources are identified through background research and field surveys, those resources shall be avoided, or significance evaluations shall be required for the potential archaeological resources identified. Potential resources include new resources identified as a result of a survey, previously recorded resources that have not been evaluated and are relocated during a survey, and previously recorded sites not relocated during the survey if there is a likelihood that the resources still exist. Significance evaluations shall not be required if the resources have been evaluated for California Environmental Quality Act significance within the last five years and if there has been no change in the conditions that contributed to the determination of significance or eligibility.</p> <p>An archaeological testing program shall be required for archaeological sites in need of resource significance evaluation. Archaeological testing programs include evaluating the horizontal and vertical dimensions of a site, chronological placement, site function, artifact/ecofact density and variability, presence and absence of subsurface features, and research potential. Tribal representatives and/or Native American monitors shall be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require re-evaluation of the Project, which could result in a combination of project redesign to preserve significant resources and mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Tribal representatives and/or Native American monitors).</p> <p>If significant archaeological resources are identified within the project footprint, the site may be eligible for designation on one or more registers. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action shall be required. Resources found to be non-significant as a result of a survey and/or assessment in consultation with affiliated Tribes shall require no further work beyond documentation of the resources on the appropriate California Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicate that there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring shall be required.</p> <p>Avoiding and preserving the resources through project redesign is the preferred mitigation for archaeological resources. If avoidance is not possible, the City of Escondido shall consult with all applicable parties, including Native American Tribes if</p> | | | | | | | | |

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| | | | Pre-Const. | During Const. | Post-Const. | | Initials | Date | |
| | prehistoric, in an effort to determine measures to mitigate any potential impacts to the resource in accordance with California Public Resources Code section 21083.2 and the California Environmental Quality Act Guidelines section 15126.4. A project archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology shall employ measures that include documentation of the resource. For archaeological resources for which preservation is not an option, a research design for a data recovery program shall be prepared in consultation with affiliated Tribes. The data recovery program shall be based on a written research design and would be subject to the provisions as outlined in California Public Resources Code section 21083.2. | | | | | | | | |
| CUL-3 | Qualified Archaeologist and Native American Monitoring. Prior to issuance of a grading permit, the Applicant shall provide written verification to the City of Escondido that a qualified archaeologist and a Native American monitor associated with a Tribe that is traditionally and culturally affiliated with the project location have been retained to implement a monitoring program for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever an archaeological site or a Native American Traditional Cultural Property within the project footprint would be impacted. The archaeologist shall be responsible for coordinating with the Native American monitor. This verification shall be presented to the City of Escondido in a letter from the project archaeologist that confirms the selected Native American monitor is associated with a traditionally and culturally affiliated Tribe. The City of Escondido, prior to any pre-construction meeting, shall approve all people involved in the monitoring program. | Development Services Department | X | | | City, Applicant | | | |
| CUL-4 | Attend Pre-Grading Meeting. The qualified archaeologist and a Native American monitor shall attend a pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program. During the initial grubbing, site grading, excavation, or disturbance of the ground surface, the qualified archaeologist and the Native American monitor shall be on site full time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code section 21074. Archaeological and Native American monitoring shall be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Native American monitor, shall be responsible for determining the duration and frequency of monitoring. | Development Services Department | X | X | | City, Qualified Archaeologist, Native American Monitor | | | |

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| | | | Pre-Const. | During Const. | Post-Const. | | Initials | Date | |
| CUL-5 | Temporarily Halt Ground Disturbance Operation. In the event that previously unidentified archaeological and/or Tribal Cultural Resources are discovered, the qualified archaeologist and the Native American monitor shall have the authority to temporarily divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed. | | X | X | | City, Qualified Archaeologist, Native American Monitor | | | |
| CUL-6 | Notify the City of Escondido of Archaeological and/or Tribal Cultural Resource Discovery. If a potentially significant archaeological and/or Tribal Cultural Resource is discovered, the qualified archaeologist shall notify the City of Escondido of said discovery. The qualified archaeologist, in consultation with the City of Escondido, the traditionally and culturally affiliated Tribe, and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the Tribal Cultural Resource's treatment and disposition shall be made by the qualified archaeologist, in consultation with the traditionally and culturally affiliated Tribe and the Native American monitor, and be submitted to the City of Escondido for review and approval. | Development Services Department | X | X | | City, Qualified Archaeologist, Native American Monitor | | | |
| CUL-7 | Avoidance and/or Preservation of Discovery. The avoidance and/or preservation of the significant Tribal Cultural Resource and/or unique archaeological resource must first be considered and evaluated as required by the California Environmental Quality Act. Where any significant Tribal Cultural Resources and/or unique archaeological resources have been discovered and avoidance and/or preservation measures are deemed to be infeasible by the City of Escondido, a research design and data recovery program to mitigate impacts shall be prepared by the qualified archaeologist (using professional archaeological methods), in consultation with the traditionally and culturally affiliated Tribe and the Native American monitor, and shall be subject to approval by the City of Escondido. The archaeological monitor, in consultation with the Native American monitor, shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Before construction activities are allowed to resume in the affected area, the research design and data recovery program activities must be concluded to the satisfaction of the City of Escondido. | Development Services Department | | X | X | City, Construction Contractor, Qualified Archaeologist, Native American Monitor | | | |
| CUL-8 | Collection and Treatment of Resources. If the qualified archaeologist elects to collect any Tribal Cultural Resources, the Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Native American monitor may, at their discretion, collect said resources for later reburial on the project site. Any Tribal Cultural Resources collected by the qualified archaeologist shall be reburied on the | Development Services Department | | X | X | City, Qualified Archaeologist, Native American Monitor | | | |

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|------------------------|---|---------------------------------|------------------------|---------------|-------------|---|-----------|------|-----------|
| | | | Pre-Const. | During Const. | Post-Const. | | Initials | Date | |
| | project site. Should the traditionally and culturally affiliated Tribes decline the collection, the collection shall be curated at the San Diego Archaeological Center. All other resources determined not to be Tribal Cultural Resources by the qualified archaeologist, in consultation with the Native American monitor, shall be curated at the San Diego Archaeological Center. | | | | | | | | |
| CUL-9: | Artifact Disposition. For precontact resources, the following treatments shall be applied: Reburial of the resources on the project property. The measures for reburial shall include at least the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloging, with an exception that sacred items, burial goods, and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential final monitoring report. | Development Services Department | | X | X | City, Qualified Archaeologist, Native American Monitor | | | |
| CUL-10 | Monitoring and/or Evaluation Report. Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusion of the archaeological monitoring program and any data recovery program on the project site, shall be submitted by the qualified archaeologist to the City of Escondido. The report shall be filed with the South Coastal Information Center under a confidential cover and not subject to a public records request. The Native American monitor shall be responsible for providing any notes or comments to the qualified archaeologist in a timely manner to be submitted with the report. The report shall include California Department of Parks and Recreation Primary and Archaeological Site Forms for any newly discovered resources. A copy of the final report shall be sent to the consulting affiliated Tribes. | Development Services Department | | X | X | City, Qualified Archaeologist, Native American Monitor | | | |
| CUL-11 | Identification and Treatment of Human Remains. If Native American human remains are discovered within a project footprint, the City of Escondido shall work with the most likely descendants identified by the Native American Heritage Commission as provided in California Public Resources Code section 5097.98. The Applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items of cultural patrimony associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (California Health and Safety Code section 7050.5): <ul style="list-style-type: none"> • In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: • All construction activity shall cease within 100 feet of the discovery until the county coroner is contacted and has completed their study. | Development Services Department | | X | | City, Construction Contractor, Qualified Archaeologist, Native American Monitor | | | |

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| | | | Pre-Const. | During Const. | Post-Const. | | Initials | Date | |
| | <ul style="list-style-type: none"> The county coroner shall be contacted to determine whether an investigation of the cause of death is required. If the county coroner determines that the remains are Native American, they shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or people it believes to be the most likely descendant from the deceased Native American. The landowner shall discuss and confer with the most likely descendant regarding all reasonable options for treatment of human remains and any associated grave goods as provided in California Public Resources Code section 5097.98. As part of the objectives, criteria, and procedures required by California Public Resources Code section 21082, the City of Escondido shall make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions shall include an immediate evaluation of the find by a qualified archaeologist in consultation with the affiliated Tribal representatives. If the archaeologist determines the find to be a significant historical or archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation shall be necessary. Work may continue on other parts of the project site while resource mitigation takes place. | | | | | | | | |
| CUL-12 | <p>Tribal Cultural Resources Evaluation. For any project with the potential to result in adverse impacts to Tribal Cultural Resources, the City of Escondido shall avoid and/or minimize impacts. Coordination and collaboration regarding the resources shall be completed with Tribes traditionally and culturally affiliated with the project location institutions, such as the South Coastal Information Center and the Native American Heritage Commission, including consultation as outlined in Senate Bill 18 and Assembly Bill 52. The resources shall be treated with culturally appropriate dignity, taking into account the Tribal cultural values and meaning of the resources, including but not limited to the following:</p> <ul style="list-style-type: none"> Protecting the cultural character and integrity of the resources Protecting the traditional use of the resources Protecting the confidentiality of the resources <p>If possible, the City of Escondido shall avoid and preserve the resources in place, including but not limited to planning and construction to avoid the resources and to protect the resources' cultural and natural context.</p> <p>Greenspace, parks, or other open space shall use appropriate planning to incorporate the resources with culturally appropriate protection and management criteria as determined through consultation with the affiliated Tribes. Permanent conservation easements or other interests in real property shall be created with culturally appropriate management criteria for the purposes of preserving or using the resources or places.</p> | Development Services Department | X | X | X | City, Qualified Archaeologist, Native American Monitor | | | |

Mitigation Monitoring and Reporting Program for the East Valley Specific Plan

| Mitigation Measure No. | Measure | Person(s) to Verify | Timing of Verification | | | Responsible Party | Completed | | Completed |
|------------------------|---|---------------------------------|------------------------|---------------|-------------|--|-----------|------|-----------|
| | | | Pre-Const. | During Const. | Post-Const. | | Initials | Date | |
| Noise | | | | | | | | | |
| NOI-1 | <p>Construction Vibration Best Management Practices. All general construction activities that take place within 100 feet of a building with the potential to be damaged by excessive vibration, or general construction within 200 feet, or pile-driving, blasting, or other high-impact construction equipment within 900 feet of a daytime noise-sensitive land use (public and private educational facilities, churches, libraries, museums, cultural facilities, golf courses, and passive recreational parks) shall do one of the following: (1) retain a qualified acoustician to demonstrate that vibration will not exceed the applicable Federal Transit Administration threshold (65 vibration decibel for vibration-sensitive land uses of 80 vibration decibel for other daytime land uses), or (2) implement the following construction best management practices recommended by the Federal Railroad Administration in the High Speed Ground Transportation Noise and Vibration Impact Assessment. The best management practices shall be included in project construction documents, including the grading plan and construction contract. Practices shall include the following:</p> <ol style="list-style-type: none"> 1. Sequence of operations: <ol style="list-style-type: none"> i. Phase demolition, earthmoving, and ground-impacting operations to occur in different time periods. 2. Alternative construction methods: <ol style="list-style-type: none"> i. Avoid impact pile-driving where possible in vibration-sensitive areas. Drilled piles or the use of a sonic or vibratory pile driver causes lower vibration levels where the geological conditions permit their use. ii. Select demolition methods not involving impact, where possible. For example, using pressure bursting for concrete demolition results in lower vibration levels than impact demolition by pavement breakers, and milling generates lower vibration levels than excavation using clam shell or chisel drops. iii. Avoid vibratory rollers and packers near sensitive receptors. | Development Services Department | X | X | | City, Construction Contractor, Qualified Acoustician | | | |

Notes: City = City of Escondido

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ORDINANCE NO. 2023-10

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, ADOPTING THE EAST VALLEY SPECIFIC PLAN, AND ADOPTING AN AMENDMENT TO THE CITYWIDE ZONING MAP TO CHANGE THE DESIGNATION OF ALL PROPERTIES WITHIN THE EAST VALLEY SPECIFIC PLAN AREA TO SPECIFIC PLAN (S-P)

The City Council of the City of Escondido, California does ordain as follows:

SECTION 1. The City Council makes the following findings:

a) The City of Escondido has undertaken the development of a specific plan for a portion of the East Valley Parkway Target Area to provide a key land use and planning policy document to guide decision-making in the coming years for an area of the City comprising of approximately 191 acres in the western portion of the East Valley area as shown in Exhibit "A" hereto. A verified application was submitted to, and processed by, the Planning Division of the Development Services Department as Planning Case No. PHG 20-0028, and seeks approval of a new Specific Plan (the "East Valley Specific Plan" or "EVSP") and Rezone relating to all properties depicted in Exhibit "A;" and

b) Said application was processed in accordance with the rules and regulations of the Escondido Municipal and Zoning Codes, and the applicable procedures and time limits specified by the Permit Streamlining Act (Government Code Section 65920 et seq.) and CEQA (Public Resources Code Section 21000 et seq.); and

c) The City Council of the City of Escondido is authorized by State law to adopt, and from time to time, amend the General Plan governing the physical development of the City of Escondido. The City Council may also adopt more detailed plans relating to the manner of development of various areas of the City of Escondido, like the proposed Project, which includes a Specific Plan request. State law,

Government Code Section 65450 et seq., provides for the preparation, adoption, and amendment of specific plans. In accordance with Government Code Section 65454, no Specific Plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan; and

d) A future General Plan Amendment related to the EVSP may be brought before the City Council for clarity purposes, however the absence of such an amendment does not create any inconsistency between the EVSP and the General Plan; and

e) The Planning Division of the Development Services Department completed its review and scheduled and held a public hearing regarding the EVSP before the Planning Commission on June 27, 2023, and as that meeting was continued, again on July 6, 2023. Following the public hearing on July 6, 2023, the Planning Commission adopted Planning Commission Resolution No. 2023-12, which recommended that the City Council approve the EVSP and Rezone.

SECTION 2: A certified copy of the Specific Plan and Rezone and all other related Project materials are on file on the City of Escondido's website (www.escondido.org). The City Clerk, whose office is located at 201 North Broadway, Escondido CA 92025, is hereby designated as the custodian of the documents and other materials which constitute the record of proceedings upon which the City Council's decision is based, which documents and materials shall be available for public inspection and copying in accordance with the provisions of the California Public Records Act.

SECTION 3. The City Council did on July 19, 2023, hold a duly noticed public hearing as prescribed by law. Evidence was submitted to and considered by the City Council, including, without limitation:

a) Written information including all application materials and other written and graphical information.

b) Oral testimony from City staff, interested parties, and the public.

c) The City Council staff report, dated March 21, 2018, which along with its attachments, is incorporated herein by this reference as though fully set forth herein, including the Planning Commission's recommendation on the request.

d) Additional information submitted during the public hearing.

SECTION 4. Upon consideration of the Findings of Fact, attached as Exhibit "B" and incorporated herein by this reference as though fully set forth, the July 19, 2023, City Council staff report, the Planning Commission recommendation, based on the totality of the record and evidence described and referenced in this Ordinance, the City Council desires to adopt the East Valley Specific Plan to govern the physical development of the EVSP area.

SECTION 6. ENVIRONMENTAL REVIEW. Pursuant to the California Environmental Quality Act ("CEQA") (Public Resources Code Section 21000 et. seq.), and its implementing regulations (the State CEQA Guidelines), 14 California Code of Regulations Section 15000 et. seq., the City is the lead agency for the Project, as the public agency with the principal responsibility for approving the proposed Project. Further pursuant to CEQA and the State CEQA Guidelines, a Final Program Environmental Impact Report ("PEIR") relative to the Project was prepared and the City Council certified it through adoption of City Council Resolution No. 2023-85.

SECTION 5. A Rezone consisting of map and text changes to the Citywide Zoning Map is necessary to provide consistency between the General Plan, EVSP, Municipal Code and Zoning Code.

SECTION 6. The City Council hereby approves the East Valley Specific Plan, attached as Exhibit "C" hereto and incorporated herein by this reference as though fully set forth herein.

SECTION 7. The Citywide Zoning Map is hereby amended to change the zoning of the EVSP area to Specific Plan (“S-P”) for the EVSP area (Exhibit “A” hereto).

SECTION 7. SEVERABILITY. If any section, subsection sentence, clause, phrase, or portion of this ordinance is held invalid or unconstitutional for any reason by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions.

SECTION 8. As of the effective date of this ordinance, all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 9. The City Clerk is hereby directed to certify to the passage of this ordinance and to cause the same or a summary to be published one time within 15 days of its passage in a newspaper of general circulation for the City of Escondido.

SECTION 10. This Ordinance shall become effective 30 days from the date of the passage.

Item 16.

Legend
City of Escondido
East Valley Specific Plan Area

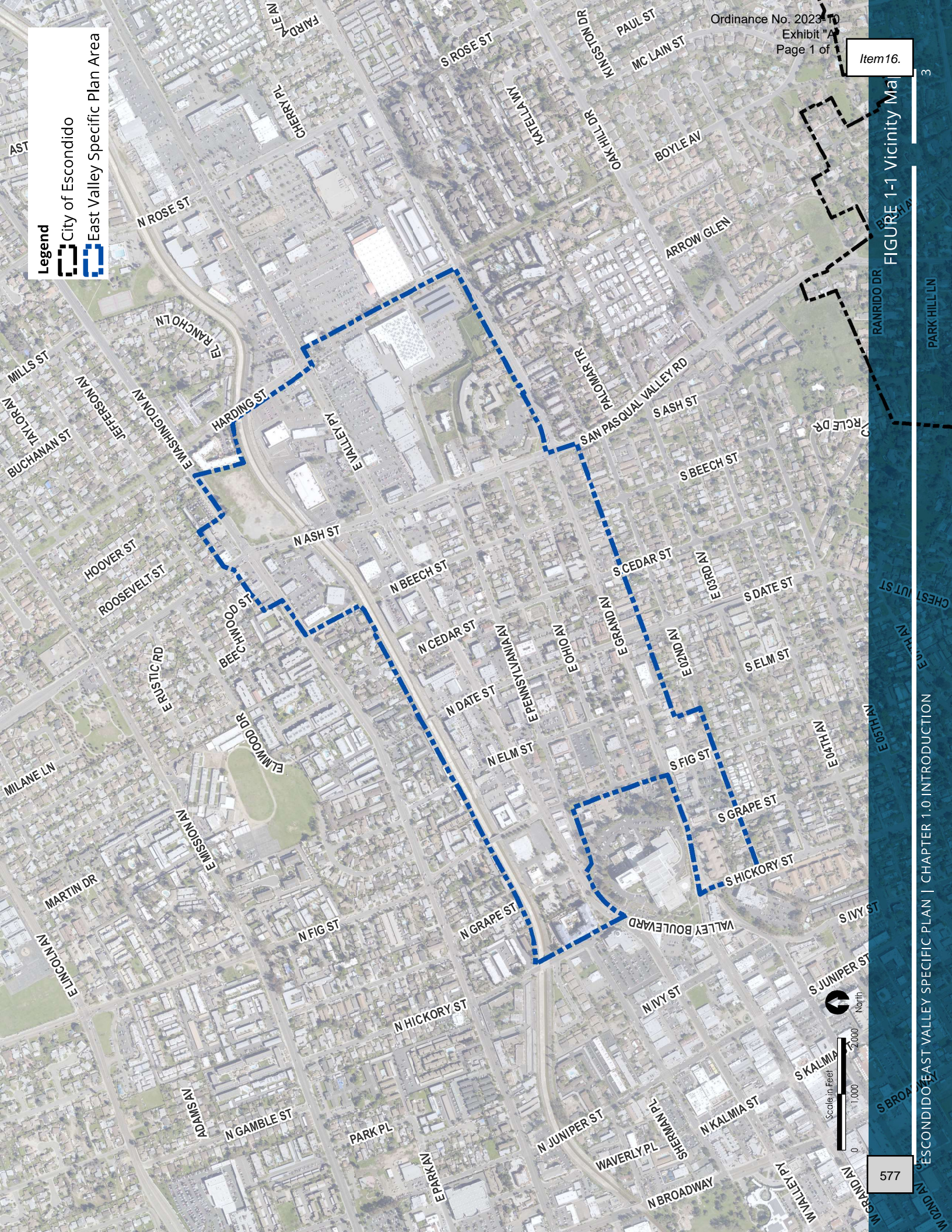


FIGURE 1-1 Vicinity Map

PLANNING CASE NO. PHG20-0028 FINDINGS OF FACT

Rezone Determinations:

1. The public health, safety and welfare will not be adversely affected by the proposed change because:
 - a. The Rezone would establish the East Valley Specific Plan ("EVSP"), which is a new specific plan, in a manner consistent with Article 18 of the Escondido Zoning Code and applicable provisions of the Escondido General Plan.
 - b. The EVSP area ("EVSP Area") is within an urbanized area of the City and all necessary services are either available or will be made available through the implementation of the EVSP.
 - c. The land uses allowed within the EVSP would be similar in nature to those allowed in surrounding zoning districts. Special land use restrictions would be applied to uses determined to have the potential to adversely impact the public health, safety and welfare through a Conditional Use Permit ("CUP") process.
2. The property involved is suitable for the uses permitted by the proposed zone because:
 - a. The EVSP contains development standards and land use restrictions that would be compatible with the guiding principles for the area established by the East Valley Parkway Target Area ("Target Area") in the Escondido General Plan Land Use and Community Form chapter, and the EVSP area would be limited to that portion of the Target Area which is encumbered by a Mixed-Use Overlay.
3. The uses permitted by the proposed zone would not be detrimental to surrounding properties because:
 - a. The EVSP implements the proposed Specific Plan ("S-P") zone and the uses permitted in the EVSP would be similar in density and intensity to uses in the vicinity.
 - b. The EVSP contains land use restrictions and development standards that place commercial uses to areas already designated to such uses, and contain provisions to address any potentially adverse impacts of such uses through requirements for CUPs as necessary.
 - c. The EVSP also contains land use restrictions and development standards that focus the highest density residential uses along major roadways and serve to extend allowances for similar densities in the Downtown Specific Plan immediately to the

west of the EVSP. Lower densities would be provided in areas closest to existing residential neighborhoods, and maximum permissible building heights would be reduced in these areas as well.

4. The proposed change is consistent with the adopted general plan in that:
 - a. The Land Use and Community Form chapter of the Escondido General Plan includes a Mixed-Use Overlay for the EVSP Area, and the EVSP would serve to implement this overlay. Uses permitted within the EVSP are consistent with those already permitted through application of the Mixed-Use Overlay and underlying general plan land use designations which allow a mixture of commercial uses and residential uses with densities of at least 30 dwelling units per acre.
 - b. The Suitable Sites Inventory in the Housing Element of the Escondido General Plan anticipates development of a significant number of dwelling units within the EVSP Area at densities consistent with the densities identified in the EVSP. Further, the EVSP establishes a Target Production Point ("TPP") in order to achieve residential densities appropriate for construction of housing affordable to households at the various income levels specified in the Housing Element.
 - c. Minor revisions will be made to the Land Use and Community Form chapter of the Escondido General Plan for clarity purposes, however the Rezone will not be inconsistent with the general plan.
5. The proposed change of zone does not establish a residential density below seventy (70) percent of the maximum permitted density of any lot or parcel of land previously zoned R-3, R-4, or R-5 unless the exceptions regarding dwelling unit density can be made pursuant to the provisions set forth in Article 6 because:
 - a. The rezone would expand the amount of land permitted to be used for residential purposes through the application of an Urban IV/V district which is consistent with the densities permitted in the R-4 and R-5 zones. The minimum density permitted in the Urban IV/V district would be 70% of the maximum allowed in the R-5 zone, and the TPP establishes a density goal that is 83% of the maximum allowed in the R-5 zone.
6. The relationship of the proposed change is applicable to specific plans because:
 - a. The rezone would establish a new specific plan and all uses and development standards would be applicable throughout that specific plan.
7. The Rezone is consistent with the provisions contained in Section 65450 of the Government code which allows for preparation of specific plans in order to implement provisions of the general plan in that specific plan contains text and diagrams consistent with the provision of the Government Code.



East Valley Specific Plan





East Valley Specific Plan

July 2023

Prepared by



Supported by

DESIGNWORKSHOP

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1.0 Introduction

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

1.1 Plan Background

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

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

1. Update the Area Plan for the Target Area to include smart growth principles as well as improved vehicular access and enhanced aesthetics from Highway 78 along Lincoln Avenue and Ash Street. Strengthen Escondido Creek path connections, and better integrate public/private recreational spaces.

2. Promote opportunities and incentives for attracting job training and technical/vocational schools and educational institutions that enhance employment opportunity for residents.
3. Establish a mixed use overlay between Palomar Hospital and Ash Street to focus residential growth with increased building heights and intensities, distanced from lower density residential and appropriate buffers to ensure compatibility.

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

1.2 Legal Authority

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

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

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

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

1.3 East Valley Setting

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


1.3.1 Historical Setting

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

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

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

Legend

 City of Escondido

Item 16.

 East Valley Specific Plan Area

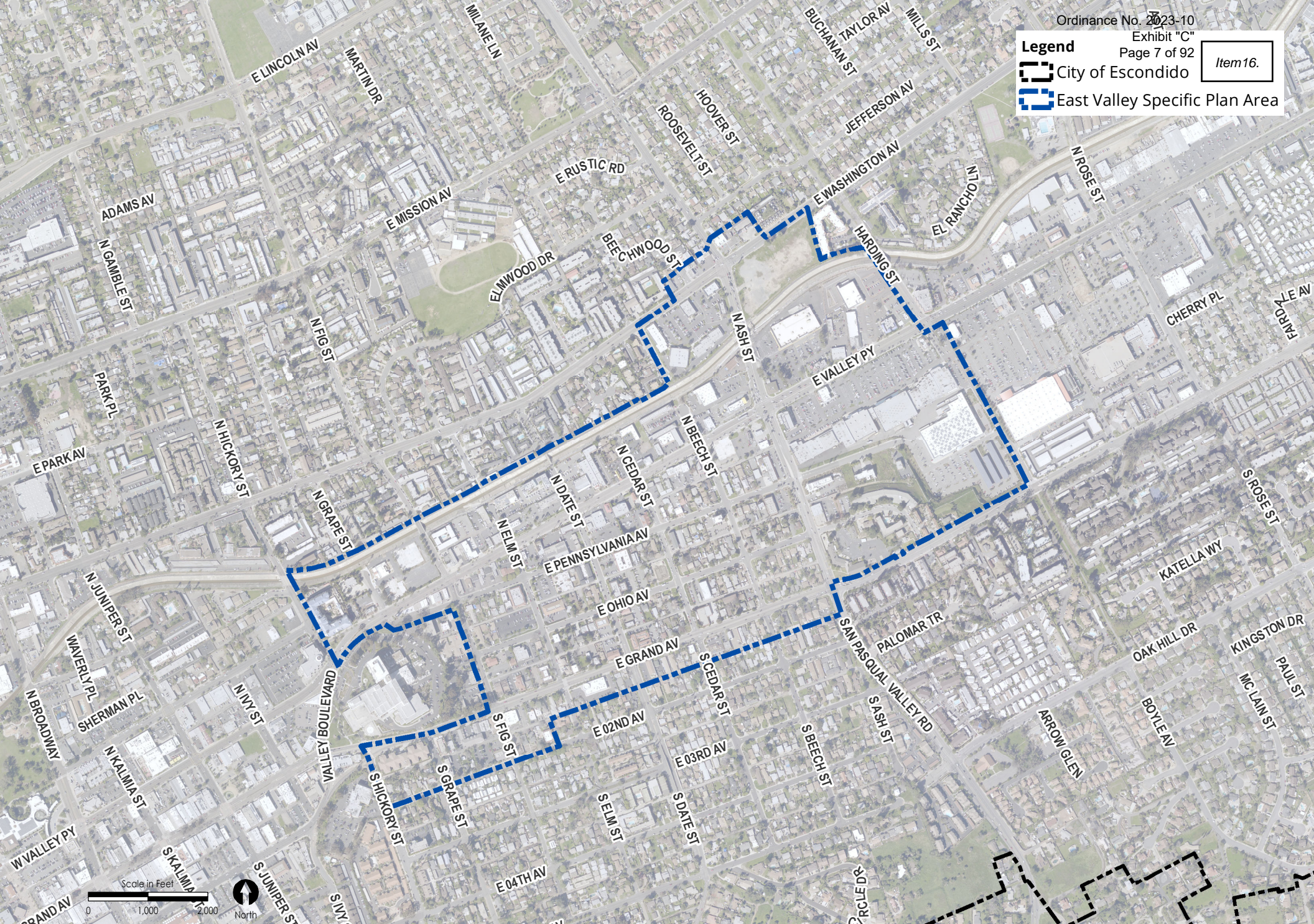


FIGURE 1-1 Vicinity Map

1.3.2 Physical Setting

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

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

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



Image of Escondido Creek

1.4 Planning Process

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

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

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

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



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

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

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

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

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

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

The Draft EVSP was released in Spring 2021 and Spring 2023 for public review, and later adopted by City Council ordinance No. 2023-10.



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

1.5 Specific Plan Contents

The Specific Plan contains eight chapters as follows:

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

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

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

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

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

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

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

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



2.0 Vision, Goals, & Policies

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

2.1 Vision

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

2.2 Goals & Policies

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

2.2.1 Land Use

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

Policies:

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

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



Example of ground-floor commercial

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

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

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

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

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

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

Policies:

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

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



Example of live-work dwelling units

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

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

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

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

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

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

2.2.2 Sustainable & Equitable Development

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

Policies:

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

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

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

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

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

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

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

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

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

2.2.3 Site & Building Design

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

Policies:

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

SBD-1.2: Create a landmark identity or focal point in the vicinity of the Ash Street/ East Valley Parkway intersection, which may be accomplished through a combination of elements such as building height and massing, signature architectural design and lush corner landscaping.

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

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

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

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

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

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



Example of high quality development using architectural articulation and variation

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

Policies:

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

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

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

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

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

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

Policies:

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

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

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



Examples of high quality landscaping

2.2.4 Mobility

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

Policies:

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

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

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

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

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

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

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

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

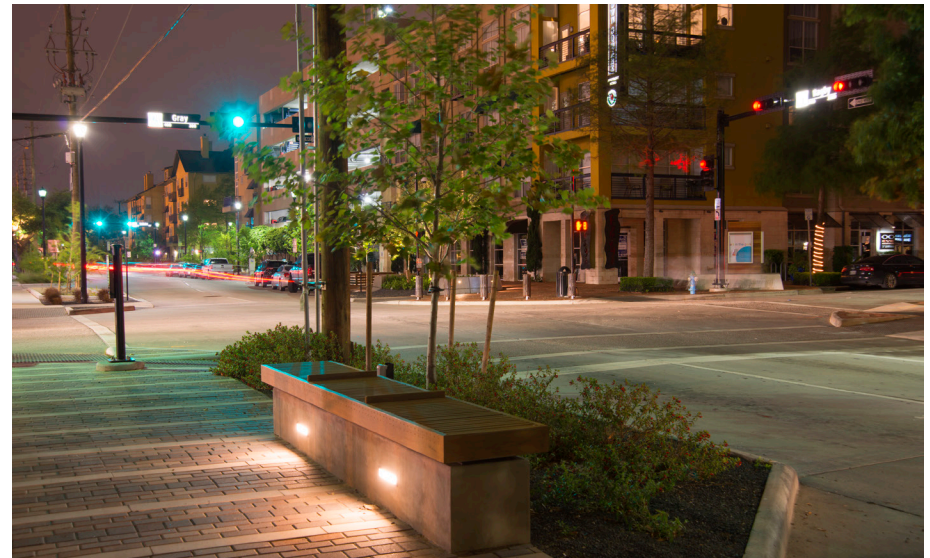
Policies:

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

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

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

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



Example of public sidewalk amenities.

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

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

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

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

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

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

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

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

Policies:

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

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

travel times, and access to and from East Valley Parkway.

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

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

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

Mobility Goal 4: More efficient parking strategies.

Policies:

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

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

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

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



Example of bicycle parking in proximity to commercial uses.

2.2.5 Parks & Public Realm

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

Policies:

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

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

PPR-1.3: Public and private parkland shall comply with the applicable Design Standards and Guidelines in Chapter 7.0.

PPR-1.4: Provide a mixture of amenities such as water features, public art, shade, drinking fountains, landscaping, seating options, and lighting in public outdoor spaces.

PPR-1.5: When designing parks and public spaces, consideration should be given to the specific use(s) within the space, the location in relation to schools, transit stops, daycare facilities, and other parkland spaces to maximize utility.

PPR-1.6: Public open spaces should include flexible area for public gatherings, such as lawn area or a paved plaza, at a scale that maintains intimacy.

PPR-1.7: Prioritize provision of parkland and community space within the Plan Area.

PPR-1.8: Parkland and community space shall be prioritized within the Park Overlay Zone (shown in Figure 3-1 Land Use Plan). Park locations should be identified based on 1) a deficiency of nearby public space; 2) existing and planned development of urban housing of all income levels; 3) proximity to primary pedestrian routes; 4) underutilization of property; and 5) consultation with local residents, business and property owners.

PPR-1.9: Work with the Plan Area residents, employees and business owners to identify park program elements.



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

2.2.6 Economic Development

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

Policies:

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

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

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

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

2.2.7 Public Services & Infrastructure

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

Policies:

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

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

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

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

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

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

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



3.0 Land Use

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

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



3.1 Land Use Plan

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


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

Legend

Description

-  Park Overlay Zone
-  City of Escondido
-  East Valley Specific Plan Area

Land Use Plan

-  General Commercial
-  Mixed Use
-  Urban Residential IV/V
-  Open Space

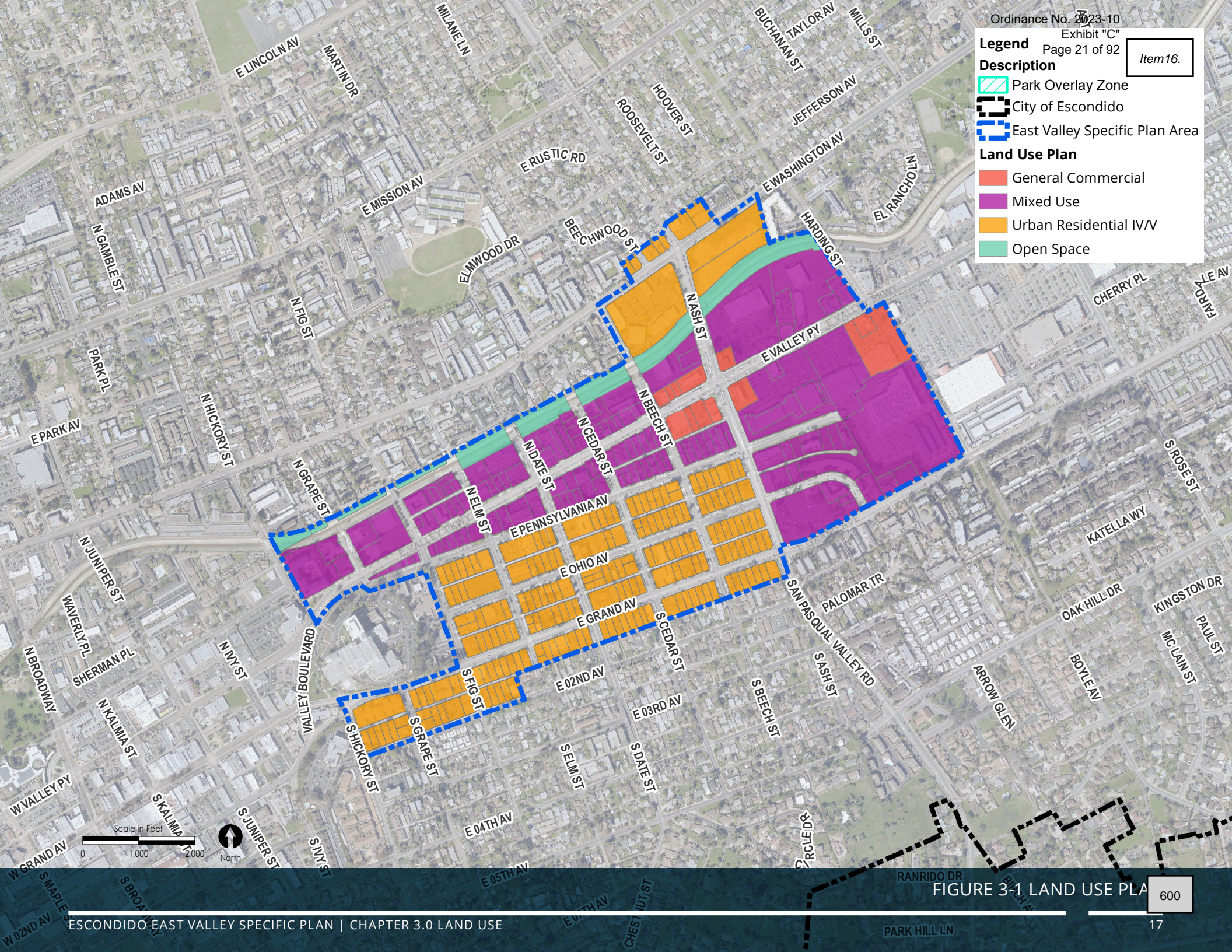


FIGURE 3-1 LAND USE PLAN

3.1.1 East Valley Specific Plan Density Transfer Program

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

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

Density Transfer Process

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

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

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

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

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

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

3.2 Land Use Designations

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

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

Table 3-1 also includes a Target Production Point ("TPP") for each land use designation. The TPP is the midpoint of the density range that estimates realistic site development capacities that are likely to yield smaller housing units at a higher density that is more affordable by design. The City will make a finding that the TPP contributes a key density in the 21-30 density range to facilitate moderate income levels (moderate-income limit to equal 120 percent of the county's area median income, adjusted for family size); and a key density in the 30-80 density range for lower income levels (below 80 percent of the county's area median income). To ensure that the EVSP achieves a build-out that accommodates RHNA, especially for lower- and moderate- income households, no residential permit shall be issued on any

property with a unit yield that is lower than the TPP density yield unless a fee in lieu is received for on-site production. The TPP in-lieu fee shall be paid into an applicable housing trust fund and used (along with other local funding sources) to finance affordable housing developed off-site. The per-unit fee shall be deemed a comparable affordable unit contribution towards lower or moderate income households. The TPP in-lieu fee is paid at the time of building permit issuance, or for conversion of existing apartments to condominiums prior to the recordation of a final map and/or issuance of a certificate of compliance.

Table 3-1 Land Use Designations

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

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

3.3 Development Potential

The development potential of the Plan Area shown in Table 3-2, Development Potential by Type, estimates the potential growth by land use type over the next 12-plus years of which this Plan will be implemented. The table also shows the difference compared to existing conditions. Since the future is inherently uncertain and the activities of private property owners are not within the City’s direct control, these are broad, planning-level estimates for the potential of future development given the heights, intensities, and land uses specific in the Specific Plan. These numbers are not intended as predictions or quotas on development, and the actual future development mix and amount that occurs over the next 12-plus years will vary from these estimates.

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

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

Table 3-2 Development Potential by Type

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

¹ Existing conditions data comes from 2010 Census Data and 2012-2016 American Community Survey 5-year Estimates used by Urban Footprint.

² The EVSP Land Use Plan allows for up to 25 acres of parkland and open space; however it is estimated that only approximately 10 acres of parkland and open space would occur.



4.0 Parks & Public Realm

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

4.1 Park Overlay Zones

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

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

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

Legend

- City of Escondido
- Easy Valley Specific Plan Area
- City of Escondido Parks
- City of Escondido Parks 0.25-mile Buffer
- Park Overlay Zone
- Park Overlay Zone - 0.25-mile Buffer

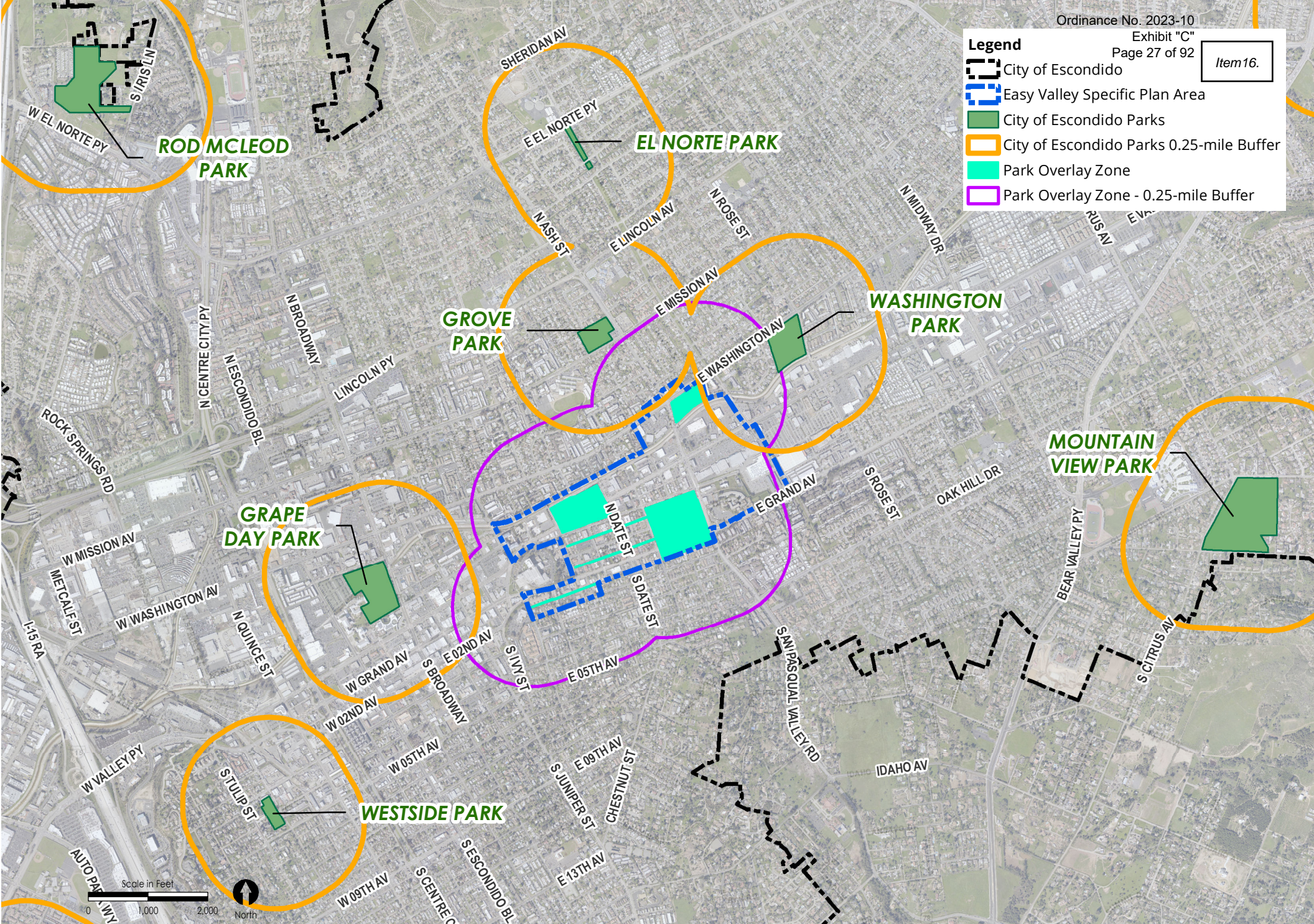


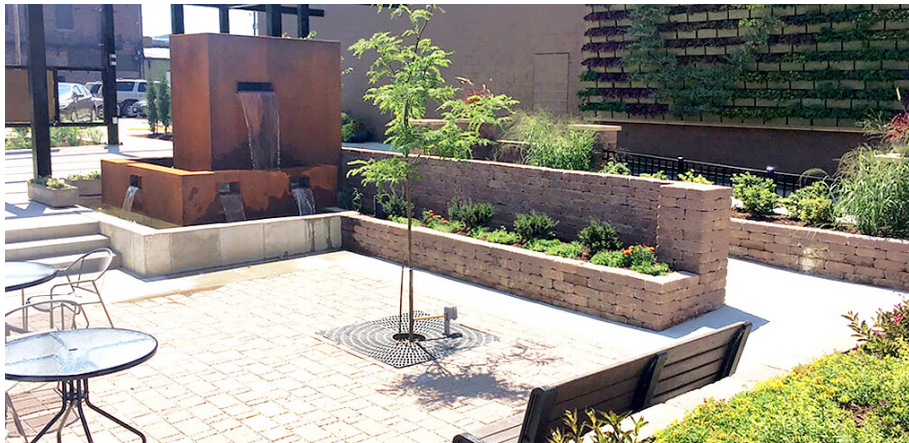
FIGURE 4-1 0.25-MILE BUFFER FROM PARK

4.2 Park & Public Realm Types

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

4.2.1 Pocket Parks

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



Example of a pocket park

4.2.2 Neighborhood Parks

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



Examples of neighborhood parks

4.2.3 Linear Parks

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

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

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



Examples of linear parks

Ordinance No. 2023-10
Exhibit "C"
Page 00 of 02

LEGEND

- Item 16.
- East Valley Specific Plan Area
- City of Escondido
- Creek Trail
- Primary Pedestrian Link
- Secondary Pedestrian Link
- Tertiary Pedestrian Link
- Linear Park

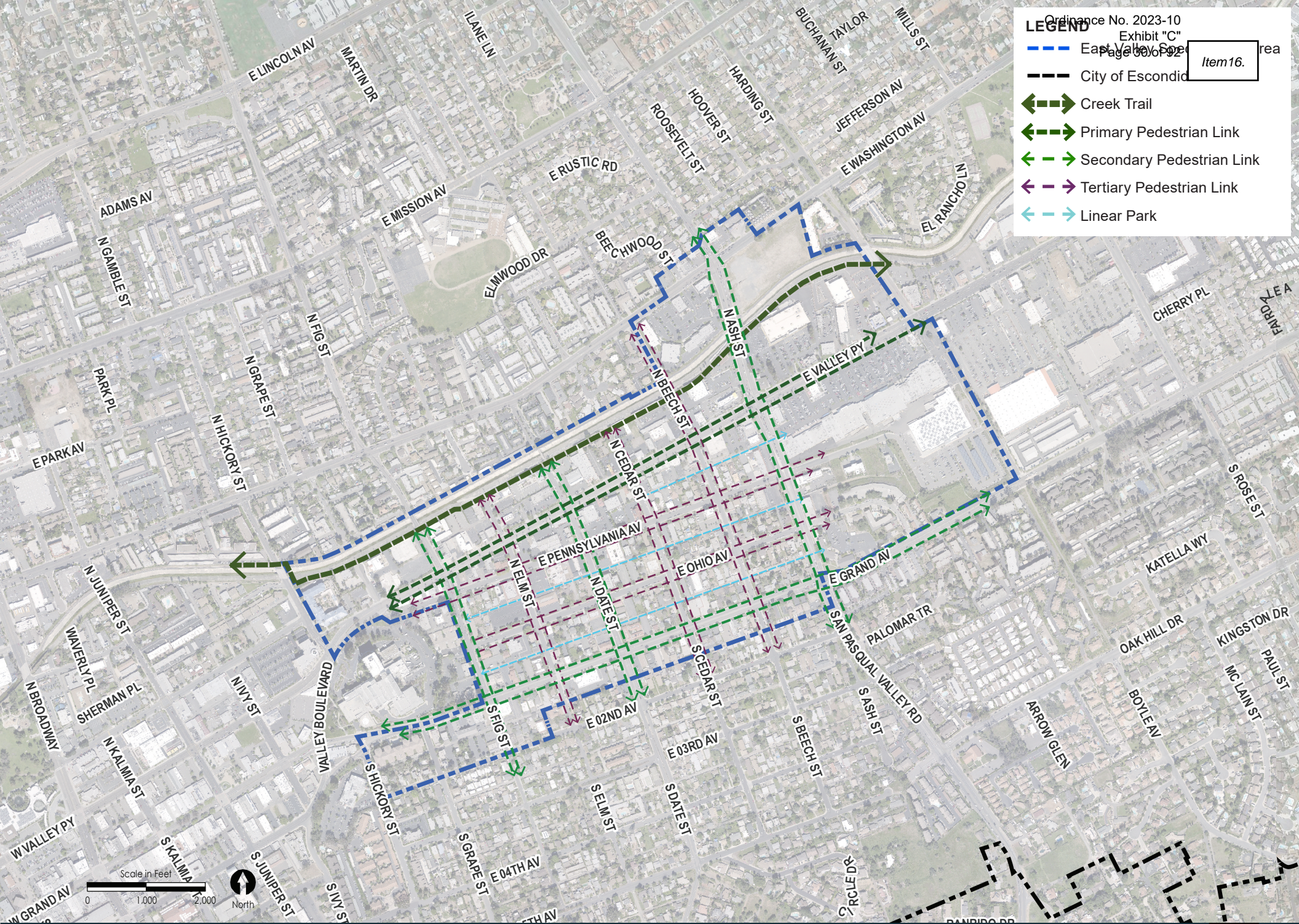


FIGURE 4-2 PEDESTRIAN LINKS AND LINEAR PARKS

4.2.4 Public Outdoor Spaces

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

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

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



Examples of outdoor public spaces

4.2.5 Public Right-of-Way

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

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



Examples of public right-of-way amenities

4.3 Amenities

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

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

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

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

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



Examples of public amenities

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

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

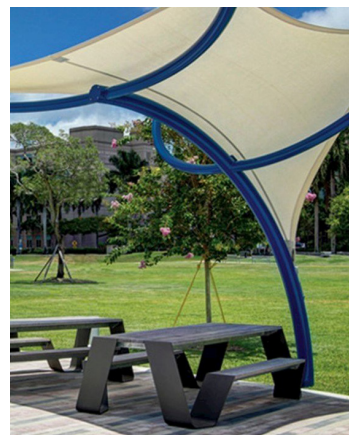
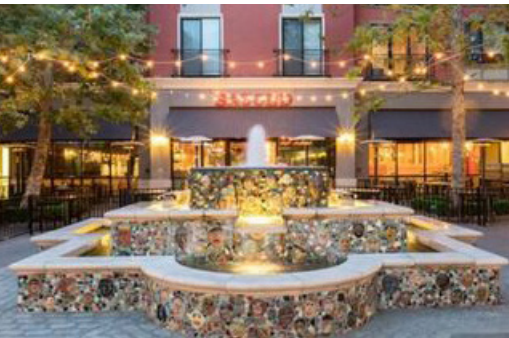
Recommended amenities for linear parks include, but are not limited to:

- » Shade
- » Multi-use pathways with connections to pedestrian and bicycle facilities

- » Fitness circuit
- » Landscaping
- » Community garden
- » LED Lighting
- » Benches

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

- » Wayfinding signage
- » Lighting
- » Shade structures
- » Benches



Examples of public amenities

4.4 Public Open Space Incentive Program

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

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

only be authorized if the market supports the increase in density for residential or non-residential uses.

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

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



4.5 Park Requirements & Fees

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

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

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



Example of public park



5.0 Mobility

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



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

5.1 Roadway Network




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

The roadway classifications described in this section are those that exist at the time of approval of the EVSP. A work effort by the City's Engineering Division is currently underway and may reclassify certain roadways in the future.

Legend

-  City of Escondido
-  East Valley Specific Plan Area

Classification

-  4-Lane Major Road
-  4-Lane Collector Street
-  2-Lane Local Collector Street

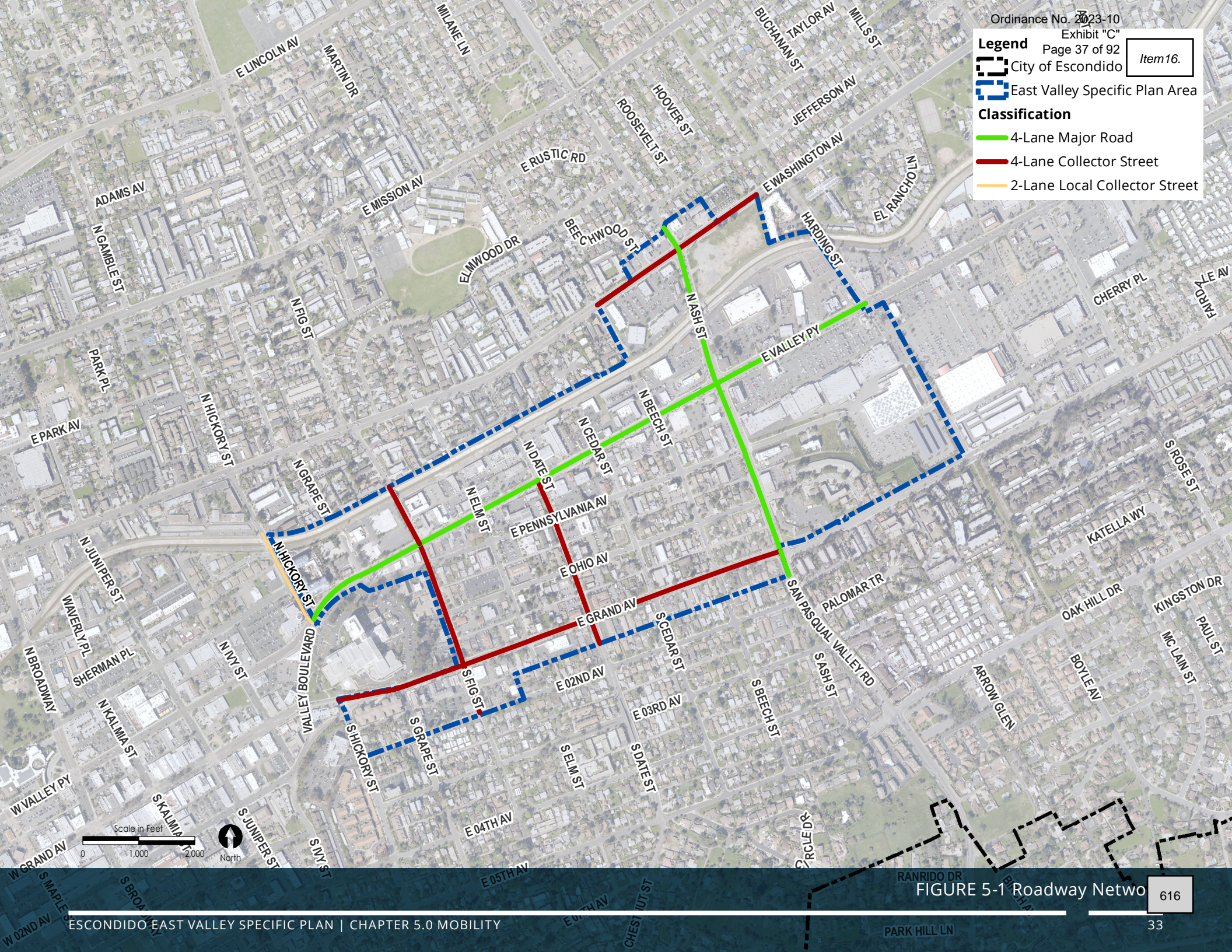
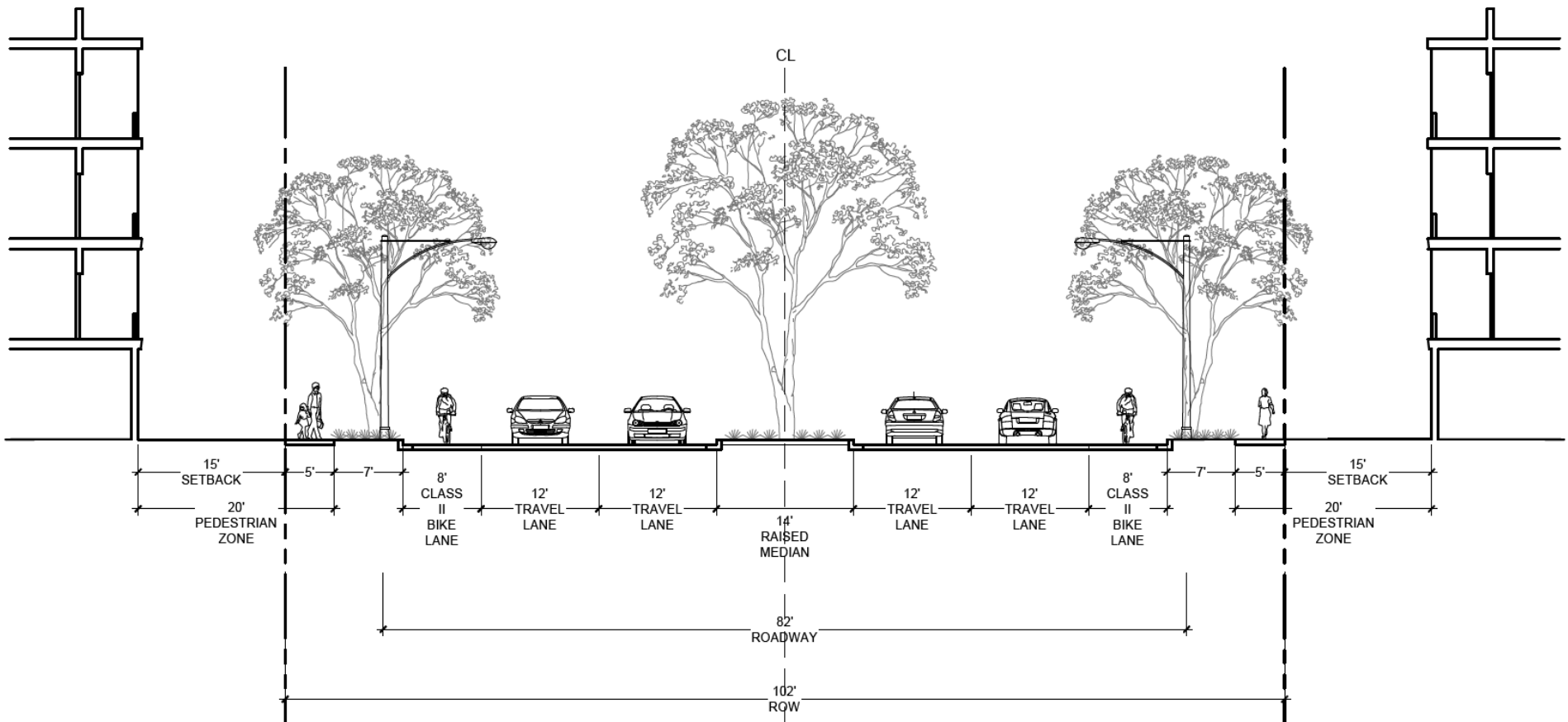


FIGURE 5-1 Roadway Network

5.1.1 Four-Lane Major Road

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

- » East Valley Parkway
- » N. Ash Street



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

FIGURE 5-2 Four-Lane Major Road Without Parking

East Valley Parkway Concept



The illustrated roadway concepts provide an idea of what future roadway classifications may look like. This rendering is intended solely to illustrate typical design elements and amenities that may occur to enhance the public realm.

5.1.2 Four-Lane Collector Street

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

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

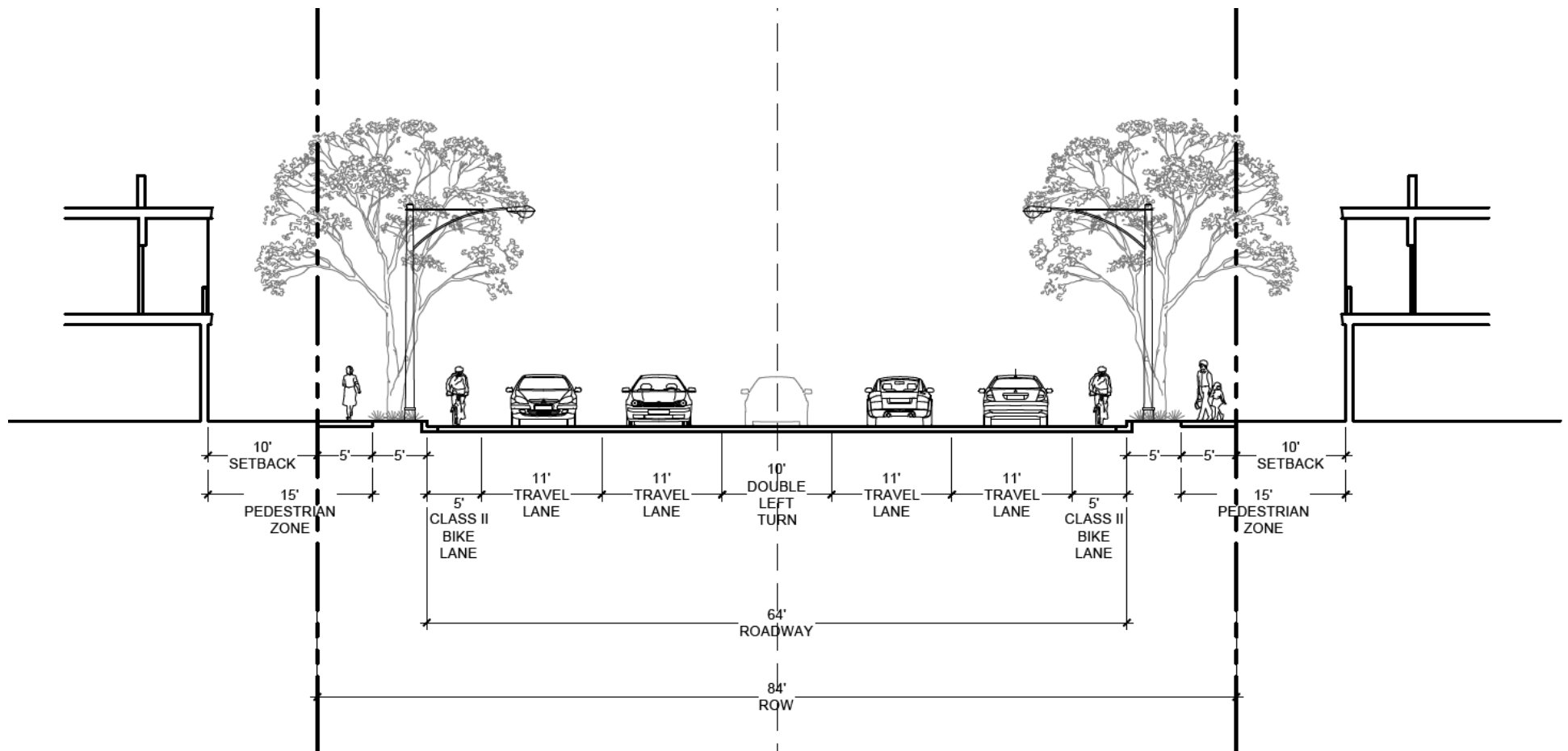


FIGURE 5-3 Four-Lane Collector Street

Grand Avenue Concept



The illustrated roadway concepts provide an idea of what future roadway classifications may look like. This rendering is intended solely to illustrate typical design elements and amenities that may occur to enhance the public realm.

5.1.3 Two-Lane Local Collectors

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

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

- » Hickory Street

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

5.1.4 Local Streets

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

5.1.5 Alleys

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

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

5.2 Bicycle Network

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



The illustrated building forms are not intended to limit the shape, forms, roof styles or architectural styles. This rendering is intended solely to illustrate typical building forms, design elements and amenities that may occur in order to enhance the public realm.

Legend

- City of Escondido
- East Valley Specific Plan Area
- Existing Classification**
 - Class I
 - Class III
- Recommended Classification**
 - Class II Lane
 - Class III Route

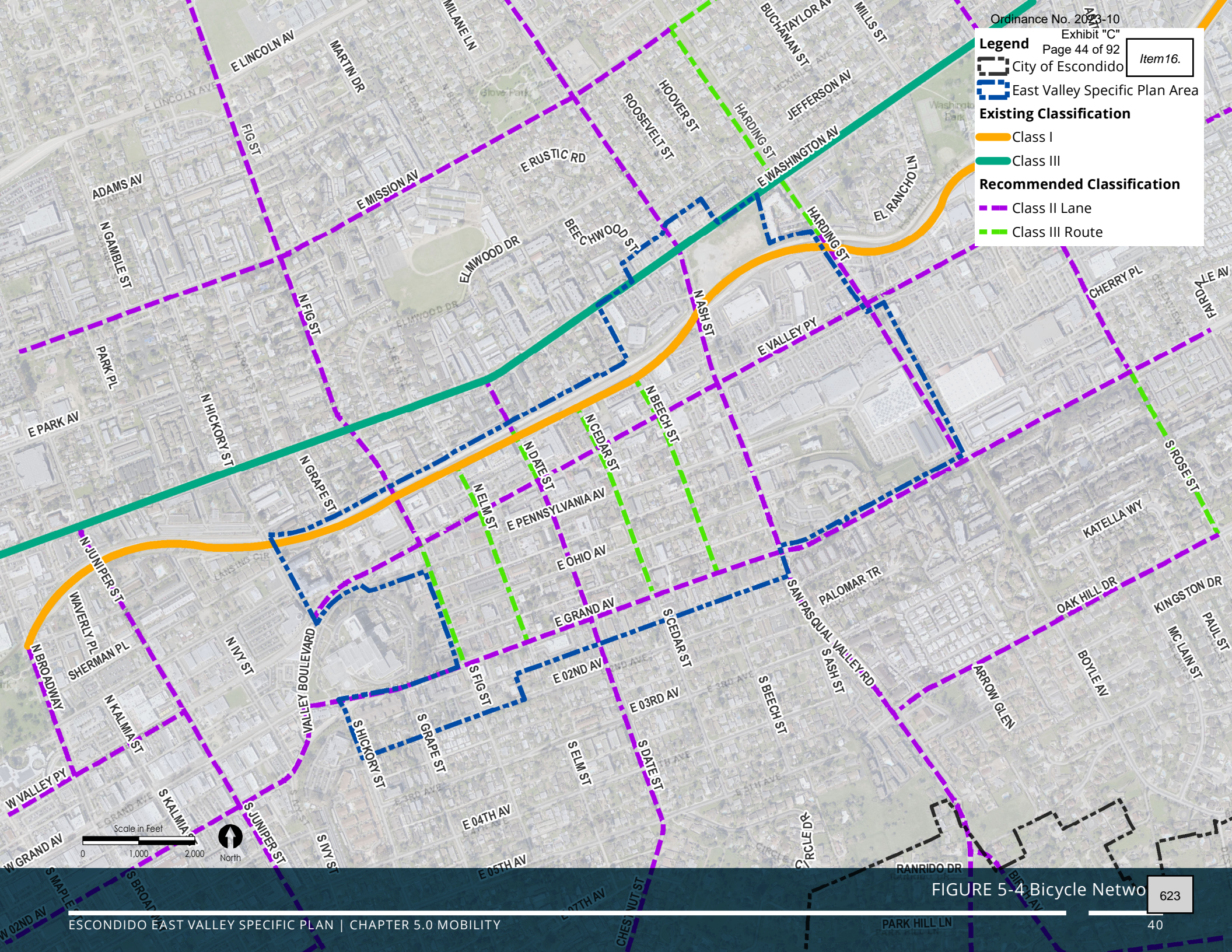


FIGURE 5-4 Bicycle Network

5.2.1 Class I Bikeways

The Escondido Creek Trail is intended to provide a recreational opportunity but not act as a direct high-speed commute route due to potential conflicts with pedestrians and frequent street crossings. The Escondido Creek Trail Master Plan states that, wherever space allows, the Escondido Creek Trail width and graded shoulders should meet the design guidelines for Class I bikeway as defined by the Caltrans Highway Design Manual. The Caltrans Highway Design Manual characterizes Class I bikeways to be a minimum paved width of eight (8) feet, with a two (2) foot recovery area on either side. A minimum two (2) foot wide graded decomposed granite area with clearance to obstructions should also be provided adjacent to the pavement. Class I bikeways, unless adjacent to an adequate pedestrian facility,¹ are for the exclusive use of bicycles and pedestrians, therefore any facility serving pedestrians must meet accessibility requirements². The Escondido Creek Trail is the only Class I Bikeway planned within the Plan Area.

5.2.2 Class II Bike Lanes

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

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



Example of Class I Bikeway



Examples of Class II Bike Lanes

¹ See Index 1001.3(n) of Caltrans Highway Design Manual (July 2020)

² See DIB 82 of Caltrans Highway Design Manual (July 2020)

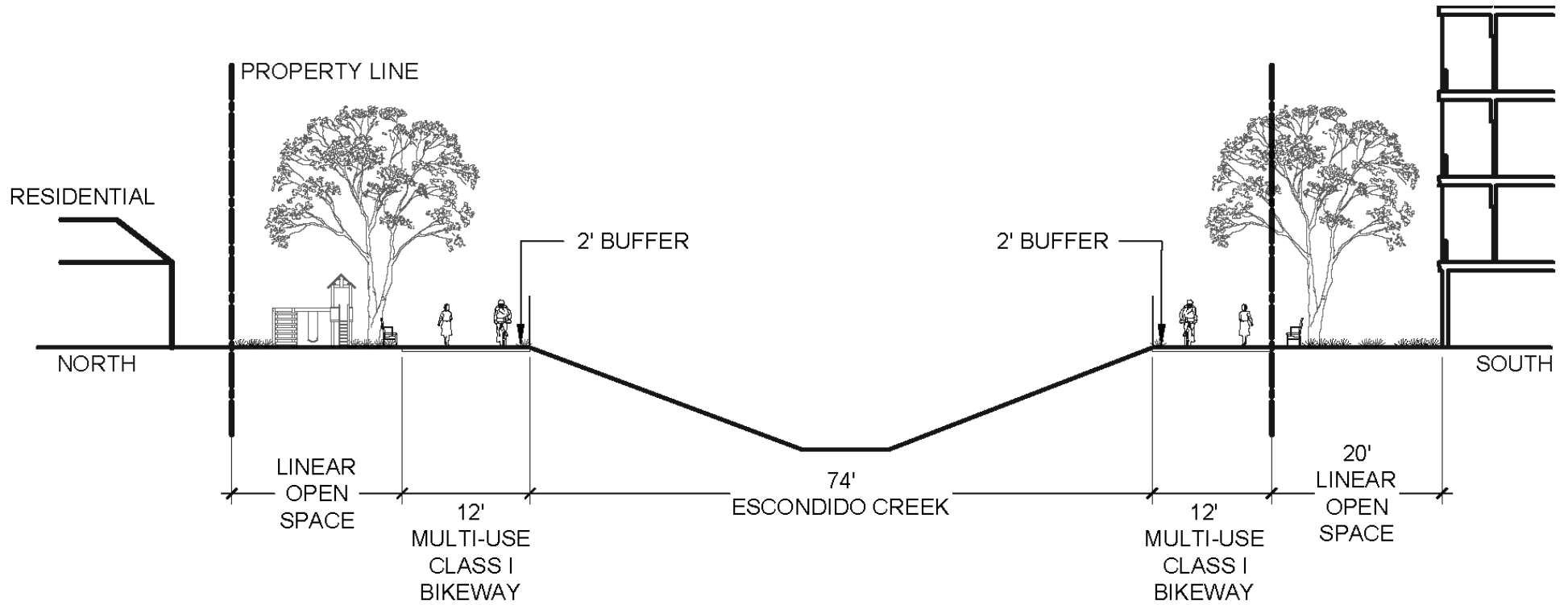


FIGURE 5-5 Escondido Creek Trail Configuration

5.2.3 Class III Bicycle Routes

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

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

Advisory Bike Lanes

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



Examples of Class III Bike Routes

5.2.4 Bicycle Parking Standards

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

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



Examples of bike storage and parking

5.3 Pedestrian Network

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

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

Table 5-1 Sidewalk Standards

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



Examples of pedestrian networks

5.4 Transit Network

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

The Escondido Transit Center is a regional transit hub, located approximately 0.7 miles northwest of the Plan Area. The Escondido Transit Center is a comprehensive transit hub providing both bus and rail access serving as the eastern terminus for the NCTD Sprinter light rail line and the northern terminus of the MTS Breeze Rapid bus transit line. NCTD operates the BREEZE bus system, with bus stops located throughout the City, and also manages the SPRINTER light rail line that provides passenger service from Escondido to Oceanside. MTS and NCTD services connects users to key locations in East Valley and in surrounding jurisdictions, such as Palomar College, Escondido High School, the YMCA, Kaiser/Senior Center, Downtown Escondido, and the Escondido Public Library. NCTD has bus stops along East Valley Parkway, Grand Avenue, and East Washington Avenue, as shown in Figure 5-6, Public Transit. On-demand public transit, like taxis or ride-sharing services, also provide additional flexibility for users while still allowing them to travel without a car.

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

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

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



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



5.4.1 East Valley Shuttle

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

5.5 Transportation Demand Management

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

5.5.1 Public Improvements

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

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

5. Participate in and promote annual regional events and campaigns that encourage commute alternatives to driving alone, such as Bike to Work Month, Dump the Pump, Rideshare Week, and Walk and Bike to School Day.

5.5.2 Private Development

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

Residential

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

Non-Residential

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

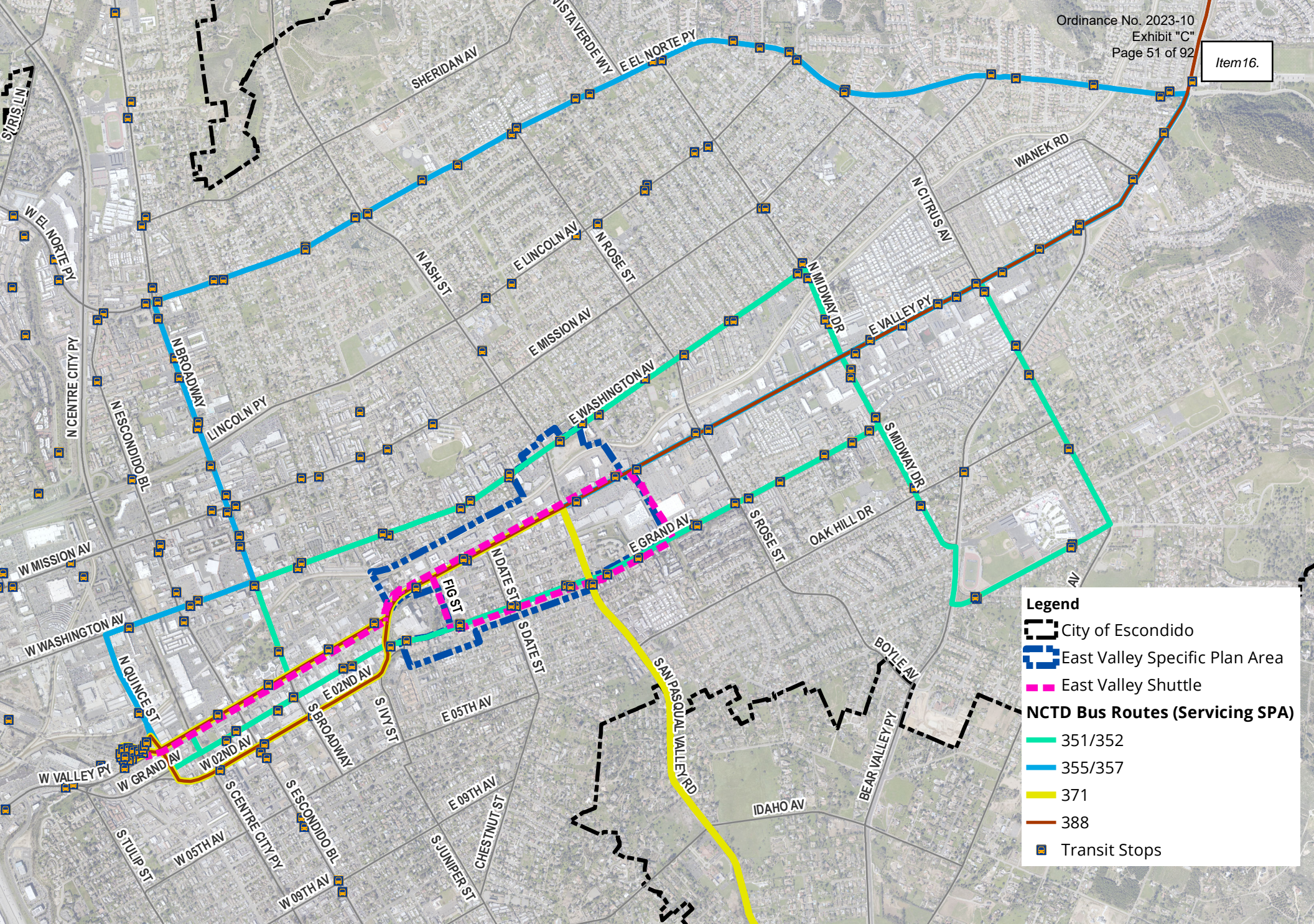


FIGURE 5-6 Public Trans 630

5.6 Parking Standards

5.6.1 Motor Vehicle Parking Standards

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

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

Table 5-2 Motor Vehicle Parking Standards

| USE ¹ | MINIMUM RESIDENTIAL PARKING SPACES REQUIRED (COVERED OR UNCOVERED) |
|--|---|
| Single-Family, Two-Family, Three-Family, and Multi-Family Dwelling Units | Per Article 39 of the Escondido Zoning Code. |
| Artisan Loft or Live-Work Dwelling Units | One (1) parking spaces per unit. Adequate provisions for loading and unloading or pick-up and drop-off zones shall be accommodated. |
| Rooming houses, lodging houses, social clubs and fraternal organizations with sleeping rooms | One (1) parking space for each three (3) sleeping rooms. |
| Senior Housing | Two (2) parking spaces, plus 0.5 parking spaces per unit. Senior housing must also provide adequate provisions for loading and unloading or pick-up and drop-off zones. |
| Small and Large Residential Care Facility | One (1) space for every two employees on the largest shift at the facility, plus one parking space for each five (5) sleeping rooms. |
| Transitional and Supportive Housing | 0.5 spaces per unit. |
| Mixed-Use Residential | See applicable parking standards for separate uses and provide parking accordingly. |
| USE | MAXIMUM NON-RESIDENTIAL PARKING SPACES PERMITTED ² |
| Mixed-Use Commercial | See applicable parking standards for separate uses and provide parking accordingly. |

¹ Modifications to the parking requirements may be requested pursuant to the applicable provisions of the Escondido Zoning Code.

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

| | |
|---|---|
| Restaurant with or without alcoholic beverages; drive-through fast food, coffee, quick service retail establishments or kiosks; drinking establishments (on-sale beer and wine, etc.) including bars; tasting rooms; and taverns with or without craft-processing brewery, distillery, or winery (light production) | One (1) space for each 100 square feet of gross floor area. |
| Retail and Office | One (1) space for each 250 square feet of gross floor area. |
| Recreation | One (1) space for each 100 square feet of gross floor area. |

¹ Modifications to the parking requirements may be requested pursuant to the applicable provisions of the Escondido Zoning Code.

² An increase of up to 25% of the maximum parking allowance may be requested through the administration adjustment process.

5.6.2 Supplemental Parking Standards

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

Electric Vehicle Charging Stations

Electric Vehicles ("EVs") operate either partially or exclusively on electrical energy from the electrical grid. EV charging stations shall be provided in new developments or remodeling or expansions of existing development as required by the California Building Code.

Bicycle Parking

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

Loading / Unloading Spaces

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

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

Table 5-3 Supplemental Parking Standards

| USE | MIN. BICYCLE PARKING | MIN. LOADING / UNLOADING SPACES |
|--|--|--|
| RESIDENTIAL | | |
| Hotel and Motel | One (1) Class 2 space / 20 units or three (3) Class 2 spaces, whichever is less | One (1) loading space for every 10 units or four (4) loading spaces, whichever is less |
| Multi-Family Dwelling Units (excluding duplexes) | One (1) Class 1 space / 10 attached units or three (3) Class 1 spaces, whichever is less - AND - One (1) Class 2 space / 5 residential units or 10 Class 2 spaces, whichever is less | Projects with more than 10 units must provide one (1) loading space for every 10 units or four (4) loading spaces, whichever is less |
| Artisan Loft or Live-Work Dwelling Units | One (1) Class 2 space / unit or three (3) Class 2 spaces per project, whichever is less | One (1) loading space for every five (5) units or five (5) loading spaces, whichever is less. |
| Rooming houses, lodging houses, clubs and fraternities having sleeping rooms | One (1) Class 2 space / 5 sleeping rooms or three (3) Class 2 spaces, whichever is less | One (1) loading space for projects with 10 or fewer sleeping rooms, or two (2) loading spaces, whichever is less |
| NON-RESIDENTIAL | | |
| Commercial | One (1) Class 2 space / 1,400 sf or five (5) Class 2 spaces, whichever is less | One (1) usable loading space / 1,400 sf or two (2) spaces per tenant, whichever is less. |
| Restaurants/Food | One (1) Class 2 space / 500 sf or five (5) Class 2 spaces per tenant space, whichever is less | One (1) usable loading space / 1,400 sf or four (4) loading spaces per tenant space, whichever is less |
| Retail | One (1) Class 2 space / 1,000 sf or five (5) Class 2 spaces per tenant space, whichever is less | One (1) usable loading space / 3,000 sf or three (3) loading spaces per tenant, whichever is less |
| Recreation | One (1) Class 2 space / 1,000 square feet of usable indoor or outdoor recreation area or 10 Class 2 spaces, whichever is less | One (1) usable loading space / 2,000 sf of usable indoor or outdoor recreation area or two (2) loading spaces, whichever is less |
| Education and Childcare | Three (3) Class 2 spaces per classroom serving adults and children five (5) years of age or older | Half of one (0.5) usable loading space per classroom, rounded up to the nearest whole number ¹ |
| Mixed-use | Same as specified above for each use. | |

¹ Loading / unloading space shall be reviewed and may be adjusted as part of a CUP application for the development application.



6.0 Public Services & Infrastructure

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

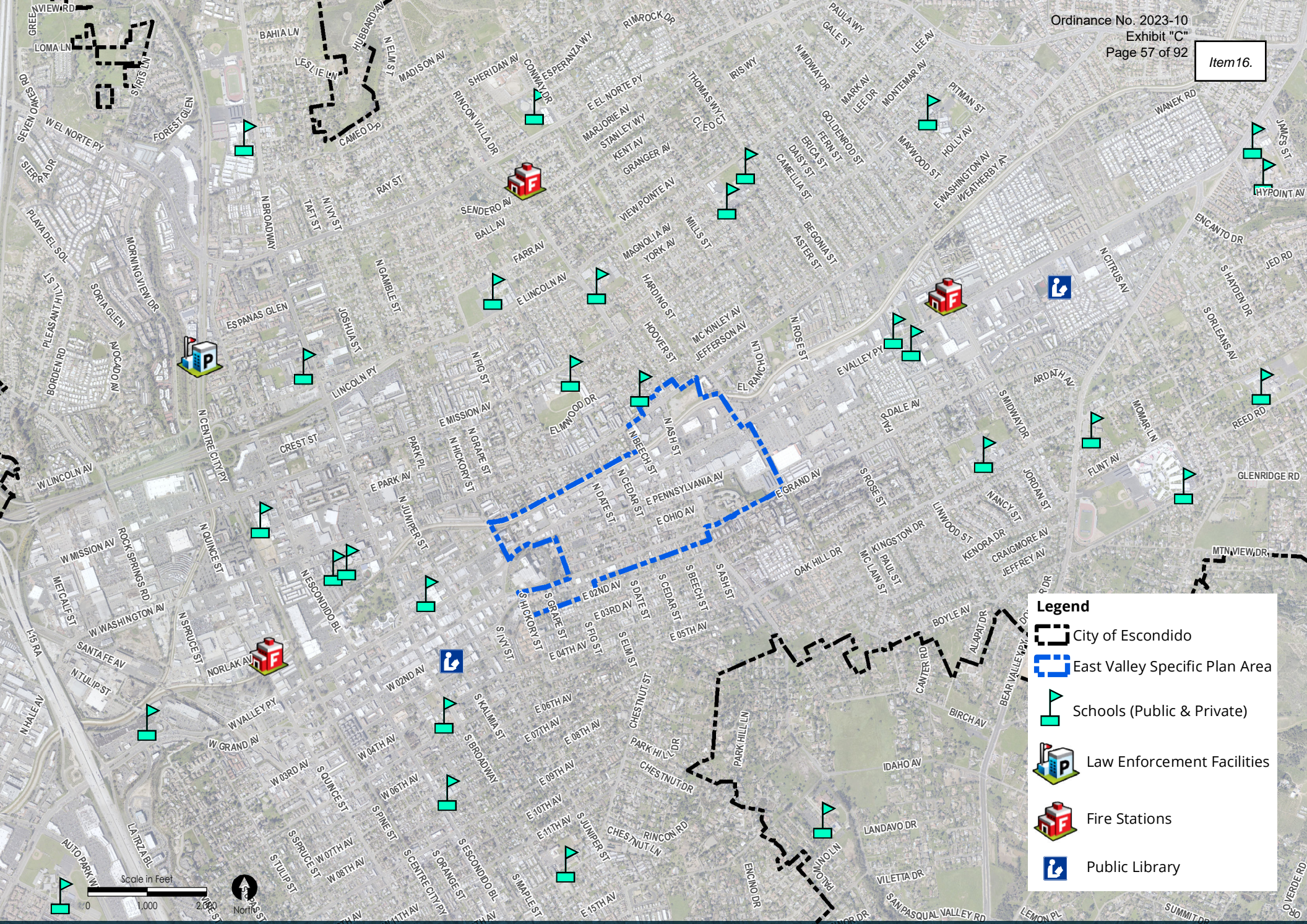
Local government agencies provide the Plan Area with fire and emergency services, police services, schools, and libraries, as shown in Figure 6-1, Public Services. Public infrastructure associated with the EVSP consists of water, wastewater, and stormwater systems. With consideration to the strain in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

6.1 Public Services

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

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

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



Legend

- City of Escondido
- East Valley Specific Plan Area
- Schools (Public & Private)
- Law Enforcement Facilities
- Fire Stations
- Public Library

FIGURE 6-1 PUBLIC SERVICES

6.1.1 Fire and Emergency Medical Services

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

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

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

6.1.2 Police

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

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



Examples of emergency services vehicles



6.1.3 Schools

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

Table 6-1 School Capacities

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

¹ Appendix P of Palomar Heights EIR

² Data provided via email correspondence with EUHSD (October 26, 2020)

6.1.4 Libraries

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

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

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

6.2 Public Infrastructure

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

6.2.1 Water

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

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

In order to meet the increase in demand, the City is continuously pursuing a variety of projects that would enhance the City's local water supply, expanding recycled water facilities and implementing potable reuse. These additional supplies will provide a reliable local water source for the City and will assist in reducing dependence on supplies that are purchased from San Diego County Water Authority, which are largely imported¹.

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

6.2.2 Stormwater

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

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

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

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

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

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



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AD, AR, AV, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined. For areas of at-risk fan flooding, velocities also determined.

ZONE AD Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of at-risk fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently derelict. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE AV Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

BOUNDARIES

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities

ELEVATION

Base Flood Elevation line and value; elevation in feet*

Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

CROSS SECTION

Transcript line

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

79°17'30" 32°22'20"

6000000 FT

Beach mark (see explanation in Notes to Users section of this FIRB (area))

DX5510_x

River file

MAP REPOSITORIES

Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP

June 19, 1997

EFFECTIVE DATE(S) OF REVISION(S) TO THIS MAP

May 16, 2012 - to update corporate limits, to add water and rail service, to incorporate previously issued Letters of Map Revision, and to update map elevations to North American Vertical Datum of 1988

SPECIFIC PLAN BOUNDARY

FIGURE 6-2 FEMA FLOOD ZONE 640

6.2.3 Wastewater System

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

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

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

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

Table 6-2 Estimated Wastewater Generation

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

Sources: City of Escondido 2012 Wastewater Master Plan, UrbanFootprint, 2010 US Census Bureau



7.0 Development Standards & Design Guidelines

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

7.1 Development Standards

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

7.1.1 Building Conversion

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

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

7.1.2 Open Space

Open space is required for each new development. These open spaces shall include elements such as shade, seating, water features, and public art. As used in this section, "public open space" is open space accessible by the public at-large; "common open space" is open space available for general use of a project's residents and their guests; and "private open spaces" is open space restricted for use by residents of a specific dwelling unit and their guests.

New development or redevelopment of residential dwelling units shall comply with the following standards:

- » 200 square feet of useable open space area shall be provided per dwelling unit. This number may be reduced to 125 square feet of usable open space for properties which meet or exceed the target production point.
- » A minimum of 50 square feet per unit of the required useable open space shall be common or public open space.
- » A minimum of 50 square feet of private open space for 50 percent of the dwelling units.
- » Dedications to linear parks and Creekside areas can be counted toward the public and common open spaces.
- » Design public and common open spaces to be visible and accessible from buildings, as well as streets and pedestrian and bicycle networks. They may be designed as forecourts or along linear parks or the Escondido Creek Trail to support pedestrian activity and connect to the public realm.

- » Design common open spaces as cortiles or atriums with good connectivity within a site, with clear and safe point of access; or in other areas that encourage circulation opportunities between adjacent uses.
- » Public and common open spaces should provide high quality landscaping and high quality paving materials, such as stone, concrete with tile, etc.; and pedestrian-scaled lighting to encourage pedestrian use of the space.
- » Public and common open spaces should account for climatic factors such as sun orientation.
- » Public and common open spaces should utilize outdoor furniture and coordinate with site building design to provide variegated types of seating, low walls, trash receptacles, landscape screening and tree canopy, bike racks and other elements.
- » Public and common open spaces should incorporate methods to reduce stormwater runoff. However, green stormwater solutions should contribute towards the utility of the courtyard and publicly accessible space. Design interventions to capture, clean and recycle stormwater runoff should minimize impacts on semi-public spaces (i.e. stormwater channels and basins are not allowed to encroach into semi-public or private open space).

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

7.1.3 Retail Corners & Frontages

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






- » Retail Corners - road intersections focused on activating the economic activity in the Plan Area. Intersections include:
 - East Valley Parkway and Ash Street
 - East Valley Parkway and Date Street
 - East Valley Parkway and Fig Street
- » Active Frontage - corridors focused on providing a safe and alluring atmosphere. Corridors include:
 - Ash Street
 - East Valley Parkway
- » Creek Frontage - multi-use trail focused on stimulating the use of Escondido Creek. The Escondido Creek Trail generally runs east-west in the Plan Area, north of East Valley Parkway. See Table 7-1, Development Standards, for the setback along the Escondido Creek.

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

- » The development provides places of interaction with small plazas and courtyards or cafe seating to help animate the street.
- » The exterior and interior design of the first floor is designed to be retail-ready with an interior ground-floor height of 16 feet, a minimum unit depth of the greater of 25 feet or 25% of the building depth, and oversized storefront windows accommodated on the ground-floor facing the public right-of-way.
- » Place shared amenities such as workout rooms, game rooms, and other social facilities where they will be visible from street view on the ground-floor.
- » The building standards applied to the ground-floor space must adhere to the most restrictive use and occupancy classification anticipated based on the purpose or purposes for which they may be used; and shall comply with the rating that reflects multiple occupancy groups so that an area, room, or space may be occupied at different times with different uses.

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 Exhibit "C"
 Page 65 of 92
 Item 16. ea

LEGEND

-  East Valley Specific Plan
-  City of Escondido
-  Retail Corners
-  Active Frontage
-  Creek Frontage

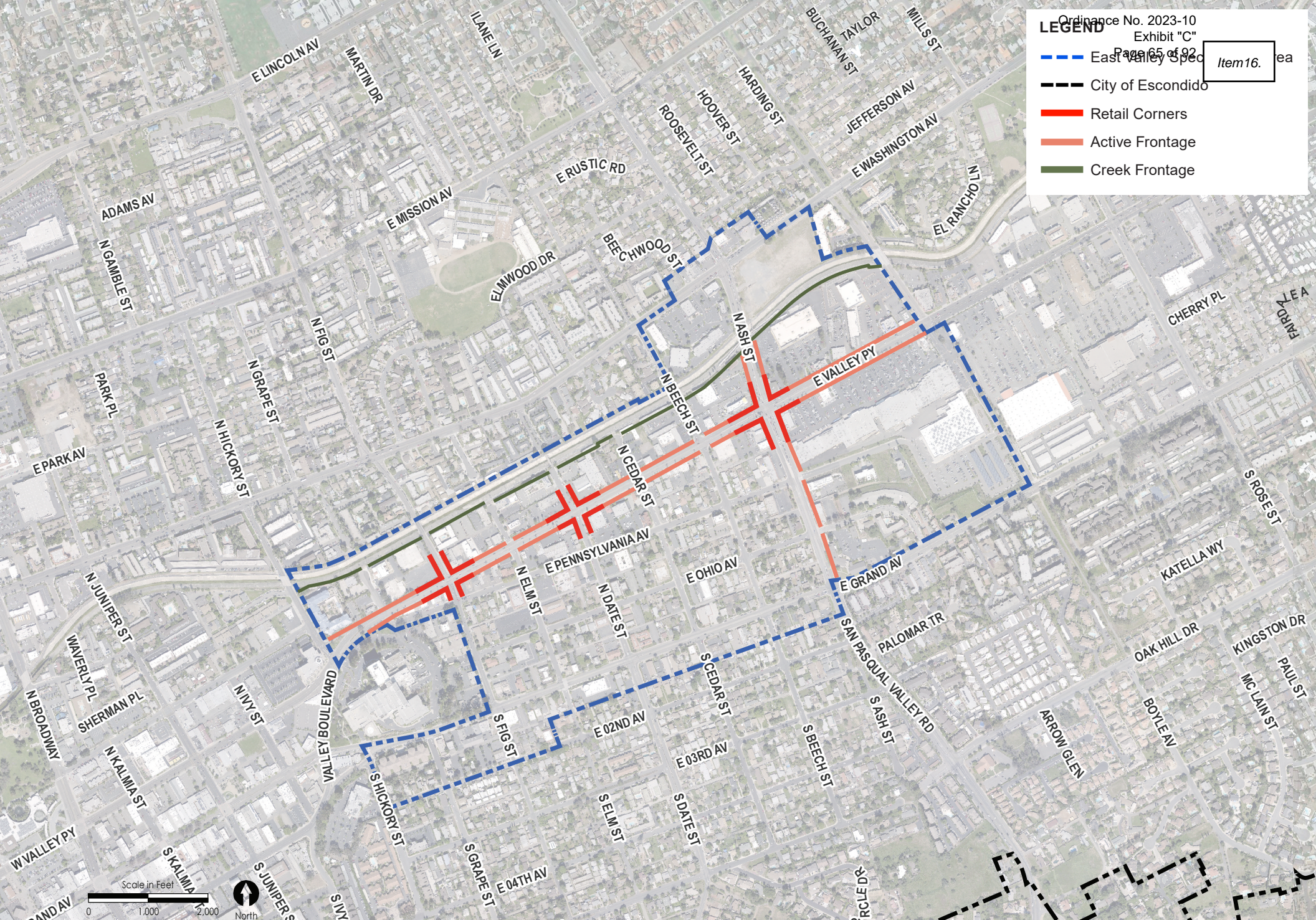


FIGURE 7-1 Frontage

7.1.4 Landscaping

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

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

7.1.5 Building Design Standards

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

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

7.1.6 Additional Requirements & Performance Standards

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

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



Table 7-1 Development Standards

| DEVELOPMENT STANDARD | LAND USE / AREA | | | |
|--|--|--|--|--|
| | URBAN IV/V | MIXED USE | GENERAL COMMERCIAL | ESCONDIDO CREEK TRAIL |
| Setback ¹ : the minimum horizontal distance between a lot line and the nearest part of any building or structure on the lot. | Front: 8' Rear: 8' Alley ³ : 5' Side Internal ¹ : 0' Side Street: 8' | Front: 8' Rear: 8' Alley ³ : 5' Side Internal: 0' Side Street: 8' | Front: 10' Rear: 10' Side Internal: 0' Side Street: 10' | Creekside building or structure: 20' Creekside wall or fence ⁴ : 10' |
| Landscaped Area ² : the landscape area is calculated as a minimum area of pervious surface designed to contain plant material (ground covers, shrubs, trees). These areas are required to be irrigated with an automatic irrigation system. | 25% minimum | 20% minimum | 15% minimum | - |
| Building Placement : the massing and location of structures on individual parcels | - | - | - | Buildings shall be designed with dual orientation in order to provide access and a public face to both the Escondido Creek frontage and side frontages |
| Building Height ⁵ : the vertical distance measured from the average level of the highest and lowest point of that portion of the lot covered by the building or structure to the top of the building or structure (see Section 7.4.4 Architectural Design for building height design guidelines) | 55' maximum or 35' maximum | 75' maximum | 75' maximum | 75' maximum |

¹ Side internal setbacks shall comply with access requirements per the Fire Code for ladder access based on the occupancy and egress points.

² Landscaped area may occur within setbacks. See Section 7.1.4, Landscaping, for additional standards for landscaping within public right-of-way.

³ Alley setbacks shall apply to buildings, walls, or fences.

⁴ The creekside wall or fence setback may be reduced at the discretion of City application review if the site design warrants the placement of the fence at the property line because of the need to enclose a tot lot or dog play area.

⁵ Maximum building height in the Urban IV/V district is dependant on location; see Figure 7-2, Building Height.

LEGEND

- East Valley Specific Plan
- City of Escondido
- Max Height 75'
- Max Height 55'
- Max Height 35'

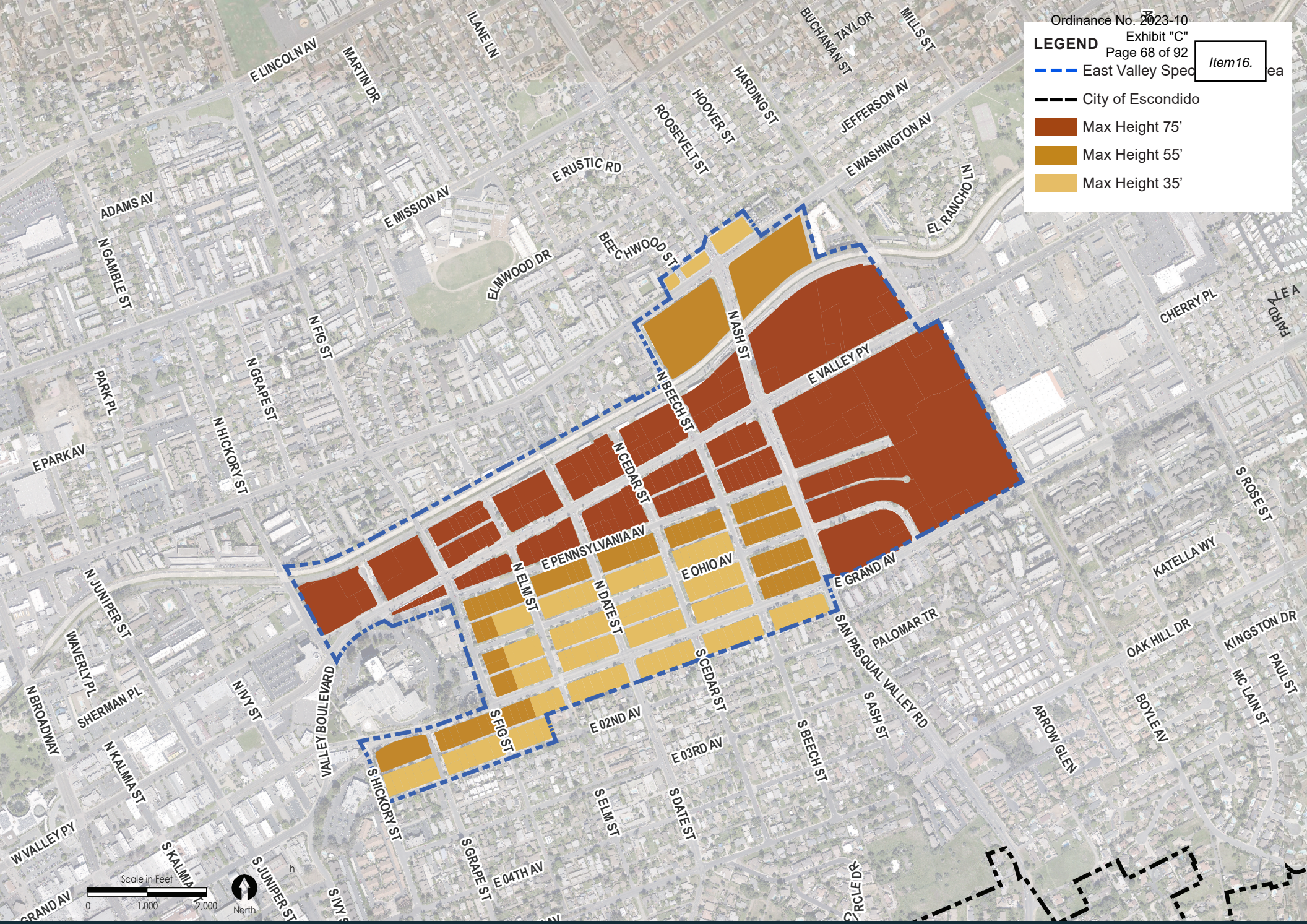


FIGURE 7-2 Building Height

7.2 Permitted & Conditional Uses

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

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

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

Table 7-2 Permitted & Conditional Uses

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

| USE | GENERAL COMMERCIAL (EV-CG) | URBAN IV/V (EV-U5) ¹ | MIXED USE (EV-MU) ¹ | PARK OVERLAY ZONE (EV-POZ) ² |
|--|----------------------------|---------------------------------|--------------------------------|---|
| Residential and Lodging | | | | |
| Bed and Breakfast (Article 32*) | --- | C | C | --- |
| Hotels and Motels (Article 32 and 63*) | C | --- | C | --- |
| Single-Family Dwelling Units ³ | --- | P | --- | --- |
| Mobile home or travel trailer parks (Articles 45 & 46*) | --- | --- | --- | --- |
| Two-Family, Three-Family, and Multi-Family Dwelling Units | --- | P | P | --- |
| Two-Family, Three-Family, and Multi-Family Dwelling Units as part of a Mixed-Use Project | --- | P | P | --- |
| Artisan Loft or Live-Work Dwelling Units | --- | --- | MC | --- |

¹ Accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs) are subject to the provisions of Article 70 of the Escondido Zoning Code.

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

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

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

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

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

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

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

| USE | GENERAL COMMERCIAL (EV-CG) | URBAN IV/V (EV-U5) ¹ | MIXED USE (EV-MU) ¹ | PARK OVERLAY ZONE (EV-POZ) ² |
|--|----------------------------|---------------------------------|--------------------------------|---|
| Tobacco product store | --- | --- | --- | --- |
| Services | | | | |
| Adult entertainment (Article 42*) | --- | --- | --- | --- |
| Animal care, excluding daycare and boarding | P | --- | C | --- |
| Animal care, animal daycare, and boarding | C | --- | --- | --- |
| Barber/beauty services, excluding tattoo parlor or body piercing | P | --- | P | --- |
| Business services (general) | P | --- | P | --- |
| Churches, synagogues, temples missions, etc.; professional and social service organizations; and youth organizations | C | C | C | --- |
| Crematoriums, mortuary, mausoleums, etc. | --- | --- | --- | --- |
| Cultural services and entertainment (including museums) | P | P | P | --- |
| Dry cleaning, drop-off and pick up only (Articles 13 and 57*) | P | --- | P | --- |
| Dry cleaning, commercial press or on-site pressing (Articles 13 and 57*) | --- | --- | --- | --- |
| Duplicating services (including screen printing, blueprinting, printing, and photocopying) | P | --- | P | --- |
| Child care center (Article 57*) | C* | C* | C* | --- |
| Primary and secondary education (including kindergarten, elementary, junior, and high schools) (Article 57*) | C | --- | C | --- |
| Post K-12 education (including professional and trade schools) | C | --- | C | --- |
| Group counseling services and other special training (including art, music, dance, drama, etc.) | P | --- | P | --- |
| Employment training services | P | --- | P | --- |
| Entertainment and assembly, including arcades, dance halls, theaters, miniature golf etc. | C | --- | C | --- |
| Government services | C | C | C | --- |
| Financial institutions, banks, savings and loans, securities brokers, etc. | P | --- | P | --- |
| Financial institutions, non-chartered check-cash and pay day loan | --- | --- | --- | --- |
| Florists, gifts, cards, newspapers, and magazines | P | P | P | --- |
| Hospitals, excluding medical clinics | C | --- | C | --- |

Table 7-2 Permitted & Conditional Uses (Continued)

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

| USE | GENERAL COMMERCIAL (EV-CG) | URBAN IV/V (EV-U5) ¹ | MIXED USE (EV-MU) ¹ | PARK OVERLAY ZONE (EV-POZ) ² |
|---|----------------------------|---------------------------------|--------------------------------|---|
| Health and fitness facilities (gyms and venues) | P | --- | P | --- |
| Laundry self-service coin operated (Article 57*) | C | --- | --- | --- |
| Personal services (other) | P | --- | P | --- |
| Office, general | P | --- | P | --- |
| Massage establishments (Article 38*) | --- | --- | --- | --- |
| Medical, small clinics (including dental, optical, etc.) | P | --- | P | --- |
| Medical, large clinics and service organizations (including blood banks and healthcare establishments) | P | --- | C | --- |
| Park – private, semi-private or publicly accessible open space on private property | P | P | P | P |
| Park – public | --- | --- | --- | P |
| Repair services shop (including small appliance repair, watch/clock repair, etc.) | P | --- | P | --- |
| Recycling services | --- | --- | --- | --- |
| Studios and galleries (including photography, art, printing, etc.) | P | --- | P | --- |
| Transportation services as a primary use (including car or bike sharing station, helipad, park and ride facilities, municipal parking lots and parking structures, taxicab or shuttle station, transit stations etc.) | C | C | C | --- |
| Automotive Services | | | | |
| Auto oriented drive-in, drive-through (Section 33-341*) | C* | --- | --- | --- |
| Automotive car and vehicle sales (car dealership) (Article 57*) | --- | --- | --- | --- |
| Automotive car wash, polishing, vacuuming, detailing as a primary use (Article 57*) | C | --- | --- | --- |
| Automotive vehicle repair, limited (Article 57*) | C* | --- | --- | --- |
| Automotive vehicle repair, general and commercial (including tire retreading/recapping, tow services) (Article 57*) | --- | --- | --- | --- |
| Boutique car sales (No more than one on the same location; two cars maximum) (Article 57*) | C* | --- | C* | --- |
| Gasoline service station with or without alcohol sales (Article 57*) | C* | --- | --- | --- |
| Industrial, Manufacturing, and Storage | | | | |

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

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

| USE | GENERAL COMMERCIAL (EV-CG) | URBAN IV/V (EV-U5) ¹ | MIXED USE (EV-MU) ¹ | PARK OVERLAY ZONE (EV-POZ) ² |
|---|----------------------------|---------------------------------|--------------------------------|---|
| Electric generating facilities as a primary use (Article 57*) | C | --- | C | --- |
| Industrial and manufacturing | --- | --- | --- | --- |
| Mini-warehousing and storage facilities (Article 57*) | --- | --- | --- | --- |
| Outdoor storage as a primary use, including building materials and equipment | --- | --- | --- | --- |
| Outdoor storage, vehicles and fleet vehicle storage (overnight or after normal business hours, or for rent) | --- | --- | --- | --- |
| Utilities (including central processing, regulating, generating, distribution, etc.) | C | --- | C | --- |
| Tow yard and junk yard | --- | --- | --- | --- |

7.3 Accessory Uses

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

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

Table 7-3 Accessory Uses

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

| ACCESSORY USE | GENERAL COMMERCIAL (C-G) | URBAN IV/V (R-5-30) | MIXED USE (M-U) | PARK OVERLAY ZONE (POZ) |
|---|--------------------------|---------------------|-----------------|-------------------------|
| Accessory dwelling units (Article 70*) | --- | P | P | --- |
| Arts and crafts (Article 57*) | P | P | P | P |
| ATM kiosk with drive-through | C* | --- | C* | --- |
| Car or bike sharing station | P | P | P | P ¹ |
| Drive-through as an accessory use | C | --- | --- | --- |
| Electric vehicle charging stations (Article 57*) | P | P | P | P |
| Florists, gifts, cards, newspapers, and magazines with drive through (Section 33-341)* | C | --- | C | |
| Home occupation - minor (Article 44*) | --- | P | P | --- |
| Home occupation – major (Article 44*) | --- | P ² | P ² | --- |
| Live entertainment | C* | --- | C* | --- |
| Public art displays, murals, sculptures, and other visual art | P | P | P | P |
| Outdoor display (Article 73*) | P | --- | P | --- |
| Outdoor sales (Article 73*) | P | --- | P | --- |
| Outdoor storage, miscellaneous storage fully screened | P | --- | --- | --- |
| Outdoor storage, vehicles and fleet vehicle storage (overnight or after normal business hours, or for rent) less than or equal to 10 percent of all parking provided for that use | P | --- | C | --- |

¹ Bike sharing only.

² Shall only apply to properties with one single family residence and/or single-family residence with an accessory unit.

Table 7-3 Accessory Uses (Continued)

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

| ACCESSORY USE | GENERAL COMMERCIAL (C-G) | URBAN IV/V (R-5-30) | MIXED USE (M-U) | PARK OVERLAY ZONE (POZ) |
|--|--------------------------|---------------------|-----------------|-------------------------|
| Outdoor storage, vehicles and fleet vehicle storage (overnight or after normal business hours, or for rent) more than 10 percent of all parking provided for that use) | C* | --- | C* | --- |
| Outdoor storage, vehicles used for business operations and deliveries during normal business hours only. | P | --- | P | --- |
| Recycling facilities (including reverse vending and small collection) (Article 33*) | P | --- | P | --- |
| Temporary uses and special events (Article 73*) | P | P | P | P |
| Urban agriculture / community gardens | P | P | P | P |
| Wireless communication facilities, micro and macro cell towers (Article 34*) | P | C | P | C |
| Wireless communication facilities, other communications (Article 34*) | P | P | P | P |

7.4 Design Guidelines

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

7.4.1 Streets & Rights-of-Way

Design for multi-mobility

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

- » Avoid placing public utilities and streetscape amenities in areas where sidewalk widths are five (5) feet or less in width to avoid conflicts with pedestrians.
- » Provide safe and convenient transportation options for people of all ages and abilities.
- » Increase access and wayfinding signs to the Escondido Creek Trail.

7.4.2 Parks & Plazas








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

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

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

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LEGEND

-  East Valley Specific Plan
-  City of Escondido
-  Priority Streetscape
-  Secondary Streetscape
-  Tertiary Streetscape
-  Priority Gateway
-  Secondary Gateway

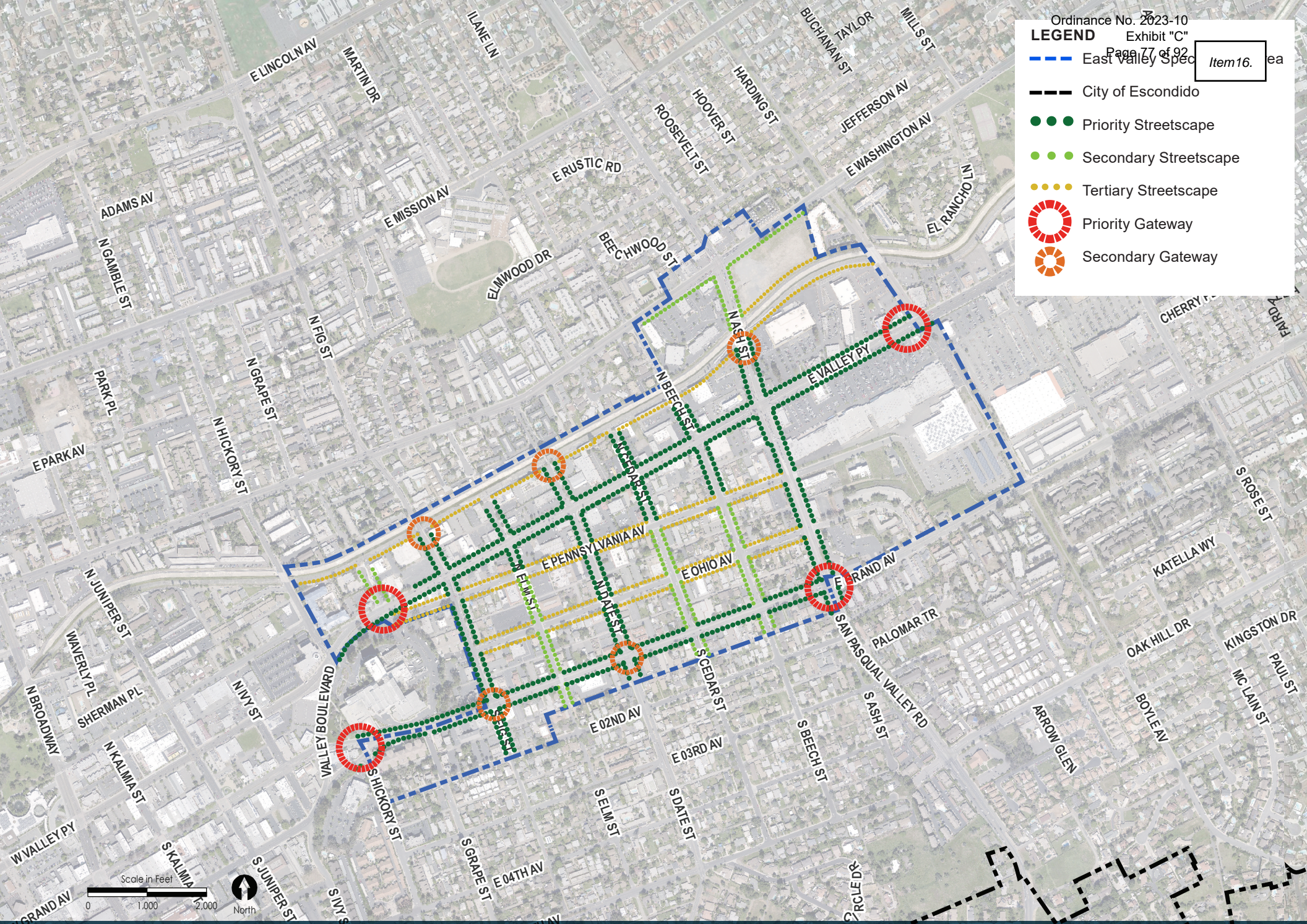


FIGURE 7-3 Streetscapes & Gateways

7.4.3 Site Design

Define public space with architecture and landscape

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

Buffer adjacent sensitive land uses from undesirable impacts

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

- » Recognize the adjacent, existing built environment with respect to scale, including adjacent unbuilt areas.

Limit the impact of parking

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

Incorporate sustainable practices into site and building design

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

7.4.4 Architectural Design

Break building massing with articulation

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

both side and front elevations.

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

Examine building placement as a way to improve development

- » Orient buildings towards public (and private) streets to positively define street edges. Align with primary street frontages and public spaces to frame the pedestrian environment. Buildings located adjacent to both

public open space amenities, such as parks, and public streets should be designed with a dual orientation so that they can provide access and a public face to both the primary street frontage and to the public open space.

- » Openings in the street wall should be restricted to only those needed to provide for pedestrian paseos, plazas, entry forecourts, and permitted vehicular access driveways.
- » Main building entrances should be on the primary street frontage. Buildings located on corner lots should consider siting primary building entrances at the corner to establish an orientation to both the primary and secondary street frontages and symbolically acknowledge the importance of the intersection.

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

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

Establish a positive edge along rights-of-way

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

7.4.5 Landscape Design

Reinforce the public realm with landscape

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

Promote healthy soils and tree health

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

Utilize drought tolerate plantings

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

Provide landscape the promotes human comfort and safety

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

Provide and plan for maintenance while limiting costs

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

7.4.6 Signage

Signage should be clear and effective

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

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

7.4.7 Outdoor Lighting

Limit overly bright outdoor lighting

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

Emphasize lighting that is pedestrian-scaled and oriented

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

7.4.8 Creekside Development

Improve the user experience along the Creek Trail

- » Integrate new fences and low-profile walls (48 inches or less) only where necessary; reduce height and select a more decorative fence or soften with landscape. Fences should use similar materials, span dimensions, heights, and construction techniques as the fencing used at the top of the Creek Channel: black tubular steel or black metal wire fencing with top rail. If pilasters and screen walls are necessary, they should be low-profile and be architecturally compatible with the main building and the design context of the Escondido Creek Trail.
- » Install trail gateways, monuments, and signage at each roadway intersection.
- » Provide trash and recycling receptacles, dog waste bag stations, water filling stations, and shaded benches at approximately ¼-mile intervals.

- » Include activity stations, such as parcourse and kid's play structures, along the Creek Trail at approximately ½-mile intervals.
- » Provide bicycle racks at roadway intersections and bicycle repair stations at approximately ½-mile intervals.
- » Install consistent trail lighting.
- » Accentuate all entries facing the Escondido Creek Trail with strong architectural definition such as recessed entry and/or direct access with building design features such as moldings, lighting, overhangs, and/or awnings.

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

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

See Escondido Creek Trail Concept on the following page.



Escondido Creek Trail Concept

The illustrated creek trail concept is intended solely to illustrate typical amenities, setbacks, and landscaping that may occur adjacent to the creek.



8.0 Implementation

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

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

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

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

8.1 Design Review & Permit Process

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

8.1.1 Design Review & Permit Process

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

A. Initial Meetings

Meet with City staff to discuss plans and any documentation that illustrates the proposed work. An initial meeting is required for all new development and significant redevelopment projects.

B. Application Submittal

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

C. Minor Projects - Design Review

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

D. Major Projects

Projects including all new construction (of a primary structure, an outbuilding, or an addition), demolition, relocation, significant changes to the site (grading, paving, landscaping, etc.); public right-of-way improvements, or any project requiring a Planned Development Permit or

Plot Plan Approval, will be reviewed by staff, and the Planning Commission when applicable, based on the design guidelines outlined in this document and either:

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

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

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

F. Project Requiring Building Permits

In addition to the requirements listed elsewhere in this section, building permits are required for all new construction, additions, exterior changes to a structure, demolition, relocation, or placement or removal of exterior objects, and as otherwise specified in the California Building Code. The Building Division shall route the plans to the Engineering Division to determine necessary public improvements if the value of the work exceeds preset standards. The Building Division shall issue a Building Permit or return the plans to the applicant for necessary modifications.

G. Projects Requiring Grading Permits

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

H. Project Completion

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

8.1.2 Environmental Review Process

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

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

8.1.3 Transportation Fair Share Contribution Program

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

8.1.4 Public Hearing Process

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

A. Approve or Conditionally Approve the Project

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

B. Deny the Project

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

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

8.1.5 Minor Modifications

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

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

8.1.6 Specific Plan Amendments

All substantive Plan modifications that do not meet the criteria of a Minor Modification as defined in Section 8.1.5 shall require a formal Specific Plan Amendment.

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

A. Initiate the amendment

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

B. Deny the initiation request

Staff shall perform no additional processing of the application.

8.2 Potential Funding Mechanisms

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

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

8.2.1 Financing Tools

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

8.2.2 Funding Sources

FEDERAL SOURCES

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

moderate-income housing.

- Our Town: The National Endowment for the Arts’ creative placemaking grants program.

STATE SOURCES

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

LOCAL SOURCES

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

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

8.3 Implementation Strategy

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

Table 8-1 Implementation Strategy

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

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



Escondido.org



STAFF REPORT

DATE: June 13, 2023

PHG20-0028 – East Valley Specific Plan

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

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

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

APPLICANT: City of Escondido

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

PRIMARY REPRESENTATIVE: Adam Finestone, AICP
City Planner

DISCRETIONARY ACTIONS REQUESTED: Specific Plan

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

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

STAFF RECOMMENDATION: Continuance to date-certain

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

CITY COUNCIL HEARING REQUIRED: YES NO

REPORT APPROVALS: Andrew Firestine, Director of Development Services

Adam Finestone, City Planner



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BACKGROUND

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

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

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

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

SUMMARY OF REQUEST

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

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



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

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

East Valley Specific Plan Goals

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

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

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

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

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

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

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

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



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

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

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

1. Robust economic activity within the Plan Area.

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

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

Land Use

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

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

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

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



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

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

A Park Overlay Zone is also identified on the LUP, with the goal of providing up to 25 acres of parkland in the EVSP area. In addition to linear parks envisioned for residential alleys, the Park Overlay Zone has been applied to three areas. Two of those areas were strategically selected because they would create the greatest expansion of land, both inside and outside the EVSP area, within $\frac{1}{4}$ mile of a park. The third was selected because it is a City-owned parcel (owned by the Utilities Department), though it does not significantly expand the amount of land within $\frac{1}{4}$ mile of a park. Additionally, while the Park Overlay Zone is only shown in the areas described here (totaling approximately 25 acres), it should be noted that parks are not precluded elsewhere in the EVSP area.

Residential Land Uses

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

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

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



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

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

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

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

Development Standards and Design Guidelines

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

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



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

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

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

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

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

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

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



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

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

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

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

Parks and Public Realm

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

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

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



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

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

Mobility

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

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

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

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



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

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

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

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

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

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

PROJECT ANALYSIS

General Plan Conformance

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



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

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

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

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

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

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

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



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

East Valley Parkway Area Plan

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

FISCAL ANALYSIS

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

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

ENVIRONMENTAL ANALYSIS

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



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PUBLIC OUTREACH AND ENGAGEMENT

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

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

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

CONCLUSION AND REQUESTED ACTION

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

ATTACHMENTS

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



STAFF REPORT

DATE: June 20, 2023

PHG20-0028 – East Valley Specific Plan

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

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

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

APPLICANT: City of Escondido

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

PRIMARY REPRESENTATIVE: Adam Finestone, AICP
City Planner

DISCRETIONARY ACTIONS REQUESTED: Specific Plan

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

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

STAFF RECOMMENDATION: Continuance to date-certain

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

CITY COUNCIL HEARING REQUIRED: YES NO

REPORT APPROVALS: Andrew Firestine, Director of Development Services

Adam Finestone, City Planner



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SUMMARY OF REQUEST

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

CONCLUSION

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

ATTACHMENTS

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



STAFF REPORT

DATE: June 27, 2023

PHG20-0028 – East Valley Specific Plan

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

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

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PRIMARY REPRESENTATIVE: Adam Finestone, AICP
City Planner

DISCRETIONARY ACTIONS REQUESTED: Specific Plan

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

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

STAFF RECOMMENDATION: Continuance to date-certain

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

CITY COUNCIL HEARING REQUIRED: YES NO

REPORT APPROVALS: Andrew Firestine, Director of Development Services

Adam Finestone, City Planner



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SUMMARY OF REQUEST

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

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

PUBLIC INPUT

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

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

CONCLUSION AND REQUESTED ACTION

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

ATTACHMENTS

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



STAFF REPORT

DATE: July 6, 2023

PHG20-0028 – East Valley Specific Plan

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

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

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

APPLICANT: City of Escondido

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

PRIMARY REPRESENTATIVE: Adam Finestone, AICP
City Planner

DISCRETIONARY ACTIONS REQUESTED: Specific Plan and Rezone

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

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

STAFF RECOMMENDATION: Recommend City Council approval

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

CITY COUNCIL HEARING REQUIRED: YES NO

REPORT APPROVALS: Andrew Firestone, Director of Development Services

Adam Finestone, City Planner



CITY of ESCONDIDO

STAFF REPORT

SUMMARY OF REQUEST

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

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

Revisions to Draft East Valley Specific Plan

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

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



CITY of ESCONDIDO

STAFF REPORT

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

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



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

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

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

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

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



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

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

Environmental Determination

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

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



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General Plan Conformance

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

PUBLIC INPUT

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

CONCLUSION AND REQUESTED ACTION

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

ATTACHMENTS

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

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

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

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

Submitted by user: Visitor

Submitted values are:

Board or Commission for Public Comment Planning Commission

Email shradar@gmail.com

Council Meeting Date July 27, 2023

Item # PHG20-0028

Subject EVSP does harm to single-family home owners

Position In Opposition

First and Last Name Jonathan Shradar

Are you an Escondido Resident? Yes

Comments

The EVSP does harm to existing single-family dwelling owners by changing zoning to Urban Housing IV/V. While the plan imagines zoning and improvements perhaps better suited for planned new communities, it does not honor or protect the residents of the city who have invested in this neighborhood. By attempting to increase availability of affordable housing this plan effectively eliminates the city's only affordable single-family homes. Height maximums should be lowered, and density reduced on streets with existing single-family dwellings to ensure responsible improvement to the city's core.



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

June 23, 2023

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

Re: East Valley Specific Plan (PHG20-0028)

Dear Mr. Finestone:

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

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

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

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

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

Transit Oriented Development/Pedestrian:

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

Re: PHG20-0028: East Valley Specific Plan
June 23, 2023
Page 2 of 2

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

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

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

Key Transit Supportive Design and Development Guidelines Supported by NCTD

Orient developments towards the street, with parking located to the rear of buildings rather than along the street frontage.

Building design and circulation plans should minimize the need for parking and increase the opportunity for transit and active transportation.

Bus stop and station elements should be incorporated into the design, in addition to other public spaces like walkways, bicycle paths, and street furniture.

Emphasize compatible and compact land uses that enable convenient access to and from bus routes, and that are designed to provide connections to a variety of uses (i.e. residential, employment, educational, and commercial).

Minimize walk distances through developments to bus stops, especially those with walls or gates, so that transit is accessible to most patrons or residents.

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

Sincerely,



Katie Persons
Director of Service Planning

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

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

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

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender email address AND know the content is safe.

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

Submitted by user: Visitor

Submitted values are:

Board or Commission for Public Comment Planning Commission

Email monchis.balderas@gmail.com

Council Meeting Date 6/27/23

Item # PHG20-0028

Subject East Valley Specific Plan

Position In Opposition

First and Last Name Ramon Balderas

Are you an Escondido Resident? Yes

Comments

Here is a list of some common downsides that can arise from housing and community investment in a city:

1. **Gentrification:** Housing and community investment can lead to gentrification, where wealthier residents move into a neighborhood, causing property values and rents to rise. This can displace lower-income residents and change the character of the community, leading to a loss of cultural diversity and community cohesion.
2. **Displacement:** As property values increase, some long-time residents may be forced to leave their homes due to rising rents or property taxes. Displacement can disrupt established social networks, strain community ties, and contribute to increased inequality.
3. **Inequality:** While housing and community investment can improve living conditions for some residents, they may exacerbate socioeconomic disparities. Affluent neighborhoods may receive more attention and funding, leading to a widening gap between wealthy and disadvantaged areas within a city.
4. **Increased cost of living:** As housing and community investments improve neighborhoods, the cost of living can rise. Higher property values, rents, and taxes can put financial strain on existing residents, especially those with fixed incomes or limited resources.

5. Loss of affordable housing: Development and revitalization efforts may lead to a reduction in affordable housing stock. As properties are renovated or redeveloped, affordable units can be lost, making it harder for low-income individuals and families to find suitable housing options.
6. Traffic congestion: Housing and community investment can lead to increased population density, which can strain transportation infrastructure. The influx of new residents and businesses can contribute to traffic congestion, longer commute times, and a greater demand for public transportation.
7. Environmental impact: Urban development and increased population density can have negative environmental consequences. Construction activities, increased energy consumption, and additional waste generation can place a burden on local ecosystems and contribute to pollution.
8. Loss of green spaces: As cities grow and develop, green spaces such as parks and gardens may be diminished or replaced by buildings and infrastructure. This can reduce access to nature, limit recreational opportunities, and impact the overall quality of life for residents.
9. Social tensions: Changes in housing and community dynamics can sometimes lead to social tensions within a city. Conflicts may arise between new and long-time residents, resulting in divisions based on class, race, or cultural differences.
10. Lack of community input: In some cases, housing and community investment projects may be planned and implemented without sufficient community consultation or input. This can lead to a sense of disempowerment among residents and a perception that decisions are being made without considering their needs and preferences.
11. Crime: The addition of the requested 6,164 residential dwelling units will also indirectly lead to further cultivation of crime hot spots within Escondido. Many factors, such as social and economic conditions, systemic issues, and individual circumstances, contribute to crime rates in a city. Tens of thousands of additional variables would be flowing into Escondido and it would be reckless to cast them aside without assuming the possibility of some of those variables being a danger to the city council and to the community within proximity of the planned project.

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

Hi Adam,

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

I would ask that reasonable exceptions and accommodations be considered.

Thanks, Joe

Adam Finestone

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

You don't often get email from mark@westpine.co. [Learn why this is important](#)

Hi Adam,

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

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

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

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

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

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

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

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

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

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

Warmly,
Mark



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

Parking Mandate Removals as of January 3, 2023

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

Attachment "5"

Item 16.

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

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

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

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Item 16.

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

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

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| 115 | Wilson | NC | US | <p>There are no minimum parking requirements for land uses in the R/A, OS, IMX and CCMX Districts.</p> <p>There are no minimum parking requirements for industrial, religious institutions, and some commercial land uses ('amusements [indoor & outdoor]').</p> <p>Parking maximums are set as twice the minimum requirement. Exemptions to parking maximums can be applied to single/two family dwellings and if the parking areas exceeding the maximum requirements are installed using Low Impact Development (LID) treatment OR the minimum number of trees is 1 tree per 10 spaces.</p> | Implemented | City Center/Business District | All Uses | | June 14, 2022 at 11:27:03 AM PDT | |
| 120 | Bozeman | MT | US | Bozeman eliminated minimum parking requirements in the Midtown Urban Renewal District. | Implemented | City Center/Business District | All Uses | | May 11, 2022 at 3:01:10 PM PDT | 49831 |
| 121 | Twin Falls | ID | US | In the Downtown P1 District, no parking is mandated. In the P2 district, parking mandates are Reduced by 30% for non-residential uses. | Implemented | City Center/Business District | All Uses | | May 24, 2022 at 3:05:49 PM PDT | 50197 |
| 122 | Joplin | MO | US | No minimum parking requirements in Central Business District. | Proposed | City Center/Business District | All Uses | | May 24, 2022 at 2:55:55 PM PDT | 50925 |
| 123 | Grand Island | NE | US | No car parking is required in the Downtown Business District and the Four Street Business District. | Implemented | City Center/Business District | Commercial | | June 28, 2022 at 11:23:22 AM PDT | 51267 |
| 124 | La Crosse | WI | US | On March 10, 2022 LaCross eliminated parking mandates for non-residential uses in Local Business, Commercial, and Community Business zones. Previously LaCross had no parking requirements only in Industrial zones. | Implemented | City Center/Business District | Commercial, Industrial | Mar 10, 2022 | June 27, 2022 at 1:38:02 PM PDT | 51666 |
| 125 | Olympia | WA | US | Olympia enacted specific zone district requirements, eliminating residential parking minimums as well as minimums for all existing commercial buildings, and new commercial construction or expansion totaling under 3,000 square feet within the Downtown Exempt Parking Area. | Implemented | City Center/Business District | Residential, Commercial | | May 11, 2022 at 2:54:31 PM PDT | 52882 |
| 126 | Mount Prospect | IL | US | Mount Prospect lowered the parking requirement in the B-5 central commercial district and the B-5c central commercial core district. | Implemented | City Center/Business District | All Uses | | June 30, 2022 at 11:59:29 AM PDT | 54165 |
| 127 | Colton | CA | US | Colton California has reduced parking minimums for commercial and residential in the downtown and mixed used neighborhoods but has not completely eliminated minimum parking in any area. | Implemented | City Center/Business District | All Uses | | May 24, 2022 at 1:24:13 PM PDT | 54824 |
| 128 | Manhattan | KS | US | There are no minimum parking requirements in the Downtown District (C-4 District), limited requirements for business and apartment uses in the Aggieville District (C-3 District), and reduced parking requirements in the M-FRO District. | Implemented | City Center/Business District, Main Street/Special | All Uses | | April 26, 2022 at 2:11:23 PM PDT | 55290 |
| 129 | Tigard | OR | US | No parking minimums in the Tigard Triangle, a 550-acre mixed-use zone slated for light rail service. Reduced or eliminated parking minimums for residential uses in all but the highest-density zone through transit-proximate reductions and on-street parking credits. No parking minimums in the Downtown Plan District Main Street Subarea. No parking minimums for regulated affordable housing in the Downtown Plan District. | Implemented | City Center/Business District | All Uses | | May 5, 2022 at 2:08:16 PM PDT | 55514 |
| 130 | Pocatello | ID | US | Parking requirements for all permitted uses are waived in the Central Commercial Zoning District and Warehouse Historic District. | Implemented | City Center/Business District | All Uses | | June 24, 2022 at 12:29:10 PM PDT | 55525 |
| 131 | Corvallis | OR | US | The City of Corvallis, Oregon has recently adopted a Legislative Zone Change that, in combination with an earlier modification to the Land Development Code ("LDC"), eliminates off-street parking mandates throughout downtown and reduces mandates for most of the City's other commercial areas. The City has also eliminated off-street mandates for all mixed-use buildings meeting certain criteria, regardless of zone. | Implemented | City Center/Business District | All Uses | | October 28, 2022 at 11:35:46 AM PDT | 58028 |
| 132 | Des Plaines | IL | US | Residential uses within 2,500 ft of an operational or proposed passenger rail station, or an operational bus rapid transit station in the C-3 Mixed-Use PUD zone may reduce parking requirements | Implemented | City Center/Business District, Transit Oriented | Residential | | June 30, 2022 at 11:59:49 AM PDT | 58316 |
| 133 | Lancaster | PA | US | Lancaster PA has no minimum requirements for parking in the Central Business District and the surrounding Central Business 1 District, about a 0.25 square miles (~6%) of the historic 4 square miles of the city. | Implemented | City Center/Business District | All Uses | | May 17, 2022 at 12:20:46 PM PDT | 59265 |
| 134 | West Allis | WI | US | West Allis, WI has no minimum requirements and citywide parking maximums. | Implemented | Citywide | All Uses | | June 30, 2022 at 2:05:17 PM PDT | 59861 |
| 135 | Petaluma | CA | US | Buildings in a municipal parking assessment district are exempt from parking requirements. City also has SmartCode which recommends elimination of requirements on a case by case basis if the developer waives the right to protest the formation of a parking district. | Implemented | Main Street/Special | All Uses | | May 24, 2022 at 2:46:10 PM PDT | 60520 |

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

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

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

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|-----|----------------|----|----|---|-------------|--|--------------------------------|--------------|------------------------------------|--------|
| 186 | Hartford | CT | US | New form based zoning code with parking maximums city wide. | Implemented | Citywide | All Uses | Dec 1, 2017 | May 24, 2022 at 3:01:45 PM PDT | |
| 185 | Norman | OK | US | In early November 2021, Norman replaced "Spaces Required" with "Spaces Recommended" in zoning code for all land uses except for single family homes, duplexes, fraternity houses, and mobile home parks. | Implemented | Citywide | Commercial, Residential, Other | | June 24, 2022 at 12:30:08 PM PDT | 122837 |
| 190 | Wilmington | NC | US | Wilmington, North Carolina eliminated parking requirements for central business districts and historic districts. | Implemented | City Center/Business District, Main Street/Special | All Uses | | May 17, 2022 at 11:45:20 AM PDT | 123744 |
| 191 | Fargo | ND | US | Fargo eliminated parking minimums in their DMU (downtown district) for all residential and nonresidential land uses. | Implemented | City Center/Business District | All Uses | | June 14, 2022 at 11:29:53 AM PDT | 124662 |
| 192 | New Haven | CT | US | New Haven Parking Authority has signed on to support DesegregateCT's platform, which includes eliminating parking requirements. | Proposed | Citywide | All Uses | | May 17, 2022 at 11:50:50 AM PDT | 130250 |
| 193 | Cedar Rapids | IA | US | Cedar Rapids has no parking required in the downtown district. There are many reductions available for parking requirements elsewhere. | Implemented | City Center/Business District | All Uses | | May 24, 2022 at 2:32:06 PM PDT | 133562 |
| 194 | Kingston | ON | CA | Citywide removal of minimums for all non-residential uses, citywide removal of minimums for affordable residential units, citywide removal of minimums for designated heritage properties. Citywide reduction in minimums for residential, with cash-in-lieu option to bring down to zero (funds used to support car-share). Citywide maximums for multi-unit residential. The status is passed (as of April 26th) but not yet into effect due to appeal period. | Passed | Citywide | Commercial, Other, Residential | Apr 7, 2022 | June 27, 2022 at 1:44:28 PM PDT | 136685 |
| 195 | St. Catharines | ON | CA | The Downtown Parking Exemption (2013) exempts downtown developments from car parking mandates. | Implemented | City Center/Business District | All Uses | | June 14, 2022 at 10:51:00 AM PDT | 140370 |
| 196 | Dayton | OH | US | There are no minimum parking requirements for non-residential uses located in the central business (CBD) and urban business (UBD) zoning districts. Commercial land uses in certain districts (MGC, MNC, EGC, ENC, SGC, SNC, MX, and T) must meet minimum and maximum requirements. | Implemented | City Center/Business District | Commercial | | June 21, 2022 at 10:56:15 AM PDT | 140407 |
| 197 | Rockford | IL | US | No parking is required in the C-4, Urban Mixed-Use District except for Sexually-Oriented Businesses. | Implemented | City Center/Business District | Commercial, Residential | | August 17, 2022 at 12:12:08 PM PDT | 147441 |
| 198 | Bridgeport | CT | US | Bridgeport has no established car parking mandates except for when accessible parking is required by state law. There are maximums for retail and office uses. These reforms were adopted November 29, 2021 as part of a comprehensive zoning reform. | Implemented | Citywide | All Uses | Nov 29, 2021 | June 27, 2022 at 12:55:02 PM PDT | 148654 |
| 199 | Pomona | CA | US | The Downtown Pomona Specific Plan, adopted August 5, 2019, removes minimum parking requirements for most existing buildings and many new ones. Specifically, the code states that "Parking requirements do not apply to the first two floors of any proposed development within the MU-CBD or MU-I districts. Moreover, the first two floors of any existing development within said boundaries are also not subject to parking requirements." Since most of downtown Pomona's existing buildings are only one or two stories high, this provision removes minimum parking requirements for them. New one and two-story buildings are also exempt from parking minimums. Taller new buildings still have minimum parking requirements applied to the upper floors. The plan also establishes maximum parking requirements, although this limit does not apply to parking spaces that are provided in parking structures. | Implemented | City Center/Business District | All Uses | | June 27, 2022 at 1:30:21 PM PDT | 151691 |
| 200 | Alexandria | VA | US | Alexandria has established maximum parking requirements In some commercial land uses and reduced minimum requirements in 'enhanced transit areas'. Additional reductions may be applied to multi-family/affordable housing land uses if in proximity to transit. | Implemented | Transit Oriented, Citywide | Commercial | | June 21, 2022 at 11:33:37 AM PDT | 159428 |
| 201 | Hayward | CA | US | The Mission Boulevard Form-based Code, adopted in 2020, removes all minimum parking requirements within the code area. The code applies to approximately 480 acres along Mission Boulevard, a major commercial corridor that traverses the length of the city. The code also establishes maximum parking requirements for residential land uses, but not non-residential uses. | Implemented | Transit Oriented | All Uses | | June 27, 2022 at 1:02:57 PM PDT | 162954 |
| 202 | Oshawa | ON | CA | Oshawa exempts non-residential uses from parking mandates in the city center. Also in this district, residential developments with fewer than 10 homes have no parking requirements. | Implemented | City Center/Business District | Commercial | | June 27, 2022 at 12:58:31 PM PDT | 166000 |
| 203 | Eugene | OR | US | Eugene has eliminated parking minimums in the downtown and university districts. Parking requirements are reduced in various overlay districts. The maximum number of parking spaces for non-residential uses may not exceed 125 percent of the minimum spaces. | Implemented | City Center/Business District | All Uses | | May 17, 2022 at 12:16:37 PM PDT | 172622 |

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

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

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

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

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| 256 | Nashville | TN | US | There are no parking requirements within Nashville's downtown area (DTC). There are also no parking requirements within the Urban Zoning Overlay, which are along multimodal corridors. | Implemented | City Center/Business District, Main Street/Special | All Uses | | July 11, 2022 at 12:42:10 PM PDT | |
| 257 | Boston | MA | US | Boston City Council passed a resolution in October 2021 to eliminate parking mandates for developments with more than 60% affordable housing. Boston also has citywide parking maximums | Passed | Citywide | Residential | | June 24, 2022 at 12:02:21 PM PDT | 692600 |
| 258 | Washington DC | DC | US | Parking requirements are eliminated in various zone overlays (D, SEFC, USN, CG, and MU-11 Zones). Washington, DC has reduced parking requirements near transit. | Implemented | City Center/Business District, Main Street/Special | All Uses | | June 28, 2022 at 11:22:27 AM PDT | 705749 |
| 255 | Winnipeg | MB | CA | Since 2008, 20% reduction allowed (anywhere in city) if building is mixed-use and we allow developers to double it with infill reduction, totaling 40%. Parking is not required in the Downtown zoning district. | Implemented | Citywide | All Uses | | May 24, 2022 at 2:37:07 PM PDT | 749534 |
| 260 | Seattle | WA | US | Parking is currently not required for any non-hospital uses in designated Urban Centers and Station Overlay Areas, plus any properties within 1/4 mile of a frequent transit stop that lie inside Urban Village boundaries. For commercial and multifamily residential zones outside of Urban Villages, parking requirements are reduced by 50% within 1/4 mile of frequent transit stops. Map: https://www.seattle.gov/Documents/Departments/OPCD/Vault/RegulatoryReform/ParkingFlexibilityAreasMap.pdf . Dark and light grey areas have no parking requirements (except for hospitals), and yellow areas have 50% parking reductions. | Implemented | City Center/Business District, Transit Oriented, Main Street/Special | High Density Residential, Commercial | | June 27, 2022 at 12:36:04 PM PDT | 753675 |
| 261 | Indianapolis | IN | US | No Off-Street Parking is required in the Mile Square Area or MU-4 District. | Implemented | City Center/Business District | All Uses | | May 24, 2022 at 2:45:19 PM PDT | 876384 |
| 262 | San Francisco | CA | US | There are no parking mandates in the city of San Francisco for any use except Mortuary (8 spaces mandated). There are parking maximums for most uses. | Implemented | Citywide | All Uses | Dec 11, 2018 | May 17, 2022 at 9:34:52 AM PDT | 881549 |
| 263 | Charlotte | NC | US | No vehicle parking is required for any use in any TOD District, except for bars, restaurants, micro-breweries, micro-distilleries, micro-wineries, and live performance venues within 200 feet of a single-family residential zoning district. | Implemented | Transit Oriented | All Uses | | May 17, 2022 at 10:15:59 AM PDT | 885708 |
| 264 | Columbus | OH | US | Columbus has eliminated all parking minimums and requirements in the Downtown planning area. In much of the downtown new accessory surface lots are prohibited. | Implemented | City Center/Business District | All Uses | | May 17, 2022 at 12:10:07 PM PDT | 898553 |
| 265 | Fort Worth | TX | US | For non-residential uses, there are no minimum parking requirements. Additionally, properties designated as historic and cultural landmarks are not subject to minimum off-street requirements and there are no minimum off-street requirements in the Central Business District ("H"). The maximum number of parking spaces shall not exceed 125% of the minimum parking requirement for all uses listed. | Implemented | City Center/Business District | Commercial | | June 21, 2022 at 11:59:02 AM PDT | 909585 |
| 266 | Jacksonville | FL | US | There are no parking minimums anywhere in the Downtown overlay district. | Implemented | City Center/Business District | All Uses | | May 17, 2022 at 11:19:57 AM PDT | 911507 |
| 267 | Ottawa | ON | CA | Ottawa has zero parking requirements in the city center and no residential parking requirements for buildings less than 4 stories. Remaining parking requirements are relatively low. | Implemented | Citywide, City Center/Business District | All Uses | | June 28, 2022 at 11:23:28 AM PDT | 934243 |
| 268 | Austin | TX | US | In most parts of downtown Austin and West Campus (an area just north of downtown and west of the University of Texas), there are no minimum parking requirements except that buildings must provide the same number of ADA-accessible parking that they would be required to in other city districts. Essentially, the parking minimums have been split into ACCESSIBLE minimums and other minimums and only the ACCESSIBLE minimums were retained. | Implemented | City Center/Business District | All Uses | | June 24, 2022 at 12:11:47 PM PDT | 978908 |
| 269 | Edmonton | AB | CA | Minimum on-site parking requirements have been removed from Edmonton's Zoning Bylaw, allowing developers, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle. | Implemented | Citywide | All Uses | Jul 2, 2020 | May 11, 2022 at 2:58:30 PM PDT | 981280 |
| 270 | San Jose | CA | US | In July 2022 San Jose city council unanimously directed staff to bring an ordinance back to council, by the end of 2022, to eliminate minimum parking requirements citywide. | Proposed | Citywide | All Uses | | June 30, 2022 at 12:18:32 PM PDT | 1021795 |
| 271 | Montgomery County | MD | US | Montgomery County has several parking districts in which parking mandates are waived if a tax to support district parking is paid. In recent years, the tax has been reduced to zero, thereby making parking minimums effectively zero in several downtown business districts in the county. | Implemented | City Center/Business District | All Uses | | June 24, 2022 at 12:41:53 PM PDT | 1062061 |
| 272 | Calgary | AB | CA | The City of Calgary has removed minimum parking requirements for non-residential uses from the Land Use Bylaw. | Implemented | Citywide | Commercial, Industrial | | May 17, 2022 at 10:29:40 AM PDT | 1335145 |

Attachment "5"

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

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

Adam Finestone

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

Adam,

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

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

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858.486.9999
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Item 16.



STAFF REPORT

July 19, 2023
File Number 0875-70

SUBJECT

CITY OF ESCONDIDO'S WRITTEN RESPONSE TO THE SAN DIEGO COUNTY GRAND JURY REPORT TITLED "HOUSING IN SAN DIEGO COUNTY"

DEPARTMENT

City Attorney and Development Services

RECOMMENDATION

Request the City Council adopt Resolution No. 2023-78 approving the written response of the City of Escondido to the 2022/2023 San Diego County Grand Jury Report titled "Housing in San Diego County."

Staff Recommendation: Approval (City Attorney's Office: Michael McGuinness, City Attorney; Development Services Department: Andrew Firestine, Director of Development Services)

Presenters: Michael McGuinness, City Attorney

FISCAL ANALYSIS

There is no fiscal impact for the approval and submission of the City's response to the Grand Jury Report. However, the implementation of various recommendations may have cost and benefit implications which have not been estimated or calculated at this time.

PREVIOUS ACTION

On June 27, 2023, the City Council's Housing Subcommittee reviewed and commented on a draft response. The comments from the subcommittee are included in the proposed City Response to the Grand Jury Report attached as Exhibit "A" to Resolution No. 2023-78.

BACKGROUND

Civil Grand Jury

In California, each county convenes a civil grand jury on an annual basis to carry out various functions. Relevant to this matter, a grand jury has the authority to investigate and report on the operations of local government agencies, also known as the "watchdog" function. The Grand Jury serving in this role is an independent body and operationally separate from the entities and officials it investigates, including the



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County itself. The Grand Jury conducts its investigations under the auspices of the Superior Court and may summon for testimony public officials and employees as well as obtain records and information on the subject of the Grand Jury's investigation.

The Grand Jury's investigations result in written reports which contain background on the purpose of the investigation, the facts and evidence discovered, and specific recommendations which, in the opinion of the Grand Jury, may result in opportunities to improve government operations.

The Grand Jury does not have the constitutional or statutory authority to compel compliance with its Report recommendations. However, the Reports issued by the Grand Juries are an opportunity for one entity to investigate a public agency and identify potential solutions to issues which may or may not have already been considered by the subject agencies to prompt consideration and possibly action.

Statutory Requirements for City Response

Under state law, the subject agency must respond to both Findings of Fact and Recommendations contained in the Grand Jury Report. As to Findings of Fact, the agency must either agree with the finding or disagree in whole or in part with the finding. If the agency disagrees with any part of the finding, it must explain the portion disputed. Penal Code § 933.05(a).

As to Report Recommendations, the subject agency has four alternative responses. The agency must indicate whether the agency: (1) has implemented the recommendation and a summary of such action; (2) has not yet been implemented the recommendation but will in the future, including an anticipated time frame; (3) the recommendation requires further analysis with an explanation of the scope and parameters of the analysis and a time frame for the matter to be prepared for consideration and discussion by the City Manager not to exceed six months from the date of publication of the Report; or (4) will not implement the recommendation because it is not warranted or is not reasonable, with an explanation therefor. Penal Code § 933.05(b).

Grand Jury Report

On May 9, 2023, the Grand Jury filed its Report titled "Housing in San Diego County" (Report). The Report was sent to the city managers for every city in San Diego County and the Chief Administrative Officer of the County of San Diego. A copy of the Report is attached to this staff report as Attachment 1.

In general, the Report recounts the numerous challenges to the provision of adequate and affordable housing in the San Diego County region. The Report states, "[i]n recognition that San Diego County is failing to provide enough housing for its current and future citizens, the Grand Jury decided to look at the failure of the cities and County to meet their Regional Housing Needs Allocation [RHNA] goals and evaluate steps that could be taken to increase the regional housing stock." Report, page 2.



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The Report provides a table identifying each public agency's satisfaction of the allocation goals for the Fifth RHNA Cycle which spanned from January 1, 2013 to December 31, 2020 as to each income level goal. According to the Report, this information was obtained from an undated SANDAG Fact Sheet. Report, page 2, footnote 4. The income level goals are "Very Low Income" (<50% of AMI), "Low Income" (<50-80% of AMI), "Moderate Income" (80-120% of AMI), and "Above Moderate Income" (>120% of AMI).¹ The Report notes that only the City of Lemon Grove satisfied each income level goal for this 5th Cycle, with all others failing to meet all four allocation goals and seven failing to meet any of the income goals.

Putting aside the issue of whether the City's RHNA allocation goals were reasonable, fair and justified, as to the City, the Report indicates that it failed to meet the goals for all four income categories in the 5th Cycle. It should be noted that according to the California Department of Housing and Community Development (HCD)'s data portal, Escondido did meet its "Moderate Income" goal. The SANDAG Fact Sheet used by the Grand Jury as a reference for this portion of the Report is not readily available on its website to examine and it is possible that SANDAG used a different date range than HCD which is the state agency responsible for overseeing the annual progress of RHNA.

In addition to the RHNA goals, the Report discusses various planning tools and recent legislation to encourage housing production including accommodations for the construction of Accessory Dwelling Units (ADU); using expedited ministerial approvals for certain housing developments; waiving certain development fees; using specific plans to streamline development and take advantage of existing mobility hubs; issuing bonds and implementing other revenue-raising activities to construct affordable housing; and increasing taxes and fees on businesses and developers to fund projects. Additionally, the Report cites to recent legislation enacted to encourage school and community college districts to utilize their properties to develop workforce housing for their educators and employees. The Report reviews the ongoing work being done by two transit agencies, North County Transit District (NCTD) and Metropolitan Transit System (MTS), to develop their properties for housing, including the Escondido Transit Center. Finally, the Report outlines various current projects where religious institutions are using their land holdings for housing projects and identifies a pending piece of pending legislation, Senate Bill 4 (Weiner), which proposes to allow religious and non-profit organizations to develop their properties "by right" under certain circumstances.

City Response to the Report

As noted above, the City is required to respond to each of the Findings of Fact and Recommendations included in the Report by agreeing with or disputing the stated finding. The Housing Subcommittee considered the Report Findings and Recommendations and submits to the full City Council its

¹ According to the Report, in 2022, the Average Median Income (AMI) in San Diego County was \$106,900 for a family of four. Report, page 4.



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recommended language for the City Manager's written response the draft of which is attached as Exhibit "A" to Resolution No. 2023-78.

A. Findings of Fact

At pages 11-13 of the Report, the Grand Jury includes six fact Findings accompanied by twenty-two facts. The City does not dispute the Findings and facts as stated and the City's response affirms those Report statements. See, Exhibit "A" to Resolution No. 2023-78 at pages 1 and 2.

B. Recommendations

At pages 14-15 of the Report, the Grand Jury makes a total of nine Recommendations to varying public agencies. (Recommendations 23-01 through 23-09). As to the City of Escondido, seven Recommendations are made which require a response. (Recommendations 23-01 through 23-06, and 23-08). The City Response to the seven Recommendations can best be broken down by grouping the responses by category of implementation.

1. Recommendations Already Implemented

The City has already implemented Recommendations 23-01, 23-04 and 23-08. Recommendation 23-01 involves consideration of the use of specific plans to help facilitate the development of housing. The City has already adopted two Specific Plans including the Downtown Specific Plan and the South Centre Specific Plan. The council will be considering a third with the proposed adoption of East Valley Specific Plan (EVSP) on July 19, 2023. Recommendation 23-08 asks the City to consider continuing to work with NCTD on potential development of its transit property in Escondido. The City is fully engaged with NCTD in both development of the transit property as well as with studying a potential land swap between NCTD and the City to include the City's Public Works Yard and Quince and Spruce Street properties. Recommendation 23-04 involves the consideration of drafting a local revenue-generating ordinance to fund affordable housing construction. The City's proposed EVSP contains an affordable housing trust fund funded through an in-lieu fee operative when a development project fails to meet the target density provided for in the Plan.

2. Recommendations Requiring Further Analysis

The City response to Recommendations 23-02 and 23-03 is that they require further analysis. Recommendation 23-02 includes consideration of working with schools and community college districts to identify developable land. Recommendation 23-03 suggests consideration of working with local religious institutions to identify developable land within the City's jurisdiction. As the draft Response states, the City is not opposed to the Recommendations, and in the case of schools and religious institutions, already has cooperative relationships with these entities and looks forward to opportunities to review housing projects brought to staff. However, in order to respond that the City will implement the recommendation, by statute the City must identify the specific time frame for implementation. Penal



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Code § 933.05(b)(2). The City is best served with a response that provides that further analysis is warranted so the City Manager can receive City Council direction on the issue and manage staff workloads in undertaking any new program for a specific outreach program implementing the recommendations.

3. Recommendations Which Will Not Be Implemented

The City response to Recommendations 23-05 and 23-06 is that the recommendation will not be implemented because it is not warranted nor is it reasonable.

(a) Recommendation 23-05 (Senate Bill 1105)

Recommendation 23-05 asks the City to consider providing support to re-introducing Senate Bill (SB) 1105 (Hueso) to create a San Diego regional agency to raise revenue for housing. SB 1105, also known as the San Diego Regional Equitable and Environmentally Friendly Affordable Housing Act, would establish the SD REEF Agency (Agency) to purportedly increase the supply of equitable and environmentally friendly housing in San Diego County. The text of this lengthy bill can be found at:

[Bill Text - SB-1105 San Diego Regional Equitable and Environmentally Friendly Affordable Housing Agency. \(ca.gov\)](#)

The bill's author claimed it would provide enhanced funding and technical assistance across the San Diego region for equitable and environmentally friendly housing projects and programs, equitable housing preservation, and rental protection programs. The law would establish a board composed of 6 voting members including: (1) one member appointed by the Mayor of the City of San Diego; (2) one member appointed by the San Diego County Board of Supervisors; and (3) four members representing the subregions of east, north coastal, north inland, and south counties.

SB 1105 would authorize the Agency to, among other things, incur and issue indebtedness, place various measures on the ballot in the County of San Diego and its incorporated cities, to raise and allocate funds, and to issue general obligation bonds secured by the levy of *ad valorem* property taxes, for purposes of producing and preserving "equitable and environmentally friendly" housing and supporting rental protection activities. Among the funding measures, the bill would authorize the Agency to impose a parcel tax, a gross receipts business license tax, a special business tax, specified special taxes on real property, and a commercial linkage fee.

Finally, the bill would require that projects funded by the Agency include in their construction contracts certain wage and labor standards, including a requirement that all construction workers be paid at least the general prevailing rate of wages.

The bill made it fairly far through the 2022 legislative session before it was finally held in the Assembly Appropriations Committee on the suspense file. The bill suffered from significant opposition from various apartment and housing associations, contractors, and even some affordable housing developers who



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were concerned about the labor standards contained in the bill. Neither the County of San Diego nor SANDAG took an official position on the bill.

The City's response outlines several deficiencies and concerns regarding such a regional agency including that the law essentially creates a regional bureaucracy without adequate voter oversight, similar to SANDAG, which will not necessarily operate in the best interests of the City and its local residential needs. Additionally, the City already has the ability to create a Joint Powers Authority with one or more local agencies to accomplish the same purpose but in that circumstance, the City would have control over revenue-generating and funding decisions which would not exist with the SB 1105 model.

(b) Recommendation 23-06 (SB 4)

Recommendation 23-06 asks the City to consider providing legislative support to SB 4 (Weiner). SB 4, also known as the Affordable Housing on Faith and Higher Education Lands Act of 2023, would allow a housing development project to be a use by right on land owned by an independent institution of higher learning or religious institution. The bill is pending in the California legislature and as of the date of the drafting of this report is currently in the Assembly Committee on Natural Resources. The full text of the bill as of the date of this report can be found at:

[Bill Text - SB-4 Planning and zoning: housing development: higher education institutions and religious institutions.](#)

In summary, and according to the Legislative Counsel's Digest, this bill would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria. The bill would require that 100% of the units, exclusive of manager units, in a housing development project eligible for approval as a use by right be affordable to lower income households, with certain exceptions.

This bill would also provide that projects eligible for approval as a use by right are also eligible for certain density bonus, incentives, or concessions, or waivers or reductions of development and parking standards. The bill would also prohibit a local government from imposing any parking requirement on a development subject to these provisions if the development is located within a certain geographic proximity to public transit areas or car share vehicles.

This bill would include additional requirements on local government including timeframes for application review, provision of documentation to developers identifying conflicts with objective planning standards, and allow for design review only if such review focuses on compliance with the requisite criteria of a streamlined, ministerial review process. Finally, the bill requires the payment of prevailing wages to all construction workers employed on all projects involving more than 10 units.

The City's response outlines several deficiencies and concerns regarding a development-by-right bill including the further erosion of reasonable local control over projects without providing the City the ability to adopt reasonable conditions which protect surrounding properties; the payment of prevailing wages



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unnecessarily increasing the costs of construction; and, a general objection to Sacramento again using a complicated, ever-changing, one-size-fits-all methodology for housing production which fails to account for locale-specific issues.

RESOLUTIONS

- a. Resolution No. 2023-78
- b. Resolution No. 2023-78 Exhibit "A" – City of Escondido Response to San Diego County Grand Jury Report Title "Housing in San Diego County"

ATTACHMENTS

- a. Attachment 1 - 2022/2023 San Diego County Grand Jury Report titled "Housing in San Diego County"

RESOLUTION NO. 2023-78

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, APPROVING THE WRITTEN RESPONSE OF THE CITY OF ESCONDIDO TO THE 2022/2023 SAN DIEGO COUNTY GRAND JURY REPORT TITLED "HOUSING IN SAN DIEGO COUNTY"

WHEREAS, on May 9, 2023, the 2022/2023 San Diego County Grand Jury ("Grand Jury") filed a Report, titled "Housing in San Diego County" ("Report"), with the Presiding Judge of the San Diego Superior Court in accordance with California Penal Code section 933; and

WHEREAS, the Report explored the regional need for, and challenges related to, increasing housing stock and affordability and the role public agencies may play in resolving these issues; and

WHEREAS, in total, the Report includes six findings and nine recommendations to the County of San Diego and various San Diego County municipalities, including seven recommendations directed at the City of Escondido ("City"), for comment; and

WHEREAS, the City is required to provide comments to the Presiding Judge of the San Diego Superior Court within ninety (90) days of the publication of the Report; and

WHEREAS, pursuant to Penal Code section 933.05(a), in responding to each Grand Jury finding, the City is required to either (1) agree with the finding or (2) disagree wholly or partially with the finding; and

WHEREAS, pursuant to Penal Code section 933.05(b), the City is required to indicate that a recommendation (1) has been implemented; (2) has not yet been implemented, but will be implemented in the future; (3) requires further analysis; or (4) will not be implemented because it is not warranted or is not reasonable and an explanation therefor; and

WHEREAS, the City Manager's Office, including the City's Planning Department, in coordination with the City Attorney's Office, reviewed and considered the Report's Findings of Fact and Recommendations and have drafted a proposed Response attached hereto as Exhibit "A"; and

WHEREAS, on June 27, 2023, the City's Housing Subcommittee reviewed and considered a draft response to the Report and made recommendations thereto; and

WHEREAS, the City's Response attached hereto as Exhibit A provides accurate and complete responses to the Report Recommendations consistent with California law; and

WHEREAS, the City Council is required to and desires to fully comply with state law in addressing the Report's Recommendations and wishes to authorize the City Manager to execute the City's Response attached as Exhibit "A" and timely file it with the Presiding Judge of the San Diego Superior Court.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California as follows:

1. That the above recitations are true.
2. That the City Council approves and adopts, as its own, the Response to the San Diego Grand Jury Report titled "Housing in San Diego County" as set forth in Exhibit "A" ("Response") attached hereto and made a part hereof.
3. That the City Manager is authorized and directed, on behalf of the City Council, to execute and deliver to the Presiding Judge of the San Diego Court the Response no later than August 9, 2023.

City of Escondido
Response to San Diego County Grand Jury Report Titled
“Housing in San Diego County”

Pursuant to California Penal Code sections 933(c) and 933.05, the City Council of the City Escondido provides the following responses to the Findings and Recommendations of the 2022/2023 San Diego County Grand Jury Report title “Housing in San Diego County” (“Report”).

FINDINGS 01 THROUGH 06.

Finding 01: *The City of Lemon Grove met its housing allocation for all the income categories identified by SANDAG in the Fifth RHNA Cycle.*

City Response: The City agrees with the Finding.

Finding 02: *The County of San Diego failed to meet their housing allocation for all income levels.*

City Response: The City agrees with the Finding.

Finding 03: *The following cities did not meet their housing allocations for all income categories: Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach and Vista.*

City Response: The City agrees with the Finding.

Finding 04: *The San Diego region failed to meet its housing allocations for each of the income categories identified by SANDAG in the Fifth RHNA Cycle.*

City Response: The City agrees with the Finding.

Finding 05: *Specific plans are useful tools in spurring development, including housing development, and have been used by El Cajon and Chula Vista among others.*

City Response: The City of Escondido agrees with the Finding and already has in place two Specific Plans, the Downtown Specific Plan and South Centre City Specific Plan.

Finding 06: *Both transit agencies in San Diego County (NCTD and MTS) have made land available for development and are actively developing projects that include housing, among other uses.*

City Response: The City of Escondido agrees with the Finding and is actively working with NCTD to develop a housing project in Escondido.

RECOMMENDATIONS 23-01 THROUGH 23-06, AND 23-08.

Recommendation 23-01: *Consider, if they have not done so, using specific plans (as defined by the Governor’s Office of Planning and Research) to facilitate the permitting and development of housing, particularly affordable housing, in their jurisdictions.*

City Response: The recommendation has already been implemented. The City of Escondido continues to utilize specific plan to facilitate permitting and developing of housing, including affordable housing. The City’s Downtown Specific Plan (adopted), South Centre City Specific Plan (adopted), and forthcoming East Valley Specific Plan, create moderate to high density allowances and streamlined permitting processes to facilitate housing development. The East Valley Specific Plan includes a mechanism for affordable housing construction through an in-lieu fee process for any development proposing below a target production point density.

Recommendation 23-02: *Consider working with school districts and community college districts within their jurisdictions to identify developable land for housing owned by districts within their boundaries.*

City Response: The recommendation requires further analysis. The City does not currently work with school districts and community college districts within the City to identify developable land for housing. However, the City continues to maintain cooperative relationships with all school districts and is open to working and collaborating with the school districts to identify district-owned properties that are zoned and/or identified for housing. The anticipated time frame for City Manager review of any proposal to implement this recommendation will be dependent on available staff resources and will not exceed six months from the publication of the Report.

Recommendation 23-03: *Consider working with local religious institutions within their jurisdictions to identify land developable for housing, particularly affordable housing.*

City Response: The recommendation requires further analysis. The City’s adopted Sixth Cycle Housing Element’s Program 2.1 includes an action to allow for ADUs on places of worship and churches. As part of the Housing Element’s Program 3.4, City staff will contact all religious facilities annually to notify them of the forthcoming zoning ordinance modifications to allow for ADUs on religious institutions. The City supports further conversations with local religious institutions to aid in the identification of land developable for housing, including affordable housing. The anticipated time frame for City Manager review of any proposal to implement this recommendation will be dependent on available staff resources and will not exceed six months from the publication of the Report.

Recommendation 23-04: *Consider drafting revenue-generating legislation at the jurisdiction level, if feasible and legal e.g., the Seattle Jumpstart Tax. Monies generated by such a tax to fund or assist in funding the construction of housing, particularly affordable housing.*

City Response: The recommendation has already been implemented. The City's forthcoming East Valley Specific Plan, which is a programmatic requirement of the City's adopted Sixth Cycle Housing Element (Programs 1.1 and 1.3), contains an affordable housing trust fund that would be funded through an in-lieu fee derived from a target production point density threshold for development. Funds resulting from the in-lieu fee, which would result from development proposed below the target production point density, would then be used to facilitate affordable housing construction.

Recommendation 23-05: *Consider providing legislative support to re-introducing in the State Legislature SB 1105, or similar legislation, to create a San Diego County agency that could raise revenue for housing.*

City Response: The recommendation will not be implemented because it is not warranted nor is it reasonable. The City of Escondido supports efforts to facilitate housing production for all income levels. However, this legislation suffers from several deficiencies including but not limited to:

1. It would create another expensive regional bureaucracy without adequate voter oversight, similar to SANDAG, which does not always make decisions in the best interest of all of its member agencies, including the City of Escondido;
2. The City would have fractional, and therefore diminished, voting power over the Agency's revenue production and expenditure decisions given the composition of the voting board membership which is to the detriment of the City's specific local interests;
3. The City's residents and businesses will be subjected to various property and business taxes which may not have a direct or even proportional value to them in terms of local housing projects;
4. The specific projects described in the Act's title as "equitable" and/or "environmentally friendly" are ill-defined;
5. The inclusion of more taxes on already over-taxed residents is regressive to the economy and impedes a local agency's opportunity to initiate or raise a local revenue measure;
6. The proposed law creates both a board of directors comprised of six voting members and a large 12-member advisory committee (11 voting and 1 non-voting members) who may have conflicting financial, policy, jurisdictional and political differences which can hinder the potential effectiveness of a regional effort;
7. The proposed law includes extraordinary detail as to the operations of the Agency such that it minimizes real-time, practical, flexible and local problem-solving;
8. Sacramento should allow local public agencies like the City of Escondido the flexibility to work within their individual jurisdictions with housing developers to

- pursue opportunities for the development of affordable housing suitable to this city and not impose a complicated, ever-changing “one-size-fits-all” law to cover a whole region which has different local needs and capabilities.
9. The City already has the ability to form a JPA with one or more local agencies to perform the same functions as the proposed law and with that power comes the ability to adopt standards and rules that take into account local needs and capacities.
 10. It would require the payment of prevailing wage for all development projects funded by the Agency increasing the already high costs of construction.

Recommendation 23-06: *Consider providing legislative support to SB4, which is currently before the legislature. The bill makes it easier to provide affordable housing on land owned by religious institutions.*

City Response: The recommendation will not be implemented because it is not warranted nor is it reasonable. The City of Escondido supports efforts to facilitate housing production for all income levels and desires to work with all property owners in the City on finding opportunities for housing projects. However, this legislation as currently written suffers from several deficiencies including but not limited to:

1. The requirement that Cities ignore local conditions and surrounding neighborhoods and allow “by right” a development project without any opportunity to adopt any reasonable conditions for the development fails to protect the legitimate interests of neighboring properties.
2. The requirement for the payment of prevailing wages on housing development projects unnecessarily increases the cost of construction.
3. Sacramento should allow local public agencies like the City of Escondido the flexibility to work within their individual jurisdictions with housing developers and religious institutions to pursue opportunities for the development of affordable housing suitable to this city and not impose a complicated, ever-changing “one-size-fits-all” law to cover a whole region which has different local needs and capabilities.

Recommendation 23-08: *Continue working with North County Transit to identify land suitable for development of housing, particularly affordable housing, at major transit stops including Coaster and Sprinter train and bus lines as appropriate.*

City Response: The recommendation has been implemented. The City has two projects it is working on with NCTD at and around the NCTD Escondido Transit Center (Center). First, NCTD is working to redevelop the Center with a mixed-use development that will include housing, retail and other transit supportive uses. NCTD has received development proposals from prospective developers. The City’s Director of Development Services is participating in the selection committee this month to determine which proposal will be selected to move forward.

Second, the City and NCTD are partnering on a “land swap” study to evaluate the potential for creating additional transit supportive uses including housing on the land around the Center, including the City’s existing Public Works Yard and its property at Quince and Spruce Streets. A consultant has been selected and SANDAG is requesting authorization to expend grant funds. The study is partially funded with grant funds with contributions from both NCTD and the City. It is expected that grant authorization will be received in the next month and that the study will begin by Fall. The anticipated duration of the study is 6-9 months.



GRAND JURY

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Ed Lopatin, Foreperson

May 4, 2023

CONFIDENTIAL

See Attached Mailing List

Re: Grand Jury Report: "Housing in San Diego County"

Dear Ladies and Gentlemen,

The 2022/2023 San Diego County Grand Jury herewith provides the referenced report for your review and comment to the Presiding Judge of the Superior Court in compliance with the Penal Code of California §933(c). This report was prepared pursuant to §925 and §925(a) of the Penal Code.

In accordance with Penal Code §933.05(f), a copy of this report is being provided to affected agencies at least two working days prior to its public release and after being approved by the Presiding Judge of the Superior Court.

Please note that §933.05(f) specifies that **no officer, agency, department, or governing body of a public agency shall disclose any contents of the report prior to its public release.** This report will be filed with the Clerk of the Court and released to the public on May 9, 2023.

Sincerely,

Ed Lopatin, Foreperson
2022/2023 SAN DIEGO COUNTY GRAND JURY

EL:ln

enc.

Attached Mailing List
Housing in San Diego Grand Jury Report

| Agency | Name | Address |
|------------------------|---|--|
| City of Vista | Amanca Lee, Acting City Manager | 200 Civic Center Drive, Vista, CA 92084 |
| City of San Diego | Todd Gloria, Mayor City Councilmembers | 202 C St., San Diego, CA 92101 202 C St., San Diego, CA 92101 |
| City of Del Mar | Ashley Jones, City Manager | 1050 Camino Del Mar, Del Mar, CA 92014 |
| City of Oceanside | Jonathan Borrego, City Manager | 300 N. Coast Hwy. Oceanside, CA 92054 |
| City of Poway | Chris Hazeltine, City Manager | 13325 Civic Center Drive, Poway, CA 92074 |
| City of Chula Vista | Maria Kachadoorian, City Manager | 276 Fourth Avenue, Chula Vista, CA 91910 |
| City of San Marcos | Jack Griffin, City Manager | 1 Civic Center Drive, San Marcos, CA 92069 |
| City of Santee | Marlene Best, City Manager | 10601 Magnolia Ave., Santee, CA 92071 |
| City of Encinitas | Pamela Antil, City Manager | 505 S. Vulcan Ave., Encinitas, CA 92024 |
| City of Escondido | Sean McGlynn, City Manager | 201 North Broadway, Escondido, CA 92025 |
| City of Solana Beach | Greg Wade, City Manager | 635 S Highway 101, Solana Beach, CA 92075 |
| City of Carlsbad | Scott Chadwick, City Manager | 1200 Carlsbad Village Drive, Carlsbad, CA 92008 |
| City of La Mesa | Greg Humora, City Manager | 8130 Allison Ave, La Mesa, CA 91942 |
| City of Coronado | Tina Friend, City Manager | 1825 Strand Way, Coronado, CA 92118 |
| City of El Cajon | Graham Mitchell, City Manager | 200 Civic Center Way, El Cajon, CA 92020 |
| City of Lemon Grove | Lydia Romero, City Manager | 3232 Main St, Lemon Grove, CA 91945 |
| City of Imperial Beach | Tyler Foltz, City Manager | 825 Imperial Beach Boulevard, Imperial Beach, CA 91932 |
| City of National City | Brad Raulston, City Manager | 1243 National City Blvd, National City, CA 91950 |
| County of San Diego | Helen Robbins-Meyer | 1600 Pacific Highway, Room 209, San Diego, CA 92101 |

HOUSING IN SAN DIEGO COUNTY



*A Report by the
2022/2023 San Diego County Grand Jury
Filed May 9, 2023*

HOUSING IN SAN DIEGO COUNTY

SUMMARY

Housing is a basic need. San Diego as a region is failing to build enough housing for its current residents and its future residents. Housing construction requires both available land and available money. However, both have been lacking.

The 2022/2023 San Diego County Grand Jury (Grand Jury) researched this issue by examining how other areas of the State and the United States have attacked the twin problems of the lack of land and money to build housing. Our recommendations include several of the methods used by others to attack the issue of the lack of housing.

INTRODUCTION

At the October 3, 2022 joint meeting between the City Council of San Diego and the San Diego County Board of Supervisors, Nathan Fletcher made the following comments concerning the lack of affordable housing in San Diego. “We know that housing is foundational to life, it is the most basic thing that you need in order to be able to live a fulfilled and thriving life. We also know that in San Diego County, we have some of the least affordable housing anywhere in the country.”¹

Similarly, Sean Elo-Rivera, City of San Diego City Council President, stated, “Housing is a human right, and we must make this declaration to ensure we as elected leaders and our whole community own our responsibility to take the actions necessary to ensure every San Diegan has a real opportunity to have the decent and stable housing necessary for a dignified and healthy life.”²

The lack of housing, in general and affordable housing, is driving people to leave California or to move outside of San Diego County to lower cost areas of the state.³ The State of California and the San Diego Association of Governments (SANDAG) are pushing for the development of additional housing at all income levels to address these housing concerns.

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements, a part of each jurisdictions General Plan. RHNA quantifies the need for housing within each jurisdiction during specified 8-year planning periods, referred to as cycles. During the 5th Housing Element cycle (January 1, 2013 to December 31, 2020) the San Diego region was required by the State of California to plan for 161,980 housing units. The 161,980 housing units were divided among the four state-designated

¹https://sdcounty.granicus.com/player/clip/3322?view_id=9&redirect=true&h=58a6fa0cc3586b1b6379baef710e199

²https://sdcounty.granicus.com/player/clip/8560?view_id=3&redirect=true&h=cfa31a51efbf80dcc585603256f24108

³ <https://www.ppic.org/blog/californias-population-shifts-may-lead-to-new-income-divides/#:~:text=People%20leaving%20the%20state%20have,for%20income%20patterns%20across%20California.>

income levels as measured against the Area Median Income (AMI). The income categories and the number of housing units to be planned for were: Very low income (36,450 units), Low income (27,700 units), Moderate income (30,610 units), and Above moderate income (67,220 units)⁴. Please see the Discussion section where income categories are broken down.

However, for the 5th Housing Element Cycle only the City of Lemon Grove of the 19 SANDAG jurisdictions was able to permit enough housing at each of the levels of affordability⁵.

As shown on the Table below all others failed to meet all four of the allocation goals and seven failed to meet any of the four allocation goals.

| Jurisdiction | Very low Income (Goal) | Low Income (Goal) | Moderate Income (Goal) | Above Moderate Income (Goal) |
|------------------|------------------------|-------------------|------------------------|------------------------------|
| Carlsbad | Unmet | Unmet | Unmet | Met |
| Chula Vista | Unmet | Unmet | Unmet | Met |
| Coronado | Unmet | Unmet | Unmet | Met |
| Del Mar | Unmet | Unmet | Met | Met |
| El Cajon | Unmet | Unmet | Unmet | Unmet |
| Encinitas | Unmet | Unmet | Unmet | Met |
| Escondido | Unmet | Unmet | Unmet | Unmet |
| Imperial Beach | Unmet | Unmet | Unmet | Met |
| La Mesa | Unmet | Unmet | Unmet | Met |
| Lemon Grove | Met | Met | Met | Met |
| National City | Unmet | Unmet | Unmet | Unmet |
| Oceanside | Unmet | Unmet | Unmet | Unmet |
| Poway | Unmet | Met | Unmet | Unmet |
| San Diego | Unmet | Unmet | Unmet | Met |
| San Marcos | Unmet | Unmet | Unmet | Met |
| Santee | Unmet | Unmet | Unmet | Unmet |
| Solana Beach | Unmet | Unmet | Unmet | Unmet |
| Vista | Unmet | Unmet | Unmet | Met |
| San Diego County | Unmet | Unmet | Unmet | Unmet |

In recognition that San Diego County is failing to provide enough housing for its current and future citizens, the Grand Jury decided to look at the failure of the cities and County to meet their Regional Housing Needs Allocation goals and evaluate steps that could be taken to increase the regional housing stock. This is particularly timely as we have entered the Sixth RHNA Cycle (June 30, 2020 to April 15, 2029). During this period the region needs to plan for an increase of approximately 10,000 housing units over the Fifth Cycle totaling 171,685 units. Again, the

⁴5th Cycle Regional Housing Needs Assessment (RHNA) Fact Sheet” SANDAG, no date,

⁵ ibid

171,685 housing units were divided among the four income levels: (Very low 42,332), Low (26,627), Moderate (29,732), and Above moderate (72,992).⁶

METHODOLOGY

The Grand Jury interviewed and requested information from staff from San Diego County and the 18 cities that comprise SANDAG:

- County of San Diego
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista

The Grand Jury researched and reviewed these documents:

- SANDAG 5th Cycle Regional Housing Needs Assessment (RHNA), Fact Sheet
- SANDAG Regional Housing Needs Assessment Plan, Fifth Housing Element Cycle, Planning for Housing in the San Diego Region, 2010-2020
- An Audit Report prepared for the California State Auditor in relation to the audit ordered by the Joint Legislative Audit Committee.
- The Planner's Guide to Specific Plans
- SANDAG Pro-Housing Best Practices for the San Diego Region
- SANDAG Capital Mapping for the San Diego Region
- SANDAG 6th Cycle Regional Housing Needs Assessment (RHNA), Fact Sheet
- Appeals and Responses to Appeals by the Cities of Coronado, Lemon Grove, Solana Beach, and Imperial Beach regarding the Sixth Cycle RHNA allocations
- The Housing Elements from each of the 19 jurisdictions that comprise SANDAG.

⁶ <https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/regional-initiatives/housing-land-use/regional-housing-needs-assessment/6th-cycle-regional-housing-needs-assessment-methodology-2019-11-22.pdf>

The Grand Jury also reviewed the following California statutes regarding housing including:

- The Sustainable Communities and Climate Protection Act (SB375)
- The Housing Accountability Act of 1982 and subsequent amendments (SB 167), (AB678), (AB 1515), (AB 3194), (SB 330)
- Changes to Local Planning (AB1397)
- Housing Crisis Act of 2019 (SB330)
- Streamlined Affordable Housing Act (SB35)
- Surplus Land Act (AB1486)
- Housing on Educational Properties (AB2295)

DISCUSSION

The Regional Housing Needs Assessment Process

Since 1969, every eight years, the State of California has required all local governments (cities and counties) to plan to meet the housing needs of everyone in the community.⁷ This planning process ends with the creation of the Regional Housing Needs Allocation or RHNA. The process has four main components⁸:

- RHNA Determination – As a first step, the California Department of Finance projects future population and household formation within the state over an eight-year period. Then, the California Department of Housing and Community Development (HCD), in consultation with the local lead agency, projects the regionwide housing need. SANDAG is the local lead agency for San Diego County. The projections are based on vacancy rates, household size, and other factors. The housing need is subdivided into four income categories based on the Average Median Income (AMI). For San Diego County, in 2022 the AMI was \$106,900 for a family of four.⁹ The categories are: Very low (<50% of AMI), Low (50 to 80% of AMI), Moderate (80 to 120% of AMI), and Above moderate (>120% AMI).
- RHNA Plan Methodology – SANDAG and the 18 cities and the County of San Diego prepare a methodology that distributes the RHNA Determination to each city and the County. The plan is required to advance state objectives such as Senate Bill 375¹⁰ which requires consistency between the RHNA Plan and the development pattern of the Sustainable Communities Strategy (SCS). SB 375 also requires that the SCS land use pattern, and the RHNA, aid in meeting the greenhouse gas (GHG) reduction targets set by the California Air Resources Board.
- RHNA Plan Allocation – Using the RHNA Plan methodology, a specific number of housing units are allocated to each city and the County; in each of the four income categories.

⁷ <https://www.hcd.ca.gov/planning-and-community-development/regional-housing-needs-allocation>

⁸ <https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/regional-initiatives/housing-land-use/regional-housing-needs-assessment/6th-cycle-regional-housing-needs-assessment-fact-sheet-2020-02-01.pdf>

⁹ <https://www.sandiegocounty.gov/sdhcd/rental-assistance/income-limits-ami/>

¹⁰ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375

- Housing Element Updates – For the final step, each city and the County are required to update their Housing Element to meet their allocations¹¹. The Housing Element is that part of the General Plan that lays out how the city and the County will meet their allocations. The Housing Element includes an inventory of sites for development at each of the four income levels. If necessary, it also identifies sites that could be rezoned to accommodate shortfalls in the number of sites identified vs the number of sites allocated. Once completed and approved by the jurisdiction’s political leaders, the Housing Elements are reviewed by HCD for conformance with State laws and mandates. In most cases the HCD will require revisions to bring it into compliance with State laws and mandates.

Failure to get HCD approval of its Housing Element opens a local government to a number of potential penalties including exposure to litigation from housing rights organizations, developers and HCD itself, loss of its ability to issue permits and control development in its jurisdiction, financial penalties including fines of up to \$100,000/month, and court ordered receivership to bring the jurisdiction’s Housing Element into substantial compliance with HCD¹².

Cities and Planning for Housing

In 2012, the State of California dissolved redevelopment agencies. Before that, local governments often had used redevelopment money to acquire land and develop housing on their own or to assist private developers in creating housing. Instead, cities and the County now use other planning techniques to increase opportunities for the private sector to develop housing in general and affordable housing.

The State of California already has many laws in place to encourage the development of housing. Several local governments have gone above the State minimum requirements to encourage the development of housing. Some examples include:

- Poway is planning to include incentives for deed-restricting Accessory Dwelling Units (ADUs; aka “Granny Flats”) and put into place allowances for larger ADUs (up to 1,500 square feet) to meet the needs of larger low-income households.¹³
- Encinitas¹⁴ and the County of San Diego¹⁵ have Permit Ready ADU plans for residents to use in planning and developing ADUs.
- Del Mar, similar to Poway, allows construction of a larger ADU on a lot if the unit is deed restricted to low-income renters¹⁶.

¹¹ https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB1398

¹² <https://abag.ca.gov/sites/default/files/documents/2021-06/Consequences%20of%20Non-Compliance%20with%20Housing%20Laws.pdf>

¹³ <https://www.poway.org/DocumentCenter/View/8172/Draft-Poway-2020-2029-Housing-Element-Update?bidId=>

¹⁴ <https://encinitasca.gov/pradu>

¹⁵ https://www.sandiegocounty.gov/content/sdc/pds/bldg/adu_plans.html

¹⁶ https://www.delmar.ca.us/DocumentCenter/View/8445/04_Housing-Plan

- Santee passed Ordinance 592 enacting the Essential Housing program to boost housing production and improve housing affordability by expediting and incentivizing the construction of new housing. It allows certain housing developments to be approved ministerially (essentially over the counter), if they meet specific criteria.¹⁷ Under the ordinance the Planning Director has 30 days to review the application and if it meets the criteria.¹⁸
- San Diego County encourages the development of ADUs in unincorporated areas by waiving building permit fees, onsite wastewater fees, development impact fees, park fees, traffic impact fees, and drainage fees.¹⁹

City of Lemon Grove

As noted, the City of Lemon Grove successfully met their RHNA housing allocations for each of the income categories identified by SANDAG in the Fifth RHNA Cycle²⁰. The city benefited from having the Citronica development (an affordable housing development) in the planning process prior to the beginning of the Fifth Cycle.

Additionally, Lemon Grove implemented zoning changes (raising height limits, increasing density) and amended its Downtown Specific Plan to include more housing. Each of these measures helped the city to meet its allocations in the other income categories. Lemon Grove also benefited as a developer came in and developed one of the last large vacant tracts of land within the city during the Fifth RHNA cycle.

Specific Plans

Per the Governor's Office of Planning and Research (OPR),²¹ a specific plan addresses development at a defined area within a city or county's boundaries. Specific plans may be general and set forth broad policy concepts, or they may be detailed and give direction for every facet of development including the type, location, and intensity of uses. Specific plans can also give design guidelines for subdivisions and for infrastructure in the area. One of the benefits of creating a specific plan is that it can be used to streamline development by providing a framework for development and complying with California Environmental Quality Act guidelines.

Several cities, besides Lemon Grove, have successfully used specific plans to promote the development of housing, particularly in areas near mobility hubs. Per SANDAG, a mobility hub is a community with high concentration of people, destinations, and travel choices²². El Cajon and Chula Vista are just two of the many cities in the County that have used specific plans to encourage housing development.

¹⁷ <https://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/06-Housing-Element-2021.pdf>

¹⁸ <https://www.cityofsanteeca.gov/services/development-services/planning-and-zoning-services/essential-housing-program>

¹⁹ County of San Diego, 6th Cycle Housing Element Update, County of San Diego General Plan, July 14, 2021

²⁰ <https://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/06-Housing-Element-2021>

²¹ <https://californiareleaf.org/wp-content/uploads/2019/06/OPR-A-Planners-Guide-to-Specific-Plans.pdf>

²² https://sandag.org/~link.aspx?_id=7C64D5A105C14CE6873837EB99A5E5F1&_z=z

El Cajon adopted a Transit District Specific Plan (TDSP)²³ to transform the area around the El Cajon Transit Center. Among the key goals of the TDSP are to: “Establish a mix of transit-supportive land uses that increase housing opportunities and enhances transit ridership; Improve the safety and comfort of the mobility corridors for pedestrians and bicyclists to increase the number of trips made by foot and bicycle to and from the transit station; Spur revitalization of the area through public and private investment; Highlight neighborhood identity; and Remove barriers to smart growth development.”

Chula Vista adopted the Palomar Gateway Plan for the portion of the city near the intersection of Palomar Street and Interstate Highway 5.²⁴ According to the City of Chula Vista Plan, the goal of the Palomar Gateway Specific plan is to provide additional housing and mixed-use development (residential and commercial) that take advantage of having a major transit station within walking distance.

Housing Bonds Issued by Local and Regional Governments

As noted earlier, a major impediment to creating additional housing has been the lack of money formerly available from redevelopment agencies. As a result, some local and regional governments elsewhere in California have either issued or are planning to issue bonds to assist in the development of affordable housing. Some examples are listed below.

In November 2016, Santa Clara County voters approved Measure A, to raise \$950 million for the construction of affordable housing²⁵. According to the County of Santa Clara, Office of Supportive Housing, Measure A was intended to: increase the scope and breadth of supportive housing for special needs populations, including homeless and chronically homeless persons; increase the supply of housing that is affordable to extremely low-income households; and improve coordination and collaboration among the County, the cities, other governmental agencies, and the affordable housing community.

As of June 2022, Measure A funding has been used to create over 4,000 new apartments, pay for the renovation of nearly 700 housing units, assist with the construction of 47 housing developments, and assisted over 200 families to finance their first homes²⁶.

In 2019, the California legislature enacted AB 1487 that, with the governor’s signature, created the Bay Area Housing Finance Authority (BAHFA). According to the Legislative Analyst: “One of the authority’s major purposes was to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area.”²⁷ The bill specifically authorized BAHFA to: “...among other things, **raise and allocate new revenue, incur and issue bonds and other indebtedness,**

²³ <https://www.elcajon.gov/home/showpublisheddocument/18727/638061165873470000>

²⁴ <https://www.chulavistaca.gov/home/showpublisheddocument/7356/635579674066370000>

²⁵ <https://osh.sccgov.org/housing-community-development/2016-measure-affordable-housing-bond>

²⁶ <https://osh.sccgov.org/housing-community-development/2016-measure-affordable-housing-bond/2016-measure-housing-bond>

²⁷ https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1487

and allocate funds to the various cities, counties, and other public agencies and affordable housing projects within its jurisdiction to finance affordable housing development projects, preserve and enhance existing affordable housing, and fund tenant protection programs.” (NOTE: Bolding by Grand Jury).

In 2022, the legislature enacted SB 679 that, with the governor’s signature, created the Los Angeles County Affordable Housing Solutions Agency²⁸. According to the Legislative Analyst: “This bill would authorize the agency to, among other things, **raise and allocate new revenue, incur and issue bonds and other indebtedness**, and place on the ballot in Los Angeles County, including all of its incorporated cities, funding measures...”(NOTE: Bolding by Grand Jury).

Last legislative session, California State Senator Ben Hueso, representing San Diego and Imperial Counties, introduced SB 1105, “The San Diego Regional Equitable and Environmentally Friendly Housing Act”²⁹. This bill, which did not make it out of committee, would have established the San Diego Regional Equitable and Environmentally Friendly Affordable Housing Agency. This bill was aimed at increasing housing supply in San Diego County by providing funding and technical assistance for housing projects and programs, equitable housing preservation, and rental protection programs. The bill would have authorized the agency to raise money either by taxes and fees of various kinds or by **issuing revenue bonds** (NOTE: Bolding by Grand Jury).

Taxes and Fees Used to Further Housing Development

Another way some local governments have raised money for housing development is by increasing taxes and fees on businesses and developers. Some recent examples from around the United States and locally are:

In 2021, the City of Seattle implemented a payroll expense tax to help fund housing in the city. According to the Seattle’s website, in 2022 the payroll expense tax is required of businesses with \$7,386,494 or more of payroll expense in Seattle in 2021, and compensation in Seattle for the current calendar year (2022) paid to at least one employee whose annual compensation is \$158,282 or more.³⁰

According to the City of Seattle, Department of Finance and Administrative Services, there were over 500 firms paying this tax.³¹ Per a recent news article from a Seattle area newspaper the tax brought in approximately \$231 million in its first year.³² Sixty-two percent of the revenues from the City of Seattle payroll tax are dedicated to the construction of affordable housing³³.

²⁸ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB679

²⁹ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB1105

³⁰ <https://www.seattle.gov/city-finance/business-taxes-and-licenses/seattle-taxes/payroll-expense-tax>

³¹ City of Seattle, Department of Finance and Administrative Services, email, December 21, 2022

³² <https://www.seattletimes.com/seattle-news/seattles-jumpstart-tax-on-big-businesses-salaries-upheld-by-wa-court/>

³³ https://library.municode.com/WA/seattle/codes/municipal_code?nodeld=TIT5REFITA_SUBTITLE_IITA_CH5.38PA_EXTA_5.38.050ALAP

The City of San Diego, among other local jurisdictions, charges a fee (the Housing Impact Fee) on commercial developments within the city. The fees are deposited into the City's Affordable Housing Fund. The San Diego Housing Commission (SDHC) administers the Affordable Housing Fund, which helps meet the housing needs of the City's very low, low, and median income households. According to the SDHC website,³⁴ the Commission controls nearly 600 properties that include over 24,000 affordable units.

Workforce Housing for Personnel in Education

A recent report by cityLAB³⁵, the research and design center of Architecture and Urban Design at UCLA, suggested that schools may be a large potential source of land for housing. cityLAB noted in their report that on many campuses, prime sites for affordable housing development include parking lots, portable classrooms, or derelict buildings.

In 2016, the California legislature enacted, and the governor signed, SB 1413.³⁶ The Act authorized a school district to establish and implement programs to address the affordable housing needs of teachers and school district employees. In 2019, the California legislature enacted, and the governor signed, AB 1719, extending this program to community college districts.³⁷

In California, there are already some examples of school and university districts developing workforce housing for educational staff. For example, in 2001 the Santa Clara Unified School District constructed the 40-unit Casa Del Maestro Apartment Complex for District teachers³⁸.

This program was so successful that an additional 30 units were constructed in 2006. The 70 units are rented at below market rate (80%)³⁹. The Casa Del Maestro Apartment Complex is located on a school site and includes 1 and 2-bedroom units with a one car garage. Teachers can sign up for the waiting list if they are within their first 10 years of employment with the District.

In 2019, San Francisco voters passed Proposition E, the Affordable Housing and Educator Housing proposition⁴⁰. The first project to be built under Proposition E is the Shirley Chisholm Village.⁴¹ It is currently under construction on a property formerly used by the school district for storage and will provide new homes for San Francisco Unified School District (SFUSD) educators and employees at a variety of income levels.

³⁴<https://public.tableau.com/app/profile/san.diego.housing.commission.sdhc./viz/CityofSanDiegoAffordableHousingOverview/AffordableHousingOverview>

³⁵ <https://www.csba.org/-/media/CSBA/Files/Advocacy/LegislativeAdvocacy/ResearchReport.ashx?la=en&rev=2d0b1e2e409f4dc6b3177338d016cbb1>

³⁶ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1413

³⁷ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB1719

³⁸ <https://www.santaclarausd.org/Page/3537>

³⁹ *ibid*

⁴⁰ <https://sfelections.sfgov.org/november-5-2019-election-results-summary>

⁴¹ <https://www.scv-midpen.com/>

The University of California at Irvine (UCI) also provides educational workforce housing. The Irvine Campus Housing Authority (ICHA⁴²) was created to develop and maintain University Hills, a for-sale and rental housing community on the UCI campus. The goal was to provide affordable housing to eligible full-time UCI employees. The community has four apartment communities, two condominium associations, townhomes, paired homes, single family detached homes and a few custom homes.

The San Diego Unified School District (SDUSD) was able to pass Proposition U at the last election. Under Proposition U, SDUSD is planning a program for educator workforce housing.⁴³ No others among the public school districts, community colleges, and universities in San Diego County have a similar program. However, we note that the City of Poway does give preference to Poway Unified School District (PUSD) employees when affordable housing becomes vacant in city-owned housing units. According to the Draft Housing Element, the city is to: "Support the Poway Unified School District by coordinating affordable housing activities with the school district."⁴⁴

Transit Agencies and Housing

According to the websites of the two major transit agencies in San Diego County, North County Transit District (NCTD) and Metropolitan Transit System (MTS), both are actively involved in furthering development at properties they own or control.

As of November 2022, the NCTD website lists five projects that are in the process of planning or are actively in the development phase⁴⁵. These include developments at the Oceanside and Escondido Transit Centers, two Coaster Stations in Carlsbad, and at seven Sprinter Station Parking lots. In the last two decades, NCTD had attempted twice to work with the City of Solana Beach to develop the property it owns there. However, neither effort was successful.^{46, 47}

Similarly, MTS's website identifies a number of properties throughout their system available for joint development opportunities.⁴⁸ MTS is also currently actively involved in developing affordable housing at its Beyer Boulevard Trolley Station, in south San Diego, in conjunction with Affirmed Housing, an affordable housing developer.⁴⁹

Religious Institutions and Housing

Another potential source of land that could be available for housing are religious institutions. A local non-profit, Yes in God's Backyard San Diego (YIGBY San Diego), is seeking to work with faith communities to build affordable housing in the San Diego Region. According to their

⁴² <https://icha.uci.edu/about-university-hills/>

⁴³ <https://www.sdvote.com/content/dam/rov/en/sb/SB-ENG-625.pdf#page=128>

⁴⁴ City of Poway, Draft Housing Element 2020-2029, July 2021.

⁴⁵ <https://gonctd.com/real-estate-redevelopment/>

⁴⁶ San Diego Union-Tribune, "Solana Beach council to discuss sand, train station project," January 20, 2007

⁴⁷ Del Mar Times, "Solana Beach council shown top design for train station," October 5, 2016

⁴⁸ <https://www.sdmts.com/business-center/real-estate>

⁴⁹ <https://www.sdmts.com/inside-mts/media-center/news-releases/mts-approves-new-affordable-housing-development-south-bay>

website, they are pushing to develop 3,000 housing units on land owned or controlled by religious institutions here in San Diego by 2025. They state, "Our vision is to be a resource to faith communities that want to use their surplus land to develop much needed affordable housing in the San Diego region. Our approach is to help congregations create a triple bottom line where they are providing mission driven housing solutions, using environmentally sustainable materials and contributing to their own financial well-being."⁵⁰

Locally, YIGBY San Diego and the Bethel AME Church in San Diego are moving ahead to build a transit-oriented development with 26 one-bedroom apartments on church property at Imperial Avenue and 32nd Street.⁵¹

State Senator Scott Wiener of San Francisco recently introduced SB 4. This bill would reduce barriers that religious and nonprofit organizations often face when planning multi-family housing projects on their properties.^{52 53} It also allows this to occur even if local zoning prevents this.

According to a recent study by the Turner Center for Housing Innovation at UC Berkeley,⁵⁴ there are nearly 40,000 acres of land controlled by religious institutions throughout the State of California that could be developed for affordable housing. Similar to school districts, areas that could be developed include parking lots and surplus land owned or controlled by the religious institutions.

In a public comment on the City of Solana Beach's Housing Element, St. James Catholic Parish, noted that they had "been working with the San Diego chapter of Catholic Charities in identifying potential uses for available land we possess at the south end of our property. We would like to go on record expressing an interest in developing this land for public benefit, specifically housing to support low-income individuals. Please consider including this intention in your Housing Element Update."⁵⁵

FACTS AND FINDINGS

Finding 01: The City of Lemon Grove met its housing allocation for all the income categories identified by SANDAG in the Fifth RHNA Cycle.

Finding 02: The County of San Diego failed to meet their housing allocation for all income levels.

⁵⁰ <https://yigby.org/about-yigby/#top>

⁵¹ San Diego Union-Tribune, Michael Smolens Column: "Effort to ease housing construction on church land gets a new life," December 21, 2022

⁵² <https://sd11.senate.ca.gov/legislation>

⁵³ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB4

⁵⁴ <https://turnercenter.berkeley.edu/research-and-policy/faith-based-housing-development>.

⁵⁵ https://www.cityofsolanabeach.org/sites/default/files/Solana%20Beach/Community%20Development/Housing%20Element%20Update/Solana%20Beach%20Housing%20Element%20Update_February2023_Clean.pdf

Finding 03: The following cities did not meet their housing allocations for all income categories: Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach and Vista.

Finding 04: The San Diego region failed to meet its housing allocations for each of the income categories identified by SANDAG in the Fifth RHNA Cycle.

Fact: In 2018, the City of El Cajon implemented its Transit District Specific Plan to transform the area around the El Cajon Transit Center and increase the housing stock in that area.

Fact: In 2013, the City of Chula Vista initiated its Palomar Gateway Specific Plan with the goal of providing housing and mixed-use development near the Palomar Street trolley station.

Finding 05: Specific plans are useful tools in spurring development, including housing development, and have been used by El Cajon and Chula Vista among others.

Fact: In November 2016, Santa Clara County voters approved Measure A – the \$950 million affordable housing bond measure.

Fact: As of June 2022, Santa Clara County's Measure A funding has been used to create new apartments and housing developments, pay to renovate housing, and allocate money to a first-time homebuyer program.

Fact: In 2019 the Bay Area Financing Housing Authority was authorized for the San Francisco Bay Area with the express intention of raising money to finance development of additional housing throughout the San Francisco Bay Area.

Fact: In 2022 the Los Angeles County Affordable Housing Solutions agency was formed with ability to raise money to finance development of additional housing throughout Los Angeles.

Fact: The City of Seattle recently implemented a payroll tax on select companies. This year companies with sales of more than \$7,386,494 per year are taxed on the number of employees making more than \$158,282 per year. Over 500 companies paid the tax.

Fact: Currently, the City of San Diego levies a Housing Impact Fee on commercial development and the funds levied are deposited into the City's Affordable Housing Fund. Monies in that fund are used by the San Diego Housing Commission to develop its programs for affordable housing development, housing vouchers, etc.

Fact: In California, Santa Clara County and the San Francisco Bay and Los Angeles areas are using or are planning to use the financing authority given to them to fund the current and future development of affordable housing.

Fact: Housing impact fees are used to generate funds for affordable housing by the City of San Diego.

Fact: In Seattle, the City is using its authority to levy taxes to fund the current and future development of affordable housing.

Fact: cityLAB identified school districts as government entities that have land available for construction of affordable housing, particularly for employees of the district.

Fact: SFUSD identified underutilized land it owned and is developing it, in conjunction with the City of San Francisco, into a residential community with housing set aside for district employees.

Fact: The Santa Clara School District constructed workforce housing for its personnel more than a decade ago.

Fact: The University of California at Irvine developed housing on the campus for full-time university employees and their families.

Fact: North County Transit District is making surplus land available for development at several locations under its ownership or control.

Fact: North County Transit District recently agreed to develop land it controls, in conjunction with a developer, for a mixed-use development at the Oceanside Transit Center. The development is to include affordable housing.

Fact: The Metropolitan Transit System has identified surplus land available for development at several locations under its ownership or control.

Fact: The Metropolitan Transit System is working with a housing developer to construct affordable housing at its Beyer Boulevard Trolley Station.

Fact: YIGBY San Diego, a local group, is working with religious institutions in the San Diego region to develop affordable housing on land owned or controlled by those institutions.

Fact: YIGBY San Diego is working with Bethel AME church, to build an affordable housing development for veterans in the City of San Diego.

Fact: The Turner Center of Housing Innovation identified religious institutions as potentially having land available for construction of affordable housing.

Finding 06: Both transit agencies in San Diego County (NCTD and MTS) have made land available for development and are actively developing projects that include housing, among other uses.

RECOMMENDATIONS

The 2022/2023 San Diego County Grand Jury recommends that the Chief Administrative Officer of the County of San Diego, the Mayor and City Council for the City of San Diego, and the City Managers of the cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Marcos, Santee, Solana Beach, and Vista:

- 23-01:** Consider, if they have not done so, using specific plans (as defined by the Governor's Office of Planning and Research) to facilitate the permitting and development of housing, particularly affordable housing, in their jurisdictions.
- 23-02:** Consider working with school districts and community college districts within their jurisdictions to identify developable land for housing owned by districts within their boundaries.
- 23-03:** Consider working with local religious institutions within their jurisdictions to identify land developable for housing, particularly affordable housing.
- 23-04:** Consider drafting revenue-generating legislation at the jurisdiction level, if feasible and legal e.g., the Seattle Jumpstart Tax. Monies generated by such a tax to fund or assist in funding the construction of housing, particularly affordable housing.

The 2022/2023 San Diego County Grand Jury recommends that the Chief Administrative Officer of the County of San Diego, Mayor and City Council of the City of San Diego, and the City Managers of the cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Marcos, Santee, Solana Beach, and Vista:

- 23-05:** Consider providing legislative support to re-introducing in the State Legislature SB 1105, or similar legislation, to create a San Diego County agency that could raise revenue for housing.
- 23-06:** Consider providing legislative support to SB4, which is currently before the legislature. This bill makes it easier to provide affordable housing on land owned by religious institutions.

The 2022/2023 San Diego County Grand Jury recommends that City Manager of the city of Solana Beach:

23-07: Consider requesting proposals for development at the NCTD Coaster Station property to include affordable housing.

The 2022/2023 San Diego County Grand Jury recommends that the Chief Administrative Officer of the County of San Diego and the City Managers of the cities of Escondido, San Marcos, Vista, Oceanside, and Carlsbad:

23-08: Continue working with the North County Transit to identify land suitable for development of housing, particularly affordable housing, at major transit stops including Coaster and Sprinter train and bus lines as appropriate.

The 2022/2023 San Diego County Grand Jury recommends that the Chief Administrative Officer of the County of San Diego and the City Managers of the cities of El Cajon, La Mesa, Lemon Grove, National City, and Chula Vista:

23-09: Continue working with the Metropolitan Transit District to identify land suitable for development of housing, particularly affordable housing, at major transit stops including trolley and bus lines as appropriate.

REQUIREMENTS AND INSTRUCTIONS

The California Penal Code §933(c) requires any public agency which the Grand Jury has reviewed, and about which it has issued a final report, to comment to the Presiding Judge of the Superior Court on the findings and recommendations pertaining to matters under the control of the agency. Such comment shall be made *no later than 90 days* after the Grand Jury publishes its report (filed with the Clerk of the Court); except that in the case of a report containing findings and recommendations pertaining to a department or agency headed by an elected County official (e.g. District Attorney, Sheriff, etc.), such comment shall be made *within 60 days* to the Presiding Judge with an information copy sent to the Board of Supervisors.

Furthermore, California Penal Code §933.05(a), (b), (c), details, as follows, the manner in which such comment(s) are to be made:

- (a) As to each grand jury finding, the responding person or entity shall indicate one of the following:
 - (1) The respondent agrees with the finding
 - (2) The respondent disagrees wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefor.
- (b) As to each grand jury recommendation, the responding person or entity shall report one of the following actions:
 - (1) The recommendation has been implemented, with a summary regarding the implemented action.

- (2) The recommendation has not yet been implemented, but will be implemented in the future, with a time frame for implementation.
- (3) The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a time frame for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This time frame shall not exceed six months from the date of publication of the grand jury report.
- (4) The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation therefor.
- (c) If a finding or recommendation of the grand jury addresses budgetary or personnel matters of a county agency or department headed by an elected officer, both the agency or department head and the Board of Supervisors shall respond if requested by the grand jury, but the response of the Board of Supervisors shall address only those budgetary or personnel matters over which it has some decision-making authority. The response of the elected agency or department head shall address all aspects of the findings or recommendations affecting his or her agency or department.

Comments to the Presiding Judge of the Superior Court in compliance with the Penal Code §933.05 are required from the:

| <u>Responding Agency</u> | <u>Recommendations</u> | <u>Date</u> |
|--|---|--------------------|
| Chief Administrative Officer, County of San Diego | 23-01 through 23-06, 23-08 through 23-09 | 8/9/2023 |
| Mayor, City of San Diego | 23-01 through 23-06 | 8/9/2023 |
| City Council, City of San Diego | 23-01 through 23-06 | 8/9/2023 |
| City Manager, City of Carlsbad | 23-01 through 23-06, 23-08 | 8/9/2023 |
| City Manager, City of Chula Vista | 23-01 through 23-06, 23-09 | 8/9/2023 |
| City Manager, City of Coronado | 23-01 through 23-06 | 8/9/2023 |
| City Manager, City of Del Mar | 23-01 through 23-06 | 8/9/2023 |
| City Manager, City of El Cajon | 23-01 through 23-06, 23-09 | 8/9/2023 |
| City Manager, City of Encinitas | 23-01 through 23-06 | 8/9/2023 |
| City Manager, City of Escondido | 23-01 through 23-06, 23-08 | 8/9/2023 |
| City Manager, City of Imperial Beach | 23-01 through 23-06 | 8/9/2023 |

| <u>Responding Agency</u> | <u>Recommendations</u> | <u>Date</u> |
|-------------------------------------|-------------------------------|--------------------|
| City Manager, City of La Mesa | 23-01 through 23-06, 23-09 | 8/9/2023 |
| City Manager, City of Lemon Grove | 23-01 through 23-06, 23-09 | 8/9/2023 |
| City Manager, City of National City | 23-01 through 23-06, 23-09 | 8/9/2023 |
| City Manager, City of Oceanside | 23-01 through 23-06, 23-08 | 8/9/2023 |
| City Manager, City of Poway | 23-01 through 23-06 | 8/9/2023 |
| City Manager, City of San Marcos | 23-01 through 23-06, 23-08 | 8/9/2023 |
| City Manager, City of Santee | 23-01 through 23-06 | 8/9/2023 |
| City Manager, City of Solana Beach | 23-01 through 23-07 | 8/9/2023 |
| City Manager, City of Vista | 23-01 through 23-06, 23-08 | 8/9/2023 |



STAFF REPORT

July 19, 2023
File Number 0810-15

SUBJECT

COOL ZONE PRACTICES

DEPARTMENT

City Clerk's Office

RECOMMENDATION

Request the City Council receive and file a presentation on Cool Zone Practices.

Staff Recommendation: Receive and File (City Clerk: Zack Beck)

Presenter: Zack Beck, City Clerk

BACKGROUND

At the June 14, 2023 City Council Meeting, Councilmember Martinez requested that an item be placed on the Future Agenda to review Cool Zone Practices in Escondido.

KEY-

CONSENT CALENDAR CURRENT BUSINESS

PUBLIC HEARING WORKSHOP

Item 19.



CITY of ESCONDIDO

FUTURE AGENDA

7/26/2023 - NO MEETING (SUMMER BREAK)

8/2/2023 - NO MEETING (SUMMER BREAK)