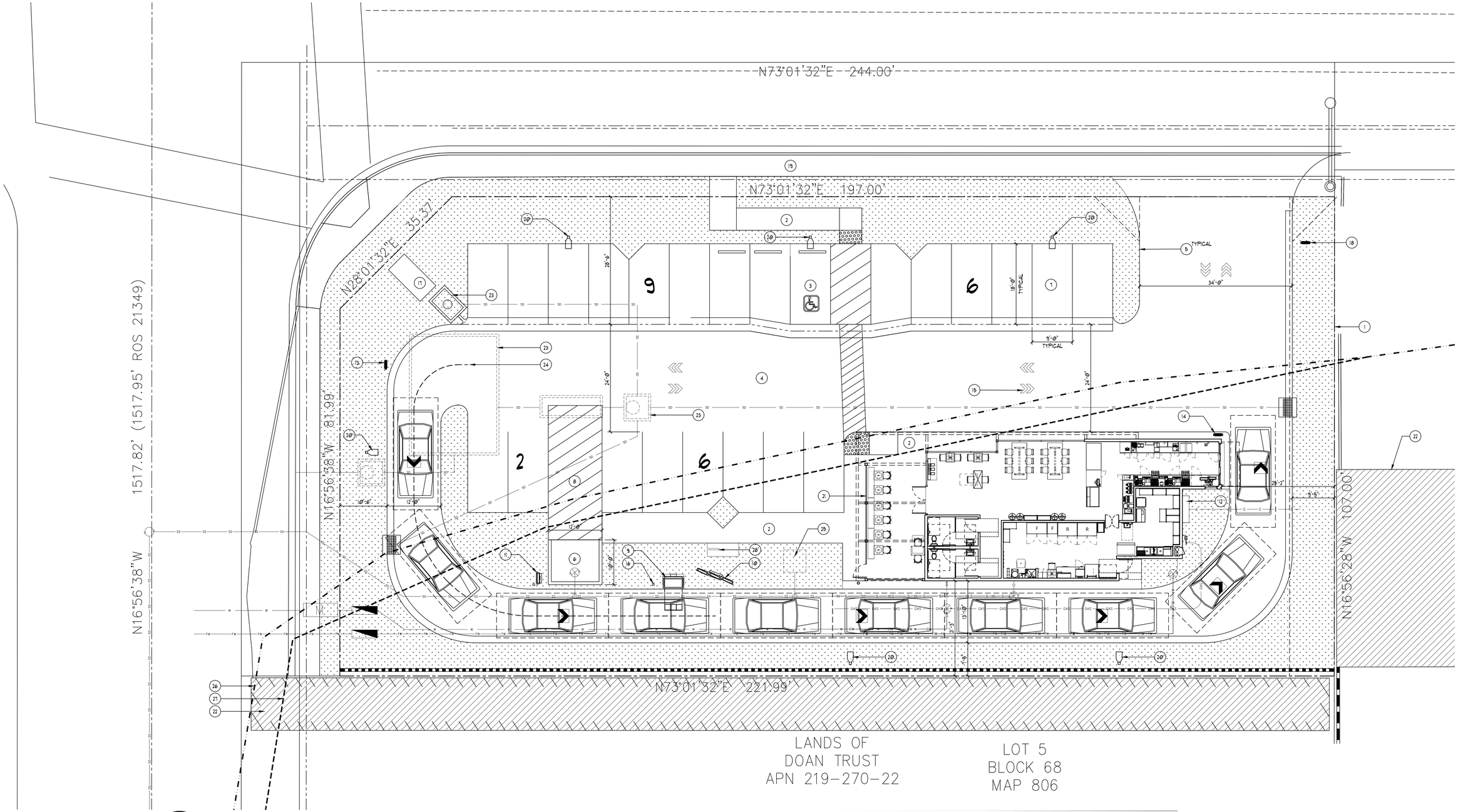
Carkel San Marcos Commercial

Technical Appendices

Appendix A1 Project Plans and Amended Specific Plan



SITE PLAN

SCALE: 1" = 10'-0"

STARBUCKS COFFEE

ZONE: SAN MARCOS CREEK SPA
PROPOSED USE: COMMERCIAL (RESTAURANT)
LOT AREA: 23,958 SF
MAIN FLOOR: 1,751 SF
PROPOSED FAR: 0.075

PATIO: 331 SF

PARKING:

RESTAURANT AT 1 SPACE / 100 SF = 18 SPACES
PATIO PARKING = INDOOR SEATING (600 SF) / PATIO SEATING (180 SF) = 22.5% < 25% = NONE REQUIRED
PARKING SPACE FOR EMPLOYEES = 3

TOTAL PARKING SPACES REQUIRED 21
TOTAL PARKING SPACES PROVIDED 24
SURPLUS 3 PARKING SPACES

SITE PLAN KEYNOTES:

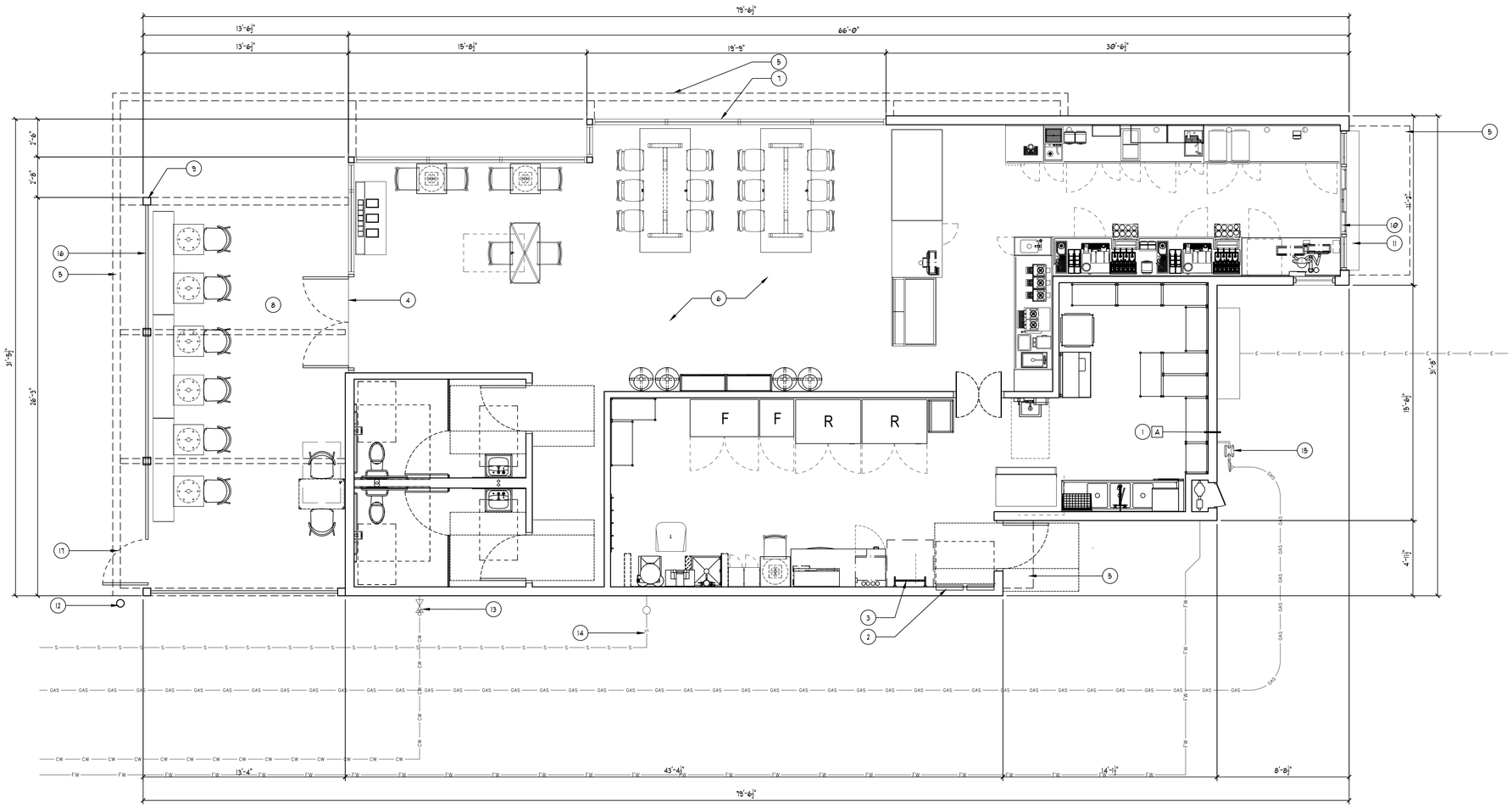
1. PROPERTY LINE
2. CONCRETE SIDEWALK
3. ADA PARKING SPACES
4. ASPHALT PARKING LOT
5. 6" CONCRETE CURB
6. TRASH ENCLOSURE
7. 18' X 9' STANDARD PARKING SPACE
8. SERVICE ZONE
9. ORDER PONT
10. MENUS
11. PRE-MENU BOARD
12. ELECTRICAL SERVICE
13. DRIVE THRU SIGN
14. DO NOT ENTER SIGN
15. DIRECTIONAL SIGN
16. BOLLARD
17. MONUMENT SIGN, TBD
18. THANK YOU/EXIT SIGN
19. EXISTING CONCRETE SIDEWALK
20. L31 SLICE MEDIUM-SLIM OUTDOOR LED AREA LIGHT
21. RAILING, SEE EXTERIOR ELEVATIONS FOR DETAIL
22. EXISTING BUILDING
23. UNDERGROUND STORMWATER TREATMENT
24. LINE DENOTES 120' DISTANCE FROM DRIVE-THROUGH ENTRANCE TO MENU BOARD
25. GREASE TRAP
26. FEMA FLOODWAY LIMIT
27. FEMA FLOODPLAIN LIMIT
28. BIKE RACK

SITE PLAN LEGEND:

25' CAR LENGTH

PLANTING AREA

SHEET: A1.0 SITE PLAN							
Site Development Plan Number: SP19-0004							
OWNER: CARKEL San Marcos, LLC				**PHONE:** 602-471-7404			
ADDRESS: 282 South 95th Place, Chandler, AZ 85224							
ARCHITECT, ENGINEER							
DESIGNER: FORE Studio, Inc				**PHONE:** 619-849-9110			
ADDRESS: 1424 South Upas Street, Escondido, CA 92025				**LOCATION:** Southeast corner of San Marcos Boulevard and Bent Avenue			
TYPE OF DEVELOPMENT: Drive-through restaurant							
ZONE: Commercial				**ASSESSOR'S PARCEL NUMBER(S):** 219-270-60-00			
SITE DATA				**DWELLING UNITS**		**OPEN SPACE DATA**	
AREA (sq. ft)		**COVERAGE %**		**STUDIO**	N/A	**COMMON**	**PRIVATE**
LOT:	23,958 sf	**100%**		**1 BDRM**	N/A	N/A	N/A
BUILDING:	1,797 sf	7.5%		**2 BDRM**	N/A	N/A	N/A
PARKING:	13,255 sf	55.3%		**3 BDRM**	N/A	N/A	N/A
LOADING:	520 sf	2.1%					
LANDSCAPING:	8,386 sf	35.1%		**TOTAL UNITS**			
PARKING	**ORD. REG.**	22		**DRIVEWAY (SIZE AND SLOPE)**		**SETBACKS**	
GARAGE N/A	**LOADING**	1		**ONE WAY**		**FRONT:** 25'	**REAR:** 20'
COVERED: N/A	**HANDICAP**	1		**TWO WAY** 34'		**LEFT SIDE:** 10'	
OPEN: 23	**TOTAL**	24		**SLOPE** 4%		**RIGHT SIDE:** 10'	



FLOOR PLAN

SCALE: 1/4" = 1'-0"

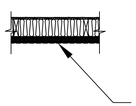
NORTH

FLOOR PLAN KEYNOTES:

1. WOOD FRAMED WALL
2. ELECTRICAL HOUSE SUB PANEL
3. LADDER AND ROOF ACCESS
4. CONCRETE SLAB EDGE
5. AWNING/CANOPY ABOVE, SEE ELEVATIONS
6. 4" CONCRETE SLAB
7. STOREFRONT
8. DECORATIVE CONCRETE SLAB AT PATIO
9. 6X6 STEEL COLUMN
10. DRIVE-THROUGH WINDOW READY ACCESS
11. 10" STAINLESS STEEL SHELF
12. 6" DIAMETER BOLLARD
13. 2" WATER SERVICE LINE INTO THE BUILDING WITH BACKFLOW PREVENTER
14. 4" SEWER LINE
15. GAS METER, GAS SERVICE MIN. 1 ½" WHEN LOW PRESSURE GAS
16. STEEL RAILING AT 36" ABOVE FINISH FLOOR
17. STEEL GATE

WALL TYPES:

A. EXTERIOR WALL BELOW INTERIOR 5/ 8" TYPE 'X' GYP BOARD OVER 2X6 WOOD STUDS AT 16" O.C. WITH R-19 BATT INSULATION WITH PLYWOOD SHEATHING PER STRUCTURAL PLANS. WRAP WITH DUPONT TYVEK COMMERCIAL WRAP - STYLE 1162B. PROVIDE BRICK TILE VENEER AT BASE 3'-0" A.F.F. AND WHERE SHOWN ON ELEVATIONS



INDICATES BRICK VENEER BELOW

SQUARE FOOTAGE:

SHELL.....1797 SQ.FT.
PATIO.....331 SQ.FT.

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ROOF PLAN KEYNOTES:

1. THERMOPLASTIC POLYOLEFIN ROOFING SYSTEM (T.P.O.) 60 MIL BY JOHNS MANVILLE OR EQUAL, INSTALL PER MANUFACTURER'S STANDARDS, MEET OR EXCEED THE REQUIREMENTS OF ASTM D 6878, OVER PLYWOOD SHEATHING
2. 20 GAUGE GALVANIZED SHEET METAL PARAPET CAP, COLOR TO MATCH WALL MATERIAL
3. ROOF ACCESS PANEL
4. ROOF DRAIN AND OVER FLOW, CONNECT ROOF DRAIN TO STORM DRAIN SYSTEM OR DAYLIGHT PER CIVIL DRAWINGS, CONNECT OVERFLOW DRAIN TO DAYLIGHT NOZZLE DRAIN SPOUT, SEE EXTERIOR ELEVATIONS FOR NOZZLE LOCATION
5. PLYWOOD CRICKET FRAMING SLOPED 1 /2" PER FOOT TO ACHIEVE POSITIVE DRAINAGE TO ROOF DRAINS
6. 4" TYPICAL CANT AT ALL ROOF TRANSITION TO VERTICAL SURFACES
7. ROOF CURB FOR HVAC UNIT
8. MECHANICAL UNIT LOCATION
9. METAL DECKING ROOF AT CANOPY
10. STEEL STRUCTURE CANOPY

ROOF GENERAL NOTES:

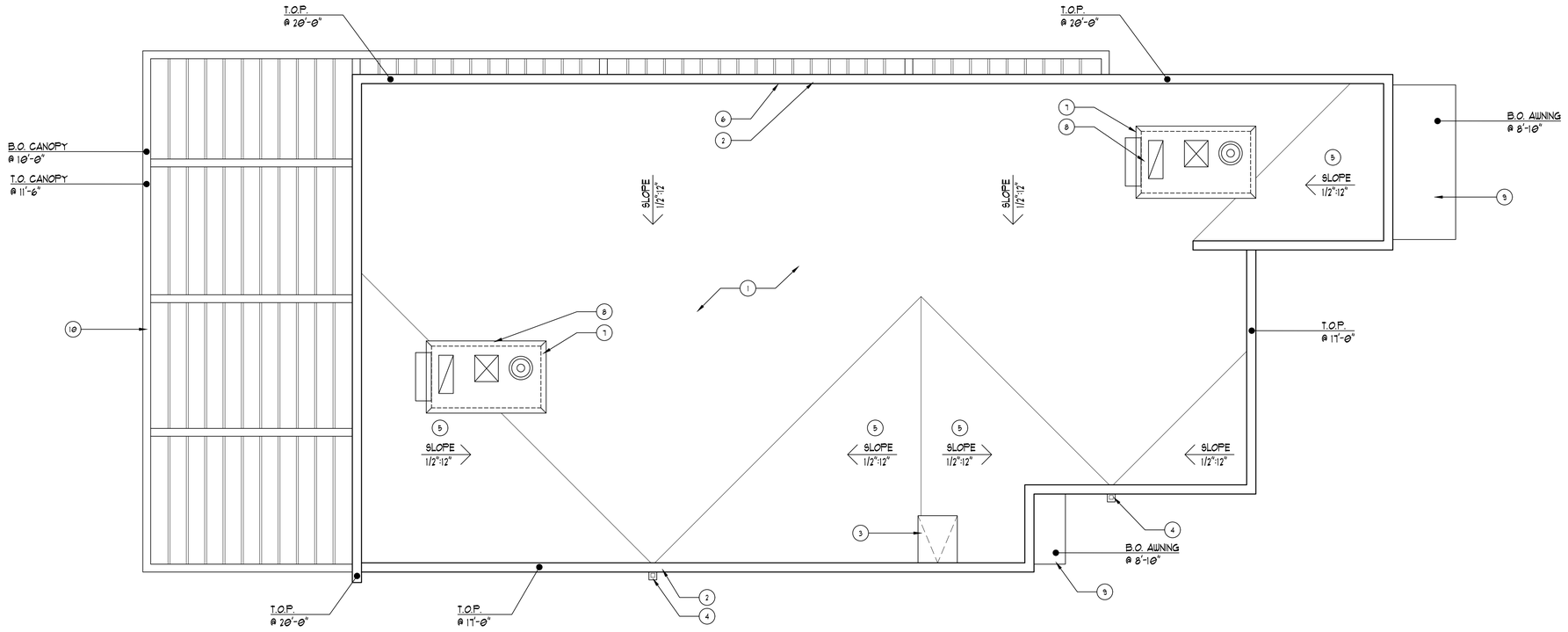
A. SEE SHEET A5.0 FOR EXTERIOR ELEVATIONS
B. ALL PARAPET HEIGHTS OCCUR ABOVE F.F.E. OF 0'-0"
C. ALL COLORS AND MATERIALS AS SELECTED BY OWNER / ARCHITECT
D. ALL GUTTERS, DOWNSPOUTS, RAIN WATER LEADERS AND OVERFLOW DRAINS SHALL BE CLEANED AND WATER TESTED TO ENSURE PROPER DRAINAGE
E. PROVIDE FLASHED ROOF PENETRATIONS FOR ALL TENANT VENTS, INCLUDING TENANT-SUPPLIED WATER HEATER AND REMOTE ROOFTOP CONDENSING UNITS, COORDINATE LOCATION AND QUANTITY OF ALL ROOF PENETRATIONS WITH THE TENANT'S ARCHITECT'S PLANS
F. PROVIDE SLEEPERS, CURBS AND PADS ON ROOF TO SUPPORT TENANT-SUPPLIED ROOFTOP EQUIPMENT' COORDINATE LOCATION AND QUANTITY OF ALL TENANT'S ROOFTOP EQUIPMENT WITH TENANT'S ARCHITECT'S PLANS

LEGEND:

B.O.	BOTTOM OF
F.F.E.	FINISH FLOOR ELEVATION
T.O.	TOP OF
T.O.P.	TOP OF PARAPET

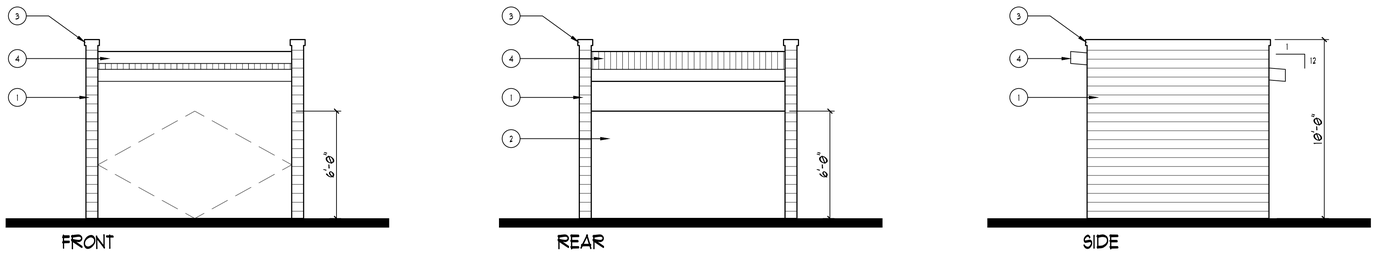
ELEVATION KEYNOTES:

1. FIBER CEMENT SIDING OVER CMU WALL
2. STUCCO SYSTEM OVER CMU WALL
3. 20 GAUGE GALVANIZED SHEET METAL PARAPET CAP, COLOR TO MATCH WALL MATERIAL
4. STEEL STRUCTURE WITH CORRUGATED STEEL ROOF



ROOF PLAN

SCALE: 1/4" = 1'-0"



FRONT REAR SIDE

TRASH ENCLOSURE ELEVATIONS

SCALE: 1/4" = 1'-0"

SHEET: A4.0 ROOF PLAN AND TRASH							
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DESIGNER: FORE Studio, Inc				**PHONE:** 619-849-9110			
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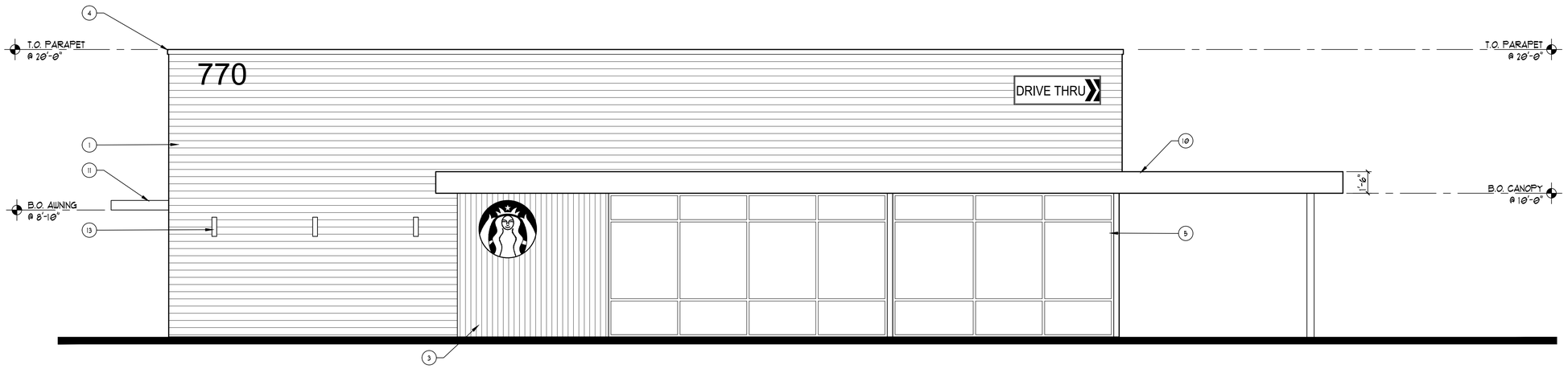
LOADING:	520 sf		2.1%				
LANDSCAPING:	8,386 sf		35.1%	**TOTAL UNITS**			
PARKING		**ORD. REG.**	22	**DRIVEWAY (SIZE AND SLOPE)**		**SETBACKS**	
GARAGE	N/A	**LOADING**	1	**ONE WAY**		**FRONT:** 25'	**REAR:** 20'
COVERED:	N/A	**HANDICAP**	1	**TWO WAY**	34'	**LEFT SIDE:** 10'	
OPEN:	23	**TOTAL**	24	**SLOPE**	4%	**RIGHT SIDE:** 10'	



NORTH ELEVATION

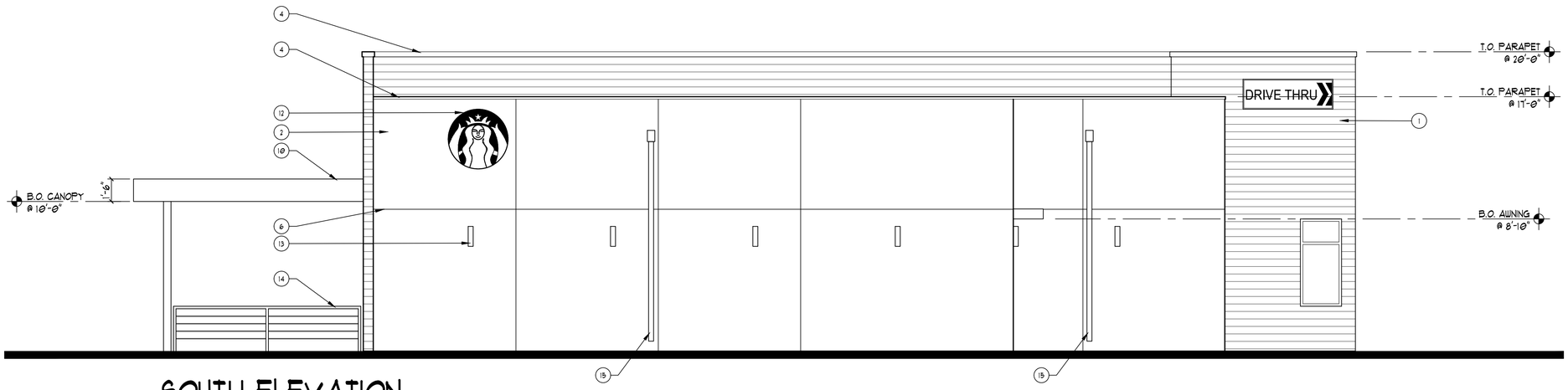
SCALE: 1/4" = 1'-0"

EAST ELEVATION

SCALE: 1/4" = 1'-0"

WEST ELEVATION

SCALE: 1/4" = 1'-0"



SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

ELEVATION KEYNOTES:

1. FIBER CEMENT SIDING
2. STUCCO SYSTEM OVER PLYWOOD SHEATHING OVER 2X FRAMING TYPICAL
3. WOOD COMPOSITE SIDING
4. 20 GAUGE GALVANIZED SHEET METAL PARAPET CAP, COLOR TO MATCH WALL MATERIAL
5. ALUMINUM STOREFRONT WINDOW SYSTEM, POWDER COAT FINISH, TYPICAL
6. STUCCO CONTROL JOINT
7. PAINTED METAL DOOR AND FRAME TO MATCH ACCENT COLOR
8. CONCRETE SIDEWALK
9. DRIVE-THROUGH WINDOW WITH 'READY ACCESS' BI-PARTING SLIDING WINDOW
10. STEEL STRUCTURE CANOPY
11. METAL FASCIA AWNING
12. SIGN
13. LIGHT FIXTURE
14. STEEL RAILING AT 36" ABOVE FINISH FLOOR

SHEET: A5.0 ELEVATIONS

Site Development Plan Number: SP19-0004

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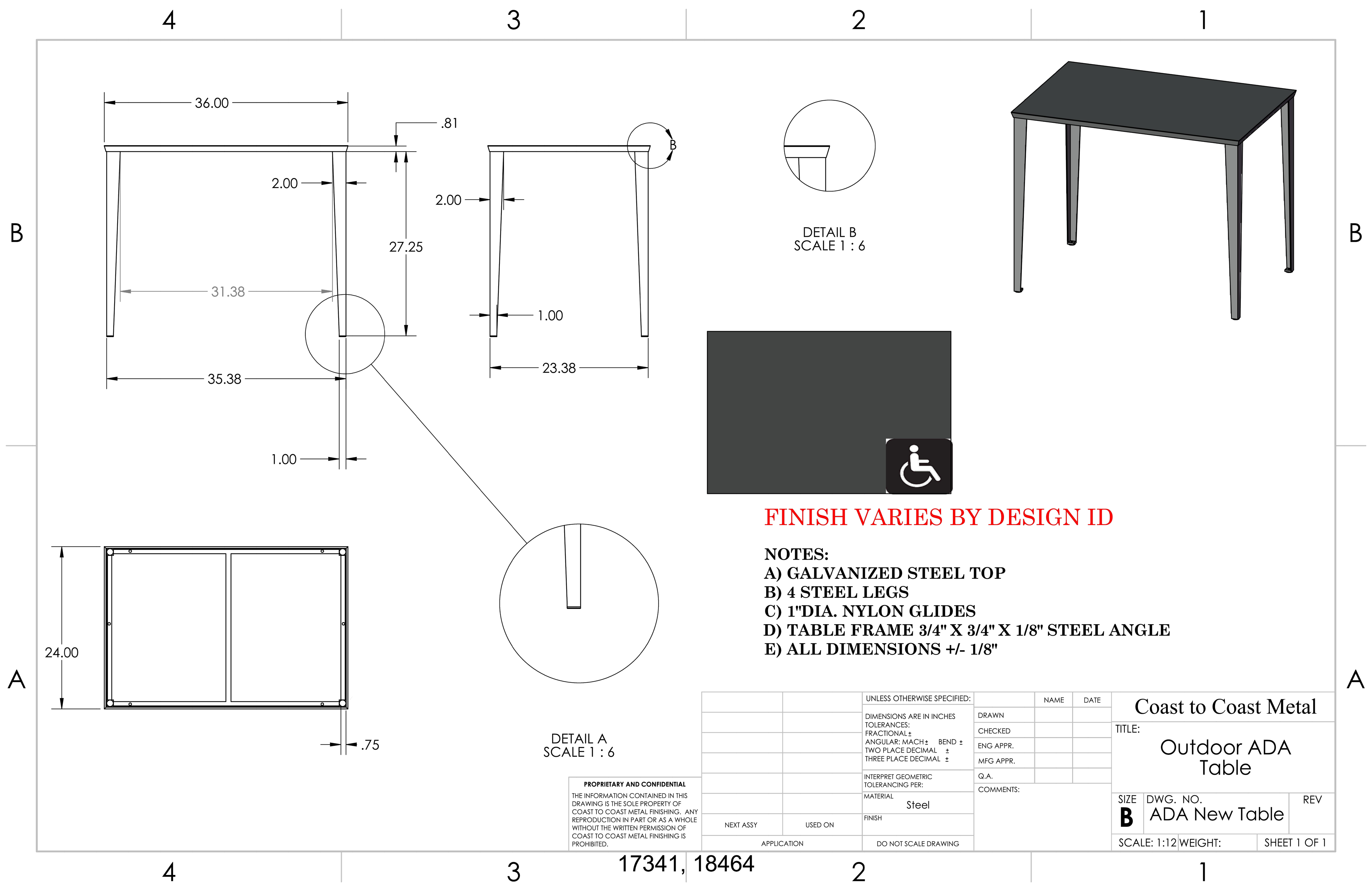
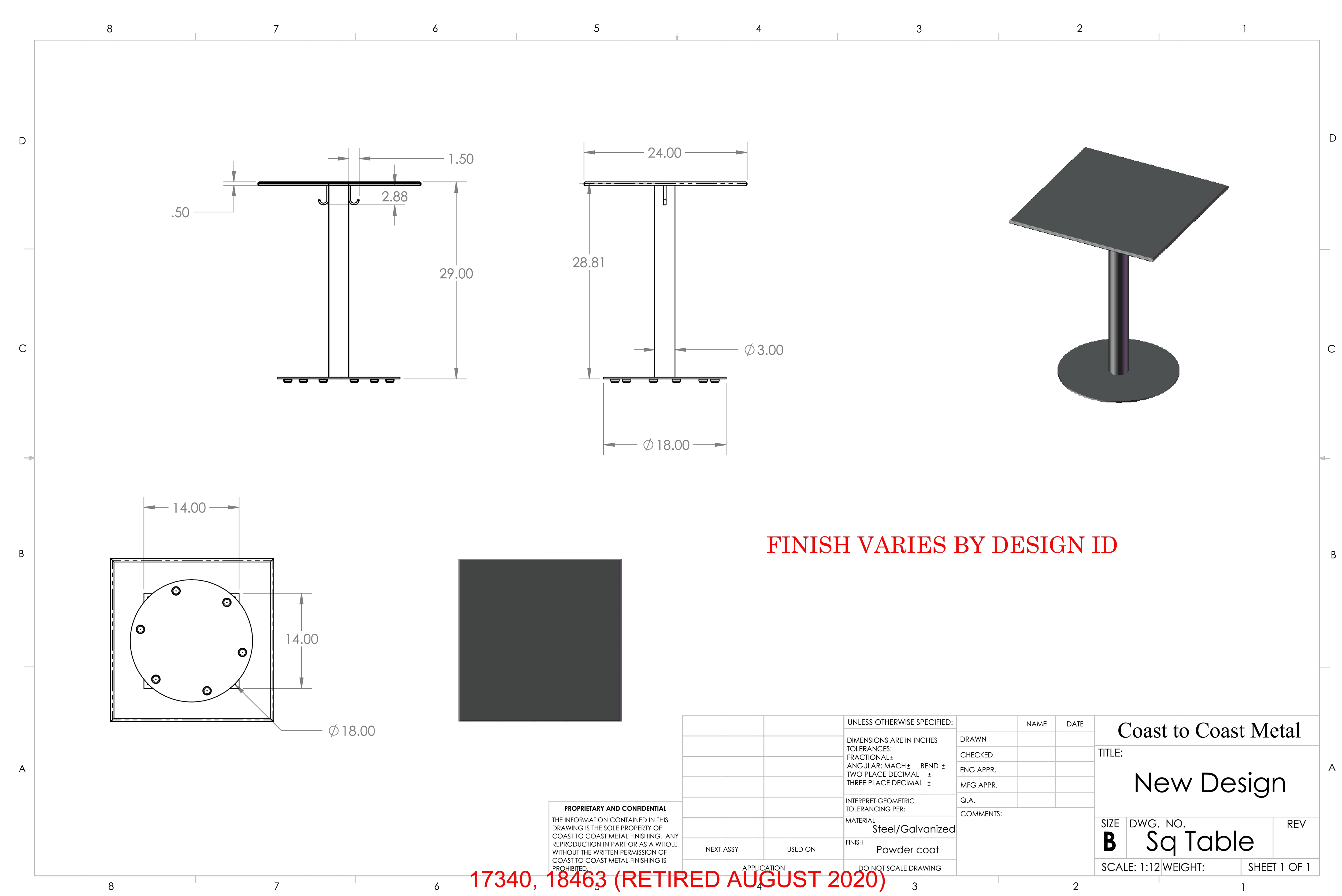
LANDSCAPING:	8,386 sf	35.1%	TOTAL UNITS			

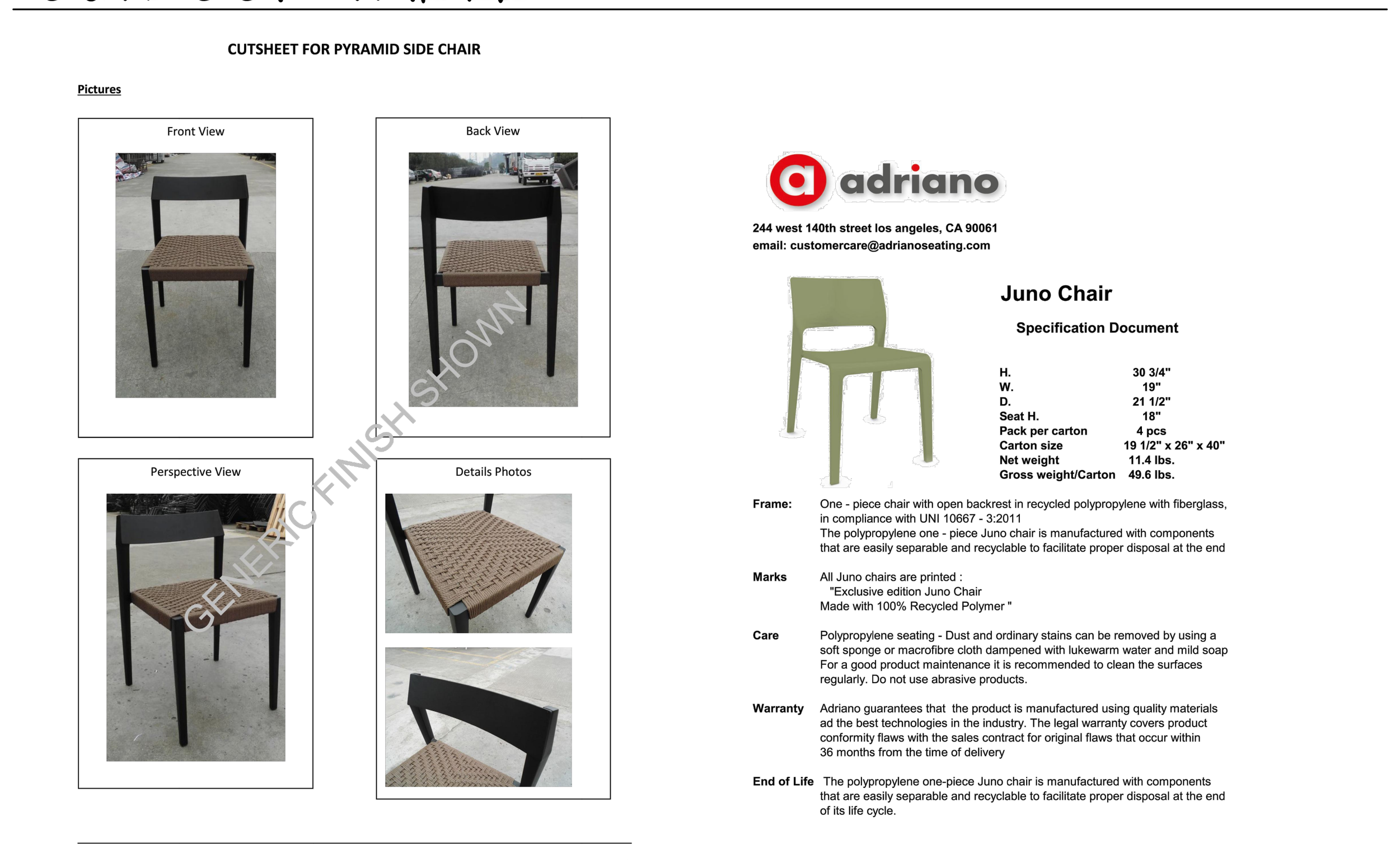
PARKING		ORD. REG.	22	DRIVEWAY (SIZE AND SLOPE)		SETBACKS	
GARAGE	N/A	LOADING	1	ONE WAY		FRONT: 25'	REAR: 20'
COVERED:	N/A	HANDICAP	1	TWO WAY	34'	LEFT SIDE: 10'	
OPEN:	23	TOTAL	24	SLOPE	4%	RIGHT SIDE: 10'	



OUTDOOR TABLE

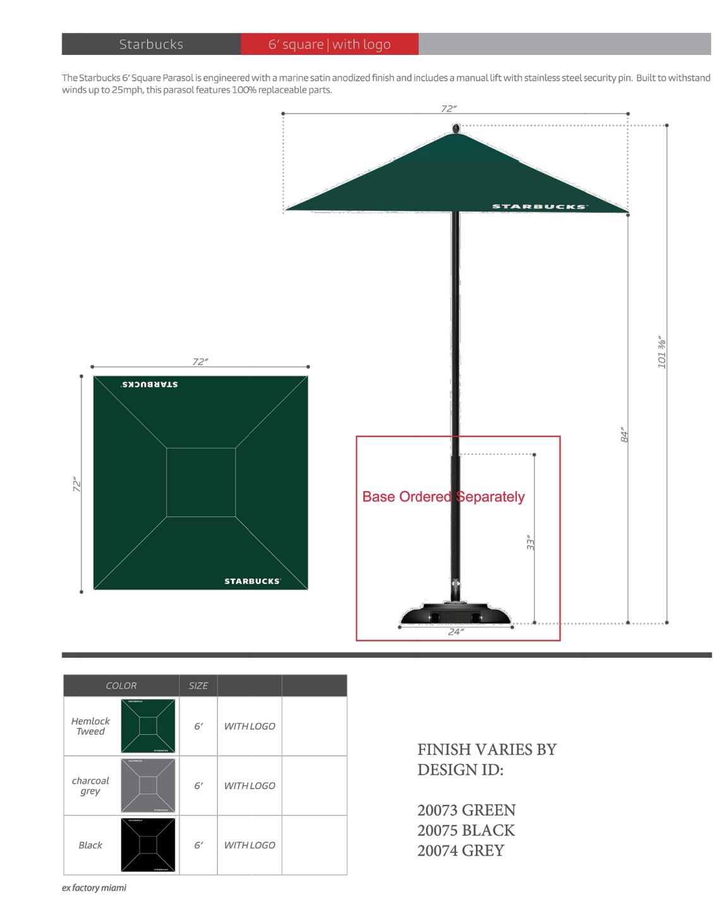


OUTDOOR TABLE

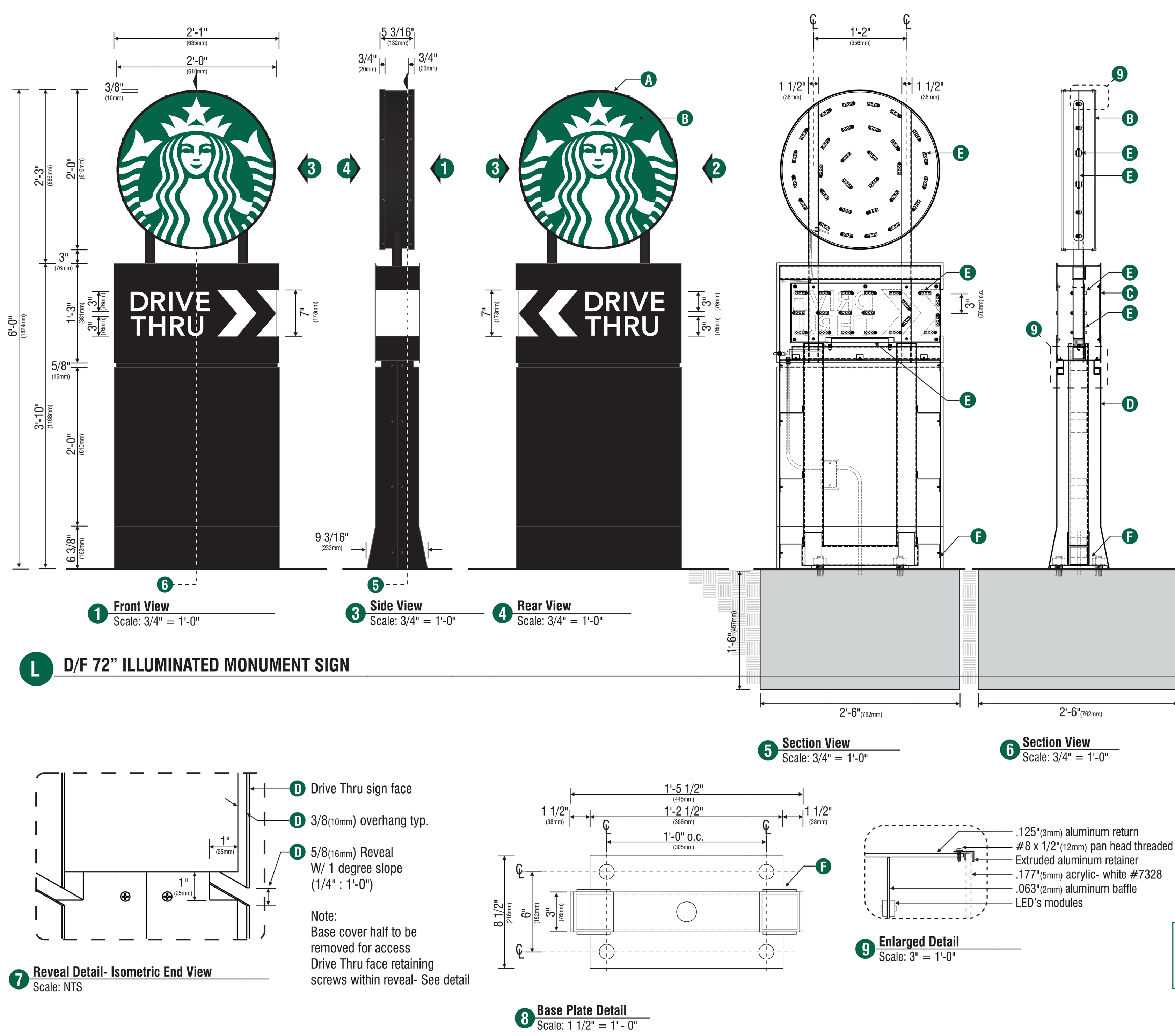


OUTDOOR CHAIRS

FINISH VARIES BY DESIGN ID
20865, 20866



OUTDOOR TABLE PARASOL



D/F 72" ILLUMINATED MONUMENT SIGN

( ) D/F backlit illuminated monument sign.
Fabricate and install:

A. Double faced internally illuminated blade mounted logo disk cabinet to be 6 1/2"(165mm) deep, fabricated from .125"(3mm) aluminum, painted Black to match RAL 7021M(satin finish).

B. Faces to be .177"(3mm) translucent acrylic- White #7328. Siren logo background graphics to be first surface applied translucent 3M Scotchcal vinyl- Holly Green #3630-76. Retainment of face to be an extruded aluminum retainer roll formed and painted Black to match RAL 7021M(satin finish). Attach retainer and face to cabinet returns with #8 x 1/2"(12mm) pan head threaded rolling screws, painted Black to match RAL 7021M(satin finish).

C. Arrow Graphics and "DRIVE THRU" copy to be routed out of aluminum face and backed with .177"(3mm) translucent acrylic- White #7328. Note: all acrylic elements to be attached to back of aluminum faces with welded studs.

D. Cabinet and pole cover to be welded aluminum construction with no visible fasteners. Fasteners retaining the hinged face will be located on the bottom such that they are not visible. All fasteners used in assembly of internal components shall be coated to prevent corrosion. Internal structure shall be constructed as per approved shop drawings.

E. Internally illuminate using GE Tetra MiniMax 7100k LED system or Starbucks approved equal. LED's to be mounted on an internal .063"(2mm) aluminum baffle with self contained power supply located in lower cabinet. All electrical components are removable for service.

F. Support structure to be aluminum construction as per approved shop drawings and shall be integral to the sign cabinet. All foundations, existing and new must be analyzed for suitability and must meet local city and state code regulations.

G. Sign must meet all regulations in the National Electric Sign Code as well as any local or state codes. As per NEC 600.6 sign is equipt with a service disconnect switch. Sign must be listed as an Electrical Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL, or CSA relevant certification marks. Primary power by electrical contractor per NEC.

D/F Monument Sign Illuminated Evolved 72in 1829mm 14108

Size	Sq. Ft.[1]	Sq. Ft.[2]	Volts	Amps
72" (1829mm)	4.82	12.25	120	0.85

1: Figured as illuminated center parts
2: Figured as complete signage

Design ID #14108

Project:

Location:

Client Approval:

Date of Approval:

Sales Rep: Paul L.

Date: 12-3-19 Drawn by: P.S.

Electrical Requirement:
☑ 120 Volts ☐ 277 Volts

Construct & Install using only U.L. listed components & in accordance with national electrical code
U.L. LABELS REQUIRED

Sign Industries Incorporated
2101 Carrillo Privado, Ontario, CA 91761
(909) 930-0303 Fax: (909) 930-0308
E-mail: design@signindustries.tv
Web: www.signindustries.tv

Drawing No 19-327
Page: 12.0

MONUMENT SIGN

SITE LIGHTING FIXTURE

SHEET: A6.0 DETAILS AND PRODUCT INFORMATION
Site Development Plan Number: SP19-0004
OWNER: CARKEL San Marcos, LLC **PHONE:** 602-471-7404
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SHEET: C1.0 COLORED RENDERINGS									
Site Development Plan Number: SP19-0004									
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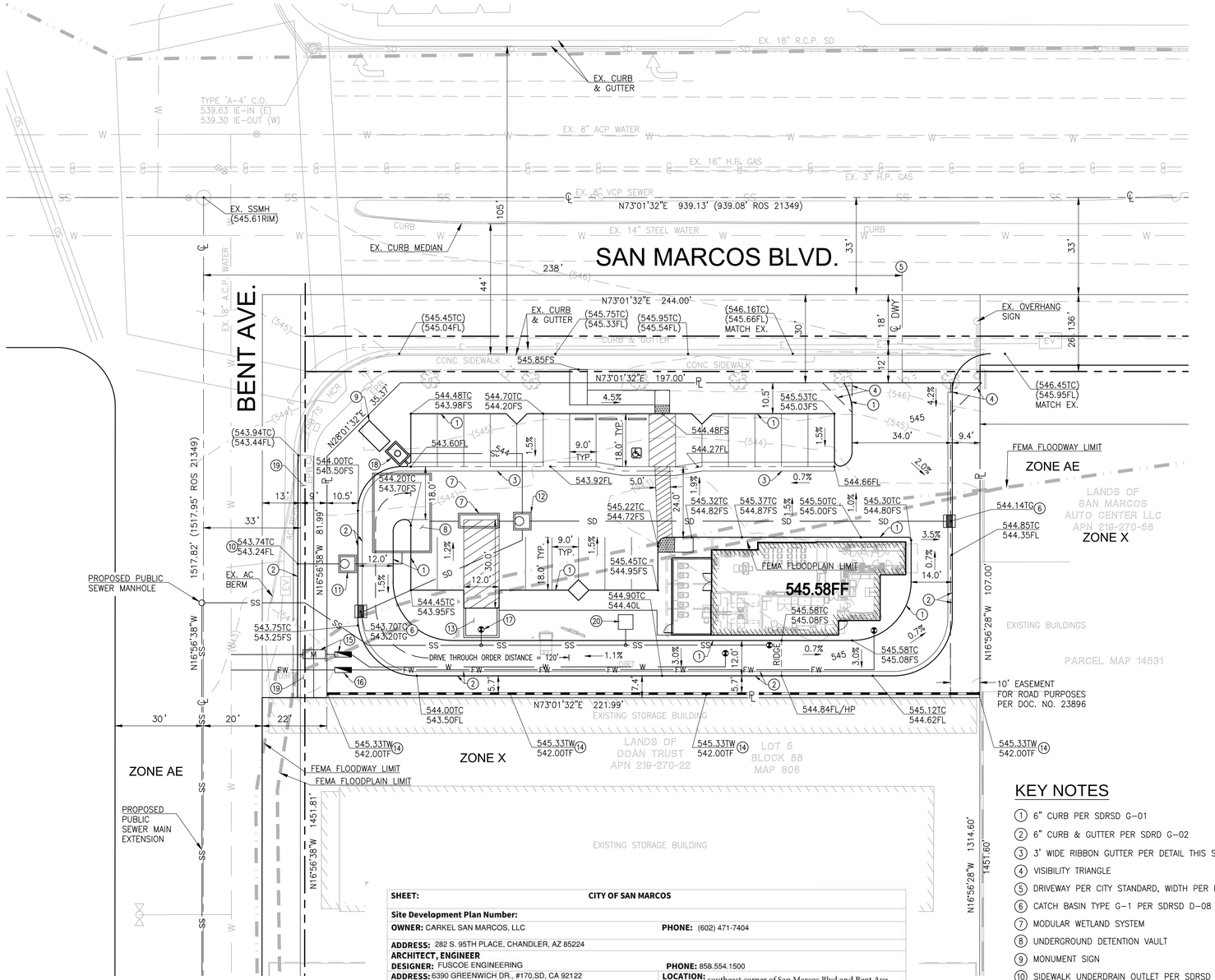
CONCEPTUAL GRADING & UTILITY PLAN FOR

SAN MARCOS COFFEE



SHEET:		**CITY OF SAN MARCOS**					
Site Development Plan Number:							
OWNER: CARKEL SAN MARCOS, LLC			**PHONE:** (602) 471-7404				
ADDRESS: 282 S. 95TH PLACE, CHANDLER, AZ 85224							
ARCHITECT, ENGINEER							
DESIGNER: FUSCOE ENGINEERING			**PHONE:** 858.554.1500				
ADDRESS: 6390 GREENWICH DR., #170,SD, CA 92122			**LOCATION:** southeast corner of San Marcos Blvd and Bent Ave				
TYPE OF DEVELOPMENT: Drive-thru restaurant							
ZONE: EXISTING: MIXED USE | PROPOSED: COMMERCIAL			**ASSESSOR'S PARCEL NUMBER(S):** 219-270-60				
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LANDSCAPING:	8,386 sf	35.1%	**TOTAL UNITS**				
PARKING	**ORD. REG.**	22	**DRIVEWAY (SIZE AND SLOPE)**		**SETBACKS**		
GARAGE N/A	**LOADING**	1	**ONE WAY**		**FRONT:** 25'	**REAR:** 20'	
COVERED: N/A	**HANDICAP**	1	**TWO WAY** 34'		**LEFT SIDE:** 10'		
OPEN: 23	**TOTAL**	24	**SLOPE** 4%		**RIGHT SIDE:** 10'		

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF SAN MARCOS, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THE NORTHERLY 137 FEET (EXCEPTING THE EASTERLY 231 FEET, SAID EASTERLY 231 FEET BEING MEASURED ALONG THE NORTHERLY LOT LINE) OF LOT 5 IN BLOCK 68 OF RANCHO LOS VALLECITOS DE SAN MARCOS, IN THE CITY OF SAN MARCOS, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 806, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, DECEMBER 21, 1895.

ALSO ALL THAT PORTION OF THE EASTERLY 13 FEET OF A CERTAIN UNNAMED ROAD LYING WESTERLY OF AND ADJOINING SAID PORTION OF LOT 5, AS VACATED AND CLOSED TO PUBLIC USES, BY AN ORDER OF THE BOARD OF SUPERVISORS OF SAN DIEGO COUNTY, A CERTIFIED COPY OF WHICH ORDER WAS RECORDED JANUARY 22, 1927 IN BOOK 1315, PAGE 107 OF DEEDS.

ASSESSORS PARCEL NUMBER

219-270-60

SITE ADDRESS

SE CORNER OF W. SAN MARCOS BLVD. & S. BENT AVENUE, SAN MARCOS, CA 92078

ZONING LAND USE DESIGNATION

EXISTING: MIXED USE: UNDEVELOPED
PROPOSED: COMMERCIAL

GRADING QUANTITIES

TOTAL SITE AREA:	0.54 AC
DISTURBED AREA:	0.575 AC
AMOUNT OF CUT:	20 CY
MAX. DEPTH OF CUT:	1 FT
AMOUNT OF FILL:	500 CY
MAX. DEPTH OF FILL:	2.5 FT
AMOUNT OF IMPORT:	480 CY

GRADING QUANTITIES ARE APPROXIMATE AND SUBJECT TO CHANGE BASED ON FINAL DESIGN. QUANTITIES SHALL NOT BE USED FOR BIDDING PURPOSES.

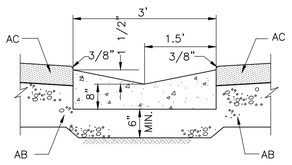
THE BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM OF 1983, CCS83, ZONE 6, (2017.50) IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819; SAID BEARINGS ARE BASED LOCALLY UPON FIELD-OBSERVED TIES TO THE CALIFORNIA SPATIAL REFERENCE NETWORK, STATION CLBD AND VTOR.

REFERENCE IS MADE TO THE CALIFORNIA SPATIAL REFERENCE CENTER FOR GEODETIC CONTROL INFORMATION.

KEY NOTES

1. 6" CURB PER SDRSD G-01
2. 6" CURB & GUTTER PER SDRD G-02
3. 3' WIDE RIBBON GUTTER PER DETAIL THIS SHEET
4. VISIBILITY TRIANGLE
5. DRIVEWAY PER CITY STANDARD, WIDTH PER PLAN
6. CATCH BASIN TYPE G-1 PER SDRSD D-08
7. MODULAR WETLAND SYSTEM
8. UNDERGROUND DETENTION VAULT
9. MONUMENT SIGN
10. SIDEWALK UNDERDRAIN OUTLET PER SDRSD D-27
11. GRINDER PUMP PER MEP PLACED INSIDE TYPE A5 STORM DRAIN CLEANOUT PER SDRSD D-09
12. STORM DRAIN CLEANOUT TYPE A5 PER SDRSD D-09
13. TRASH ENCLOSURE PER ARCHITECTURAL PLANS
14. 3'-4" MAX. HT. MASONRY RETAINING WALL PER SDRSD C-03
15. DOMESTIC WATER METER AND BACKFLOW PREVENTER
16. FIRE SERVICE RPDA BACKFLOW PREVENTER
17. SEWER CONNECTION FOR DUMPSTER
18. WATER QUALITY TREE WELL
19. NEW PUBLIC SIDEWALK
20. GREASE INTERCEPTOR

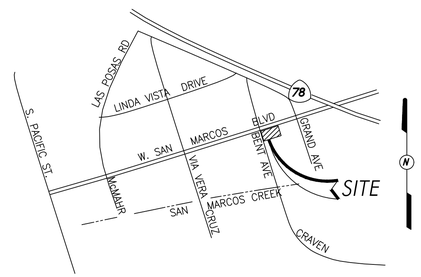


DETAIL - RIBBON GUTTER
NTS

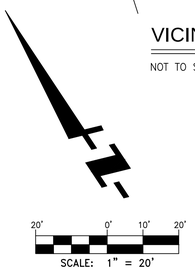
LEGEND

PROPOSED IMPROVEMENTS	STD. DRAWINGS.	SYMBOL
PROPERTY BOUNDARY		
STREET CENTERLINE		
LOT LINE		
EASEMENT LINE		
DAYLIGHT LINE		
PROPOSED CONTOUR		435
6" CURB	SDRSD G-1	
6" CURB AND GUTTER	SDRSD G-1	
3' RIBBON GUTTER	PER DETAIL THIS SHEET	
RETAINING WALL	SDRSD C-01, C-07, C-08	
CURB RAMPS	SDRSD G-27/G-31	
TRUNCATED DOMES		
DOMESTIC WATER MAIN		W
DOMESTIC WATER METER AND BACKFLOW PREVENTER		M
FIRE WATER MAIN		FW
FIRE WATER BACKFLOW PREVENTER		
FIRE HYDRANT		
GATE VALVE		
SEWER MAIN (8" PVC U.O.N; PVT)		SS
SEWER MANHOLE	SDRSD SM-01	
SEWER CLEANOUT	SDRSD SC-01	
STORM DRAIN (SIZE PER PLAN)		SD
STORM DRAIN CATCH BASIN W/GRATED INLET	SDRSD D-08	
STORM DRAIN CLEANOUT	SDRSD D-09	
BUILDING POINT OF CONNECTION (P.O.C.) FOR WET UTILITY		

EXISTING IMPROVEMENTS	SYMBOL
FEMA FLOODWAY LIMIT	
EXISTING CONTOUR	(420)
EXISTING STORM DRAIN	SD
EXISTING DOMESTIC WATER	W
EXISTING SEWER LINE	SS
EXISTING ELECTRIC LINE	E
EXISTING FIRE HYDRANT ASSEMBLY	
EXISTING GATE VALVE	
EXISTING ELEC. HANDHOLE	
EXISTING STREET LIGHT	
EXISTING STORM DRAIN CURB INLET	
EXISTING SEWER MANHOLE	
EXISTING CONCRETE	
EXISTING CURB RAMP	
EXISTING SIGN POST	



VICINITY MAP
NOT TO SCALE



REGISTERED PROFESSIONAL ENGINEER
ERIC K. ARMSTRONG
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EXP. 6-30-20
Civil
STATE OF CALIFORNIA

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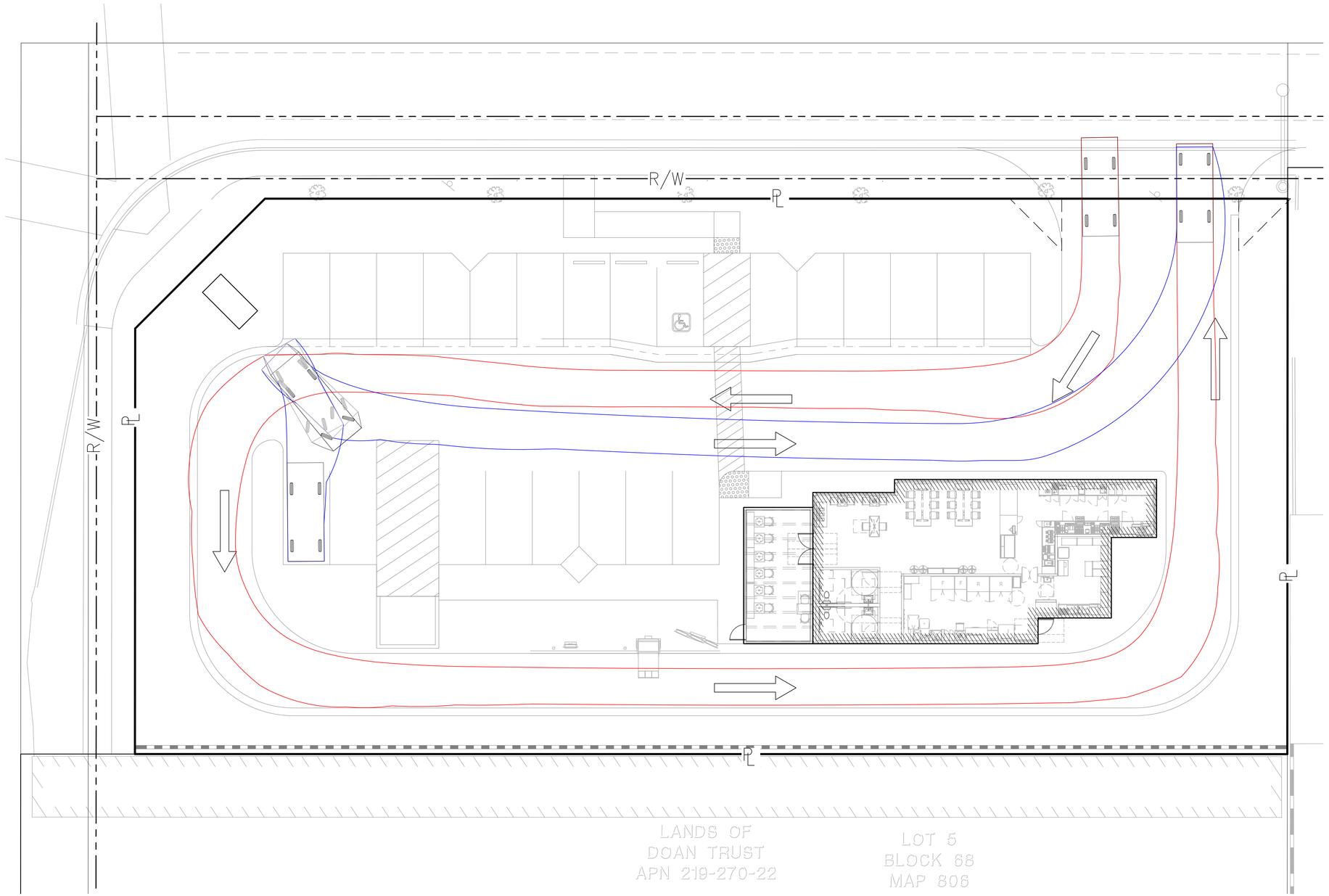
F:\PROJECTS\187\1001\PLANS\ENTITLEMENTS\187-1001SPRD1GP.DWG (12-18-20 3:27:19PM)

PASSENGER CAR TURNING EXHIBIT

SAN MARCOS COFFEE



LEGEND

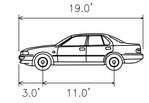
PASSENGER CAR VEHICLE

DRIVE–THRU ROUTE

PARKED AND EXITING ROUTE

TRAFFIC DIRECTION

PASSENGER CAR SPECIFICATIONS



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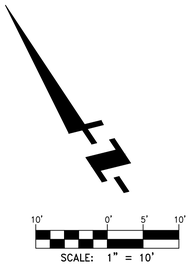
LOCK–TO–LOCK TIME	4.0 S
STEERING ANGLE	31.6°



SHEET 1 OF 1

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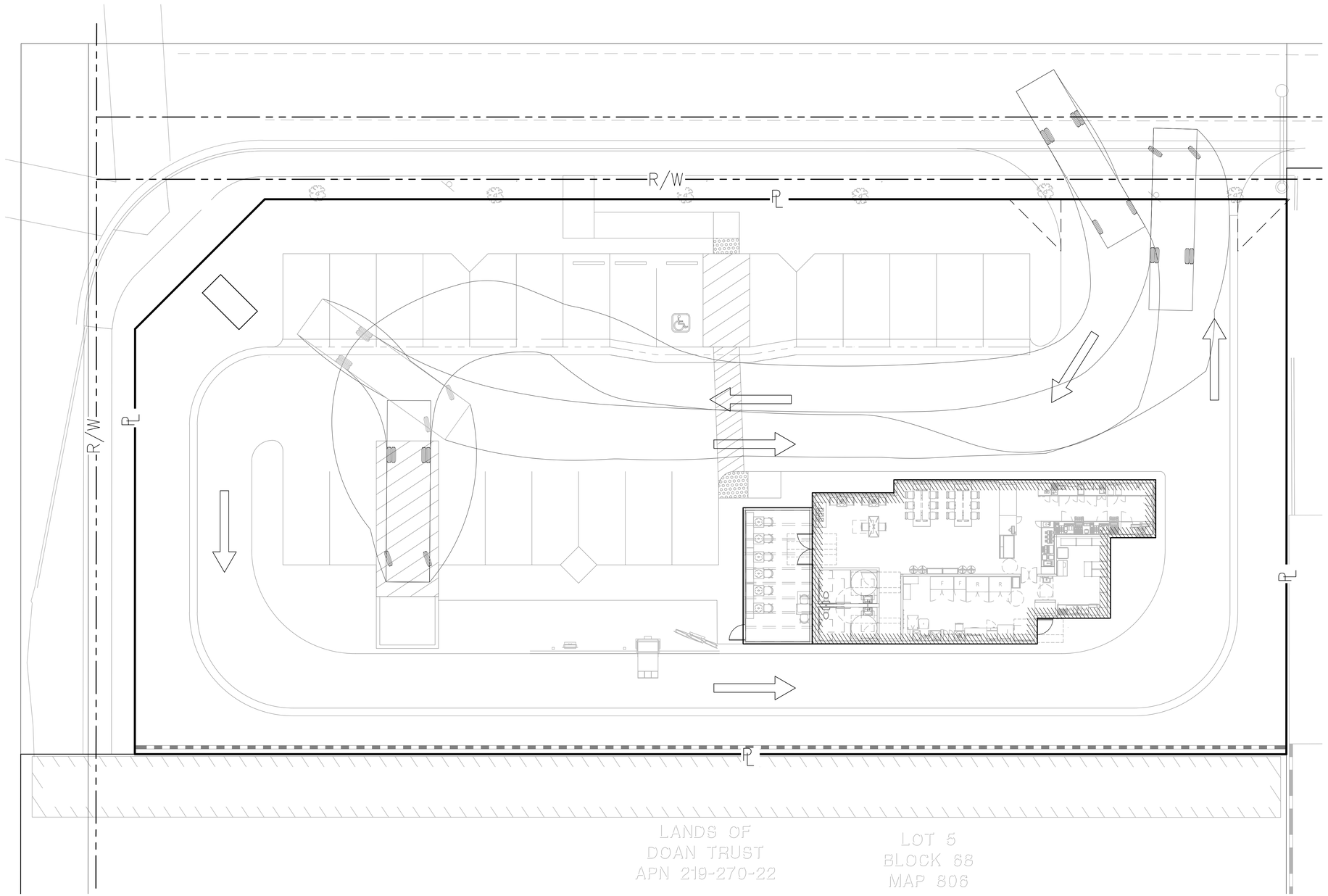
SINGLE UNIT TRUCK (SU-30) TURNING EXHIBIT

SAN MARCOS COFFEE



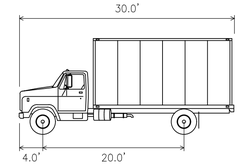
LEGEND

SINGLE UNIT TRUCK (SU-30)

SINGLE UNIT TRUCK ROUTE

TRAFFIC DIRECTION

SINGLE UNIT TRUCK (SU-30) SPECIFICATIONS



WIDTH	8.0 FT
TRACK WIDTH	8.0 FT
LOCK-TO-LOCK TIME	5.0 S
STEERING ANGLE	31.8°

N

10' 0' 5' 10'

SCALE: 1" = 10'

SHEET 1 OF 1

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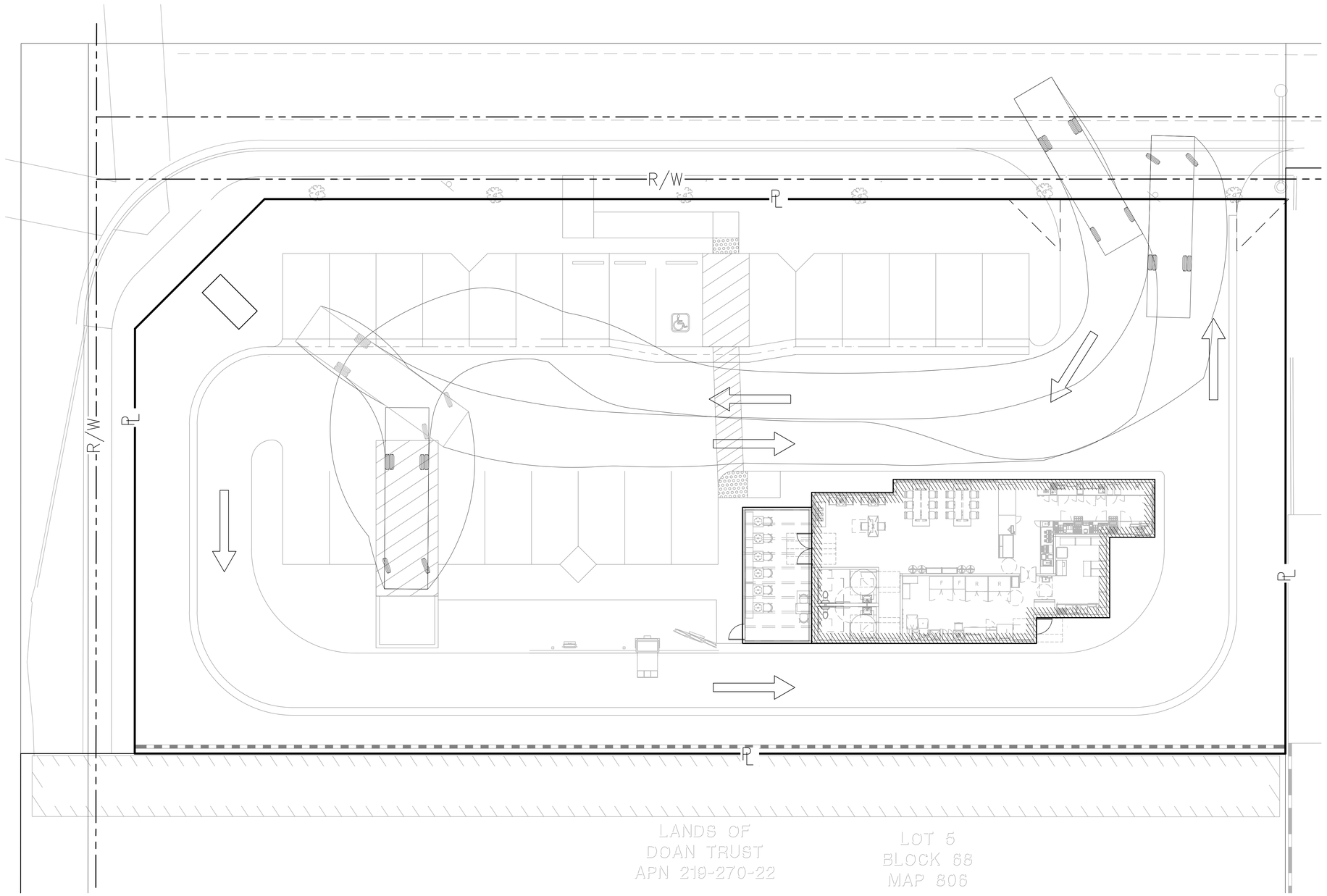
F:\PROJECTS\1877\001\PLANS\ENTITLEMENTS\1877-001AT.DWG (12-16-20 9:36:28AM)

GARBAGE TRUCK TURNING EXHIBIT

SAN MARCOS COFFEE



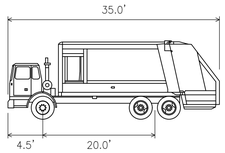
LEGEND

GARBAGE TRUCK

GARBAGE TRUCK WHEEL PATH

TRAFFIC DIRECTION

GARBAGE TRUCK SPECIFICATIONS



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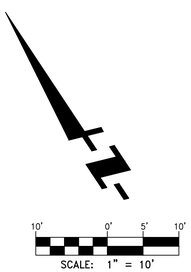
STEERING ANGLE	29.3°



SHEET 1 OF 1

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DRAFT
CREEK DISTRICT

Amendment No. 1
to the
Creek District Specific Plan
SP19-0004 (Formerly SP_____)

Acknowledgements

City of San Marcos

City Council

Jim Desmond, Mayor

Hal Martin

Mike Preston

Chris Orlando

Rebecca Jones

San Marcos Creek Task Force

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Landscape Architecture: Parks and Open Space Improvements

Parsons Brinckerhoff
Civil Engineering: Flood Control Improvements

Simon Wong Engineering
Civil Engineering: Bridge Design

Nolte
Civil Engineering: Bridge Design

Butsko Utility Design
Utility Engineering

RBF Consulting
Transportation Planning and Design

Nelson\Nygaard Consulting Associates
Transit and Parking Planning

Wilbur Smith Associates
Parking Analysis

HDR
Environmental Impact Report

Dudek & Associates
Biotic Resource Planning

Howard Blackson III Urban Design
Coding

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Table of Contents

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Chapter 1
Introduction

1.1 Purpose

The San Marcos Creek Specific Plan represents an effort to create a planning framework for future growth and redevelopment of the approximately 214-acre area along San Marcos Creek in central San Marcos. The Specific Plan, which has been developed with a thorough analysis of environmental conditions and input from City decision-makers, landowners, neighbors, and the community-at-large, provides a comprehensive vision for the Creekside District along with goals, policies and development standards to guide future public and private actions relating to the area's development and conservation of open space and natural resources. The Plan also serves as the mechanism for insuring that future development will be coordinated and occur in an orderly and well-planned manner.

The planning area consists of a patchwork of natural areas (top), distrubed vacant lands (bottom), and urban development (next page).

1.2 Legal Context

1.2.1 Authority to Prepare

A "specific plan" is a planning and regulatory tool made available to local governments by the State of California. By law, specific plans are intended to implement a city or county's general plan through the development of policies, programs and regulations that provide an intermediate level of detail between the general plan and individual development projects. As vehicles for the implementation of the goals and policies of a community's general plan, State law stipulates that specific plans can be adopted or amended only if they are consistent with the jurisdiction's adopted general plan.

The authority to prepare and adopt specific plans and the requirements for their contents are set forth in the California Government Code, Sections 65450 through 65457. The law requires that a specific plan include text and diagrams specifying:

- the distribution, location, and intensity of land uses, including open space, within the plan area;
- the distribution, location, and intensity of major infrastructure components;
- design standards and criteria for development and use of natural resources; and
- a program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the Specific Plan program.

This Specific Plan is intended to be adopted by ordinance. As such, the standards contained herein are enforceable to the same extent as standards contained in the Zoning Ordinance and other parts of the City's Municipal Code.

1.2.2 Relationship to General Plan

Together, the City's General Plan and the San Marcos Creek Specific Plan provide a framework that will guide future land use and development decisions in the 214-acre Creekside District." This Specific Plan is consistent with, and serves as an extension of, the San Marcos General Plan, which will provide both policy and regulatory direction. When future development proposals are brought before the City, staff and decision-makers will use the Specific Plan as a guide for project review. Projects will be evaluated for consistency with the intent of Plan policies and for conformance with development standards and design guidelines. For projects within the Creekside District, the Specific Plan's policies and standards will take precedence over more general policies and standards that are applicable to the rest of the city. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the City's General Plan and Zoning Ordinance will continue to apply.

1.2.3 Environmental Review

The San Marcos Creek Specific Plan constitutes a "project" under the California Environmental Quality Act (CEQA), and thus must be evaluated for its potential to create adverse environmental effects. Consistent with CEQA requirements, an Environmental Impact Report (EIR) has been prepared that assesses the potential direct and indirect environmental impacts associated with the physical changes proposed for the area.

Although this environmental analysis is included in a separate document, it is important to note that the environmental review process has been an integral component of the planning process

from the outset to ensure the Plan's sensitivity to critical environmental concerns. To keep the Specific Plan as concise as possible, much of the environmental data has not been included in the plan document. For additional information relating to the Plan's environmental foundation, one should refer to the San Marcos Creek Specific Plan EIR. In addition to analyzing the Specific Plan, the EIR also addresses the flood control and related infrastructure improvements proposed for initial implementation of the Plan. Copies of the EIR are available for review at the City of San Marcos Development Services Department (1 Civic Center Drive) and at the San Marcos Public Library (3 Civic Center Drive).

The EIR addresses the development of the Creekside District as a single project, even though the area consists of several distinct subareas, includes many different landowners, and is projected to be developed incrementally over many years. This approach enables the City to comprehensively evaluate the cumulative impacts of the Specific Plan and consider broad policy alternatives and area-wide mitigation measures prior to adopting the Specific Plan and permitting individual development projects.

The environmental review of the Specific Plan is also intended to expedite the processing of future projects that are consistent with the Plan. If, when considering subsequent development proposals, the City determines that the proposed development will not result in new impacts or require additional mitigation, the City can approve the project without additional environmental review. Or, if there are significant changes proposed to the approved Plan that the City concludes may result in new impacts, any additional environmental review need focus only on those areas affected by the change.

1.3 Planning Context

1.3.1 Approach to Planning

The "Design With Nature" approach to planning first pioneered by Wallace Roberts & Todd and Ian McHarg, one of the firm's founding partners, was the conceptual framework used to create this specific plan. The premise for this approach is that a systematic understanding of the environmental setting, including natural, cultural, social, and economic factors, is essential to creating truly sustainable human environments. In this approach, planning is a cumulative process in which layers of information on individual factors are combined to create a more comprehensive and nuanced understanding of the whole. While the existing natural environment is the foundation for all subsequent decisions regarding uses and development potential, no layer works in isolation. Each layer informs and influences the consideration of the other layers, resulting in a synthesis of natural and cultural patterns that is the basis for the plan.

The San Marcos Creek area is not a blank canvas. Natural conditions, such as topography, vegetation and hydrology, provide the basic setting. The natural context is influenced in turn by human activities associated with years of habitation and urban development, including structures and other alterations related to agriculture, industry and infrastructure improvements. City General Plan policies also form part of the setting, expressing the community's aspirations and expectations for the area. Finally, economic conditions, particularly as they relate to market demand, financing and implementation, represent the final layer that needs to be incorporated into the plan to ensure that the plan's vision is a practical reality.

Flood control improvements are needed if the area is to realize its potential.

1.3.2 The Background to the Plan

The background to this Specific Plan is very much the history of proposed flood control along San Marcos Creek. Although the planning area has long been envisioned as the desired location for the City's retail core, the area's development has long been constrained by the potential for harmful flooding of the creek. Thus, finding an appropriate solution for flood control has been essential to realizing the City's vision for the planning area.

Flood control improvements to San Marcos Creek have been in various stages of planning and/or construction since the early 1960's. In the early 1970's, the County Flood Control District completed hydrology and hydraulic studies that mapped the City's floodplains. In 1979, a previous specific plan was completed for the creek that specified the alignment and type of channel construction for the entire length of the creek (i.e., the current planning area as well as upstream and downstream creek sections). Based on this plan, detailed designs for construction of a concrete trapezoidal channel were prepared for sections of the creek from 1981-1986. In 1987, an EIR was completed for the main channel segment between State Route 78 and Twin Oaks Valley Road, the Twin Oaks branch, and the East branch, including the Woodland Parkway. Subsequent to the EIR, final design was completed for the Woodland Parkway facility and the East branch, east of Valpreda Road.

In 1988, the final design and accompanying environmental documentation was started for the main channel, from Lake San Marcos to Twin Oaks Valley Road. However, during the public review of the Draft EIR for this project, concern was expressed that a more focused review of project alternatives was warranted. Recognizing an opportunity to enhance the existing floodplain area between Discovery Street and State Route 78 (i.e., the current planning area), the City Council established the Waterways Task Force in 1989 to review and evaluate both existing and new data regarding the proposed solution to the City's flood control problem. Over an 18-month period, the Task Force held a series of public meetings to review the basic assumptions that went into the original design, the environmental and regulatory agency issues associated with flood control facilities, alternative alignments and types of channelization, land use issues, property acquisition issues, construction and total project cost estimates, and the opportunities and benefits of each alternative.

In 1990, the Waterways Task Force submitted a Summary Report to City Council that concluded, among other things, that the final design and EIR should be revised to reflect a graded earth channel with rock/concrete drop structures and the use of concrete channel features only where necessary. It was also concluded that the earth channel and accompanying re-vegetation and establishment of habitat would be both an environmental enhancement to the City and a focal aesthetic amenity that would enhance the San Marcos Boulevard commercial area. The City Council concurred and adopted Resolution 90-3520.

A Design Development Study was prepared and completed in 1991 that identified the size, location and type of flood control facilities for the creek, based on the approved alternative. A revised Draft EIR was prepared, circulated, and certified by the City in 1992. Between 1991 and late 1992, a Special Area Management Plan (SAMP) was developed that encompassed San Marcos Creek, the Las Posas tributary, the Twin Oaks branch and the East branch. The SAMP was envisioned as a comprehensive plan for the natural resources associated with the creek, and it was developed in consultation with the regulatory agencies involved in granting construction permits for the proposed flood control projects. Regulatory negotiations for the SAMP took place between 1992 and 1995. While permits and agreements are in place, final agency review of construction and mitigation plans, including sign-off by the Regional Water Quality Control Board, is still required on a reach-by-reach basis. In 1998, the City selected a team of consultants to prepare a coordinated land use plan and flood control

design for the lands adjacent to the reach of San Marcos Creek between State Route 78 and Discovery Street. The results of this coordinated effort were to be documented in a specific plan.

1.3.3 The Planning Process

In July 1998, the City selected Wallace Roberts & Todd, LLC (WRT) to lead a multi-disciplinary team of consultants in preparing a specific plan and an environmental impact report for the 214-acre San Marcos Creek planning area, the "Creekside District." The consultants were charged to work with the community and City staff to prepare a plan that is environmentally sound, financially feasible, and consistent with the City's and planning area landowners' goals for the Creekside District.

In order to provide a sound basis for the Specific Plan, an environmental baseline study was prepared. Data was collected and evaluated for six categories: hydrology, biological resources, visual resources, land use, infrastructure and transportation. To the degree possible, information related to each of these factors was mapped. Each factor was then evaluated for its implications for future uses and rated according to its environmental sensitivity. Ultimately, the maps for the key environmental factors were compiled to identify areas of environmental sensitivity, those areas most constrained for use or modification. This synthesis of environmental sensitivities provided the foundation for formulating the land use plan and appropriate responses to infrastructure and circulation needs.

While this background analysis was being prepared, the consultants worked with the staff and interested public in a series of public meetings to make more explicit the Plan's goals, objectives, and assumptions. The consultants held a series of workshops to explore with landowners and the community those characteristics of the local landscape that make the planning area distinctive, and to identify possible implications for the area's development patterns and built form. This process resulted in a set of planning area "development principles" that have guided the formulation of site planning and architectural design standards for the proposed development.

Working from the City's direction to provide for flood control by using a landscaped, earthen channel that would minimize biological impacts, WRT worked closely with the City's engineering consultants (O'Day Consultants, Inc., Nolte, and Parsons Brinckerhoff) to formulate and evaluate a series of alternative flood control improvement scenarios. Each alternative explored different approaches to achieving adequate flood control while minimizing impacts to natural resources and planning area landowners. In conjunction with these flood control scenarios, the consultant team also prepared a series of land use scenarios to determine how to most efficiently and effectively accommodate new development and redevelopment in the area. The selection of the preferred land use scenario was based on an evaluation of which alternative best met the diverse interests of the City and planning area landowners. These interests included factors such as: development potential, biological sensitivity, flood control efficacy, aesthetic character, and cost. The preferred land use and flood control scenarios provided the basis for this Specific Plan.

In 2003, the City Council formed the San Marcos Creek Task Force. Comprised of city residents and business owners, the Task Force worked with City staff and the consultant team to refine the preferred scenario into a viable specific plan. To better advise the consultant team, the Task Force visited communities that had successfully implemented similar "downtown" development plans to learn of their challenges and successes. The Task Force and City Council also sponsored Saturday afternoon workshops during which City residents and property owners, all of whom were notified by mail, could learn about and comment upon the proposed plan.

This intensive, environmentally-focused and community-based process has resulted in this Specific Plan.

Portions of the creek channel are heavily vegetated.

1.4 Organization Of The Specific Plan

This Specific Plan is organized to provide a step-by-step understanding of the Plan's components and the rationale behind its policy recommendations, design concepts, and implementation measures. The first two chapters are primarily descriptive, characterizing the plan, the planning context, and the existing setting. The goals, policies, standards, guidelines and implementation measures that will regulate future development in the planning area are presented in subsequent chapters. These planning tools are organized into a series of chapters that correspond to topics identified by the City and established in the State's Specific Plan guidelines.

Chapters in the Specific Plan include:

1. Introduction — articulates the broad purpose of the Specific Plan, describes the legislative authority under which specific plans exist, summarizes the general conditions and sequence of events leading up to the Plan's preparation, and outlines the organization of the Plan.
2. Planning Area — describes the location and general character of the planning area, and identifies ownership patterns and key environmental factors that influence the Plan's form and policies.
3. Land Use — identifies land use goals and policies, and describes the land use patterns and associated development concepts.
4. Open Space & Conservation — describes the planning area's natural resources, including vegetation, wildlife, hydrology, and open space resources, establishes associated policies for resource protection and enhancement, and defines the planning area's public open space framework.
5. Circulation & Transportation — describes the circulation network and identifies the components and design standards required to create a more pedestrian- and transit-oriented system that accommodates the efficient access and movement of transit, pedestrians, and bicyclists, as well as automobiles, in and around the Creekside District.
6. Community Design — sets forth design concepts, policies and objectives, and translates them into guidelines and standards for buildings, landscape elements, open space, and other physical improvements.
7. Form-Based Code — codifies the Plan's design intent into development standards and land use regulations against which proposed development projects will be reviewed as well as establishes the general process under which development applications will be processed to ensure compliance with the Plan.
8. Infrastructure, Utilities & Public Services — describes the infrastructure systems necessary to provide sewer, water, storm drainage and other public utilities to proposed development as well as important public services, such as police, fire protection, and schools.
9. Implementation — describes actions necessary to implement the Plan by identifying approval and amendment processes as well as potential financing mechanisms for proposed public improvements.

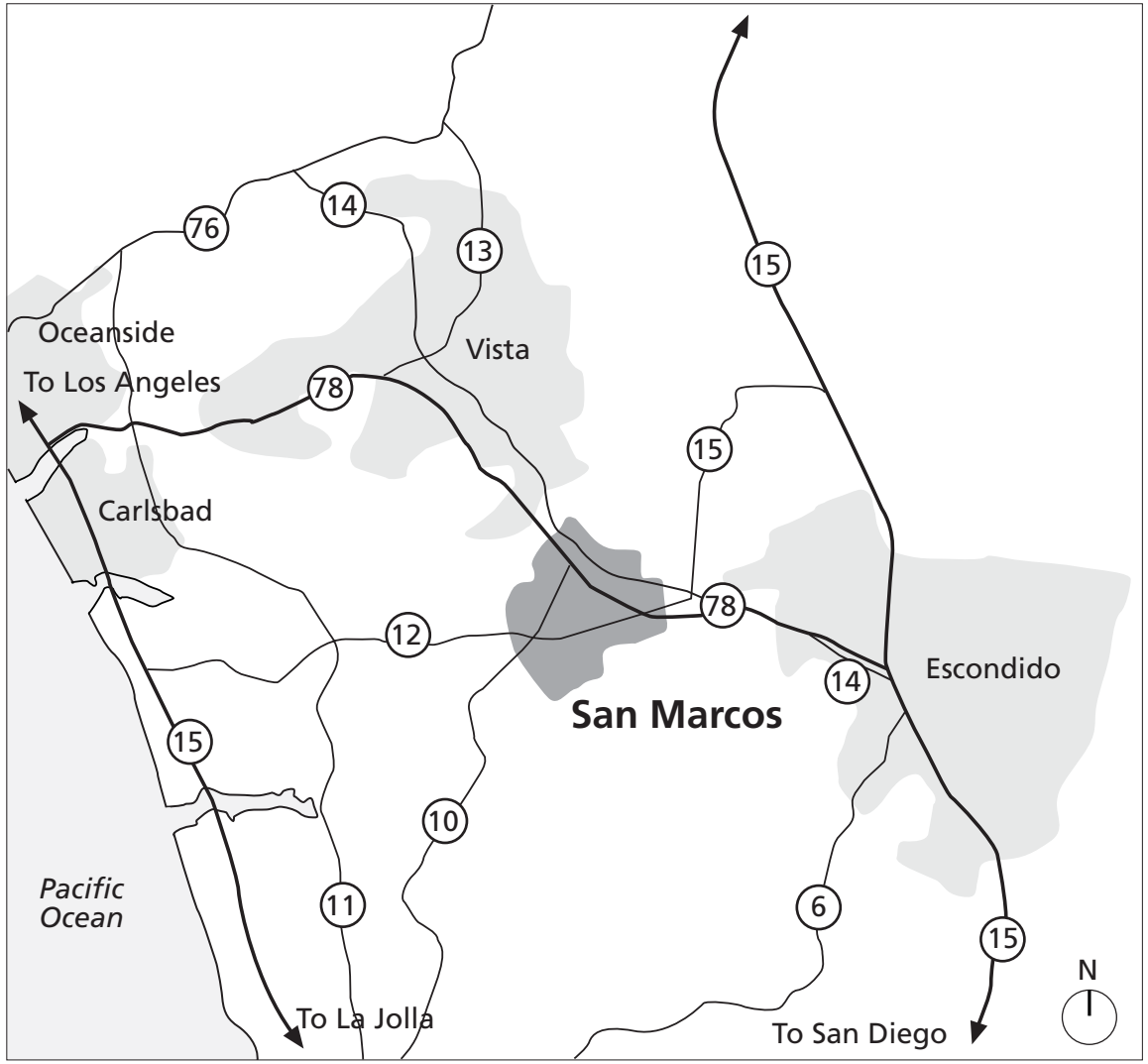
Chapter 2
Planning Area

2.1 District Location

Regionally, the Creekside District is centrally located to the North County, roughly midway between Carlsbad and Escondido and the two respective regional north-south transportation corridors, I-5 and State Route 15 (see Figure 2-1). The District is also centrally located within San Marcos, adjacent to San Marcos Boulevard, the City's primary commercial corridor, and a mile or less from the City's Town Center, Cal State San Marcos, and Palomar College (see Figure 2-2). Situated in the City's designated Business & Industrial District, the area is bounded on the north by San Marcos Boulevard, on the south and west by Discovery Street, and on the east by Grand Avenue and State Route 78 (SR-78).

SR-78 provides regional access to the Creekside District via the San Marcos Boulevard and Los Posas Road interchanges. Local east-west access to the District is provided via San Marcos Boulevard and Discovery Street/Craven Road, while Las Posas/McMahr Road, Via Vera Cruz, Bent Avenue, and Grand Avenue all provide for north-south access to the area.

Figure 2-1: Regional Context



Centrally located in San Marcos, the Creekside District is near key city destinations: Cal State San Marcos (top), the Civic Center (middle), and Palomar College (bottom).

Figure 2-2: Planning Area Context

Removed from Creek District Specific Plan Amendment 1

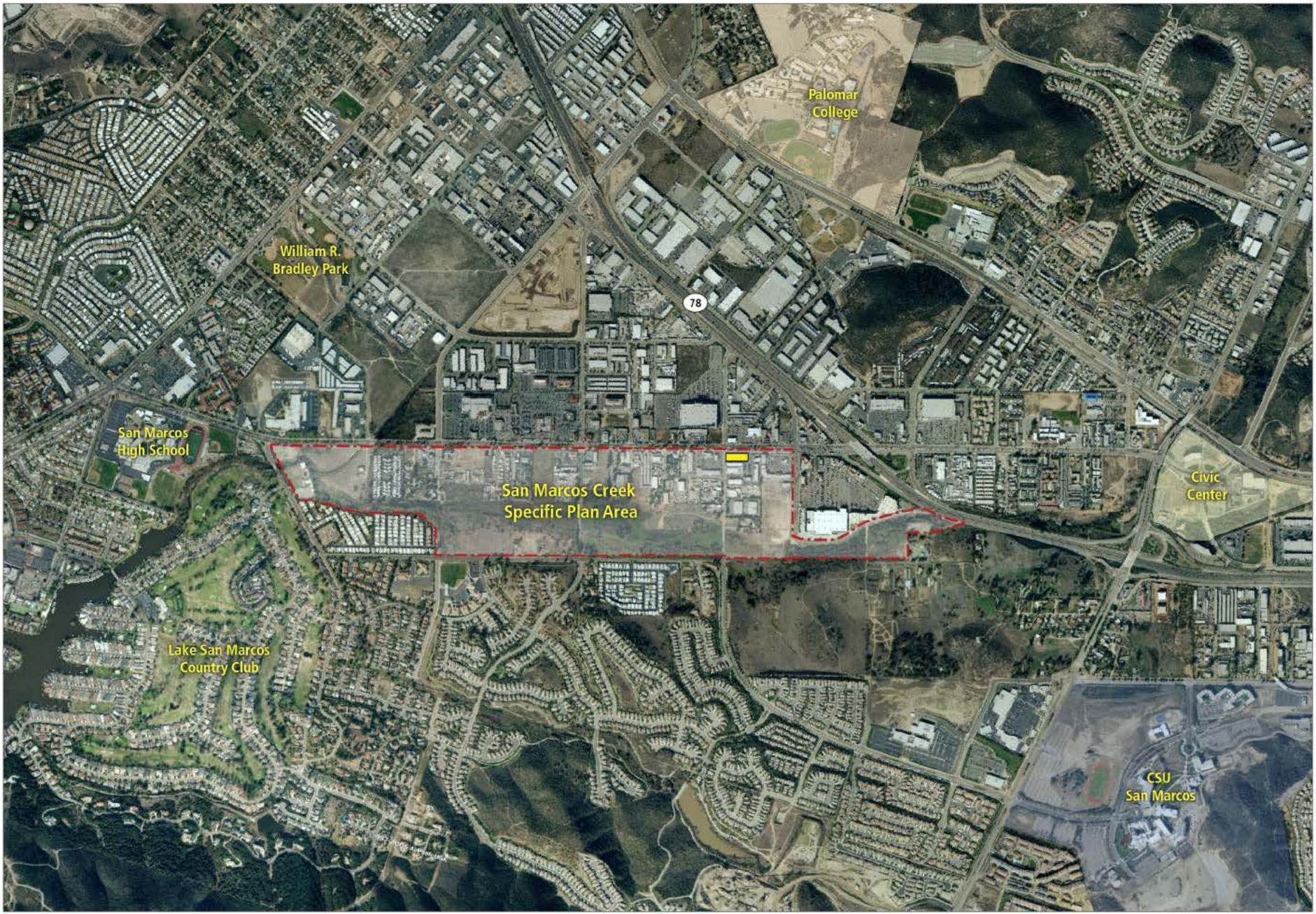


Figure 2-3: Planning Area

2.2 District Character

2.2.1 The Natural Setting

The 214-acre Creekside District takes its name from San Marcos Creek, which extends the entire length of area from SR-78 to Discovery Street (see Figure 2-3). Situated within the creek's alluvial plain, the District has relatively level topography that slopes gradually (approximately 2% slope) down from east to west. The creek channel itself is not deeply incised, so the difference in elevation between the bottom of the creek and a parallel portion of San Marcos Boulevard is typically not more than five to ten feet. Because the District is so flat, much of the area is subject to flooding during intense storm events. Roughly two-thirds of the District is located within the 100-year floodplain.

Due to its susceptibility to flooding, most of the southern portion of the District remains undeveloped. Vegetation in the undeveloped portion of the District generally consists of riparian woodlands along the creek channel, with grasslands occupying the upland areas between the riparian woodlands and developed areas. The condition of the plant cover in each of these areas varies widely, from quite disturbed and patchy to very dense and lush. Generally, the riparian woodland areas include a mix of willows, reeds, sedges, and mulefat with scattered cottonwoods, sycamores, and other non-native tree species interspersed. Sections of the creek channel are so densely vegetated that the creek itself is frequently not visible. On the other hand, the grassland areas, which consist of primarily low-growing native and non-native grasses and random stands of eucalyptus and walnut trees are more visually open in character.

While the visual quality and design character of the existing development in the District is, on average, not very strong, the visual character of the area's natural setting is generally quite pleasant, although not uniformly so. The more disturbed portions of the District are somewhat weedy in character and the area's ap-

Large portions of the southern area remain undeveloped due to potential flooding (top). However, the site's openess provides an attractive setting and views of the surrounding hilly landscape (bottom).

pearance varies dramatically from season to season. The absence of significant topographic or man-made features within the District contributes to a very open visual character that allows for views out from the District to the surrounding landscape, including the creek corridor and the distinctive hillsides and ridgelines that ring San Marcos.

San Marcos Boulevard is a heavily traveled commercial corridor and sub-regional thoroughfare.

Existing auto-oriented "strip" malls along San Marcos Boulevard do not contribute to a positive district character or identity.

2.2.2 The Land Use Setting

Land Use Patterns

Land uses in the area surrounding the District include four general categories: commercial, industrial, residential and institutional. Retail and service commercial uses predominate along San Marcos Boulevard, with industrial uses located to the north and south of the retail. Residential subdivisions predominate in the areas south and west of Discovery Street with some legal nonconforming residential uses scattered within the Creekside District. Institutional land uses are interspersed with other uses to the north, west and south of the District.

Existing District Land Uses

Existing development in the District is located primarily north of the creek and closer to San Marcos Boulevard. Development in the area between Grand Avenue and McMahr Road consists of primarily commercial and legal nonconforming industrial uses, including neighborhood "strip" retail centers, two gas stations, a lumberyard, three storage facilities, a construction material storage yard, auto services, a bowling alley, office uses, and a fast food restaurant.

The southern half of the District between Grand Avenue and McMahr Road, including areas north and south of the creek, is primarily undeveloped, except for four single-family residences and a vacant industrial building. No development is located within the District east of Grand Avenue, which consists of undeveloped creek channel to Highway 78. West of McMahr Road existing development includes the "E-Z Living" mobile home park, a half-dozen single-family residences, a restaurant, and a church and affiliated school.

Surrounding Land Uses

South of the District, the "Valle Verde" mobile home park is located in the area between the Creek and Discovery Street. South and west of Discovery Street, existing development consists primarily of residential uses (single-family and cluster development), the Lake San Marcos Country Club, and some institutional uses including a church, an elementary school, and San Marcos High School. North of the District, development along San Marcos Boulevard is primarily retail. Between the freeway and Via Vera Cruz, these retail uses consist of a mixture of neighborhood and regional retail centers, auto-oriented service uses, and some office uses. From Via Vera Cruz west to McMahr Road, the uses have a predominantly entertainment retail character, with major uses including Old California Restaurant Row, Edwards Cinema, and Sears. Industrial and office uses occupy portions of the north side of San Marcos Boulevard west of Pacific Street and predominate in the area immediately north of the retail development along San Marcos Boulevard (e.g., farm supply, a beer distributorship, and the County office complex).

The Creekside Marketplace, a regional retail center, borders the District to the east and north in the area between Grand Avenue and SR-78. The area south of Creekside Marketplace remains predominantly undeveloped except for some legally nonconforming transitional land uses immediately south and southeast of the District. The General Plan currently calls for business park and health care uses south of the creek, but the City will be reevaluating future uses in this area through the "Heart of the City" specific plan process.

Edwards Cinema (top), Old California Restaurant Row (middle), and the Creekside Marketplace (bottom) are key existing retail uses along San Marcos Boulevard.

Much of the area's retail is characterized by development patterns typical of "strip" commercial uses.

Only a few retail buildings have multiple stories or directly front onto San Marcos Boulevard.

Existing industrial uses exhibit a functional architectural character with minimal articulation.

2.2.3 Development Patterns

Each of the four general land use categories described above (commercial, industrial, residential and institutional) have unique development patterns, building types, and architectural characters associated with them. The existing development in each of these categories represents the physical context into which future Creekside District development is going to grow. A key consideration of the plan is how different this existing physical context (i.e., the built environment) is from what is proposed for the District.

Commercial

Currently, the densest concentration of commercial development occurs in a two-block stretch of San Marcos Boulevard between McMahr Road and Bent Avenue. The development consists of primarily low-rise "strip" malls and large "big box" structures, many with a Spanish colonial architectural theme. The majority of buildings are set back from the street with parking lots occupying the front setback. Interspersed within this commercial strip development are small clusters of legal nonconforming single-family residential units, legal nonconforming storage yards and vacant lots that contribute to a lack of continuity along the street edge.

The architectural quality of the commercial buildings varies greatly from building to building. Most of the "strip" malls have a simple, somewhat generic retail architectural character. Many of these are designed with references, such as light-colored stucco exteriors and terra cotta roof tiles, to the Spanish colonial architectural theme called for in the City's design guidelines for San Marcos Boulevard. In general, the design quality of the existing commercial development along San Marcos Boulevard is ordinary. Most Spanish colonial references are limited to surface decoration, and the architecture does not reflect building forms and massing associated with the style.

A positive example of a commercial building in the Spanish colonial theme can be found at the northeast corner of San Marcos Boulevard and Via Vera Cruz. This two-story stucco office building is well proportioned, set close to the street, and successfully exhibits stylistically appropriate architectural detailing, including a wood and metal balustrade, exposed wood beams, terra cotta tiles and exterior columns. A small number of buildings also are designed in the "ranch" style, such as the Bamford Center on Grand Avenue. This simple style can be characterized by sloped wood shingle roofing and darkly painted or stained wood panel exteriors with white accent trim around windows and doors.

Industrial

The majority of industrial development is located in the triangular area between the San Marcos Boulevard commercial corridor and SR-78. A limited number of legal nonconforming industrial buildings are also mixed into the commercial area along the south side of San Marcos Boulevard. Most of the industrial structures are of low-rise simple concrete box construction, and range in size from roughly 2,000 to 30,000 square feet. Buildings tend to be surrounded by fields of parking, which separate them from the street and from adjacent buildings. The industrial zone has a purely functional architectural character and includes minimal variation in massing and building heights.

Residential

A variety of housing types can be found within the District and surrounding area. The majority of residential development is concentrated in the hills south of Discovery Street and to the west of the District. Large, upscale single-family homes built within the last ten to fifteen years comprise the development in the hills directly south of the District, while older, well-maintained single-family homes are located in the Lake San Marcos Country Club to the west.

The existing mobile home park in the planning area is considered a transitional use until the area redevelops.

Attractive, newer residential neighborhoods in the Discovery Hills overlook the site.

A nearby office building reflects a Spanish/ Mediterranean style.

In addition to these detached single-family homes, there are also a number of townhomes, apartments, and mobile homes located adjacent to the District. A small townhome development is located at the intersection of La Sombra Drive and Discovery Street, and a senior apartment complex is located on San Marcos Boulevard near the intersection with Discovery Street. Two mobile home parks are located immediately south of the District, one at the southwest corner in the area bounded by Discovery Street and San Marcos Creek, and the other is on the south side of Discovery Street east of Via Vera Cruz.

The predominant residential architectural styles are Spanish colonial/Mediterranean and ranch. Newer homes are generally larger two-story structures with a Spanish/Mediterranean theme, while the older homes tend to be one-story, ranch-style buildings.

Residential development located within the District includes a handful of modest single-family homes and a mobile home park. Single-family homes are tucked among the commercial development south of San Marcos Boulevard with the largest cluster located west of McMahr Road. The mobile home park, which is located just west of these single family homes on Tamarisk Lane, includes approximately 76 units and is considered a transitional use until the area redevelops.

Institutional

A number of institutional buildings are located in the District vicinity, including educational, civic and religious uses. The only institutional use actually in the District is the Valley Bible Church and Christian School on Discovery Street south of San Marcos Boulevard. The City is working with this organization to relocate elsewhere within the city since their current site is subject to flooding from San Marcos Creek. Another church and a public elementary school are located just south of the District on Discovery Street east of La Sombra Drive, and San Marcos High School is located on San Marcos Boulevard just west of Discovery Street. All of these uses have a dominant suburban and auto-oriented character (i.e., large parking areas).

A portion of the Valley Christian School site currently lies within the 100-year floodplain.


Discovery Elementary is the closest elementary school to the District.

2.3 Land Ownership And Parcelization

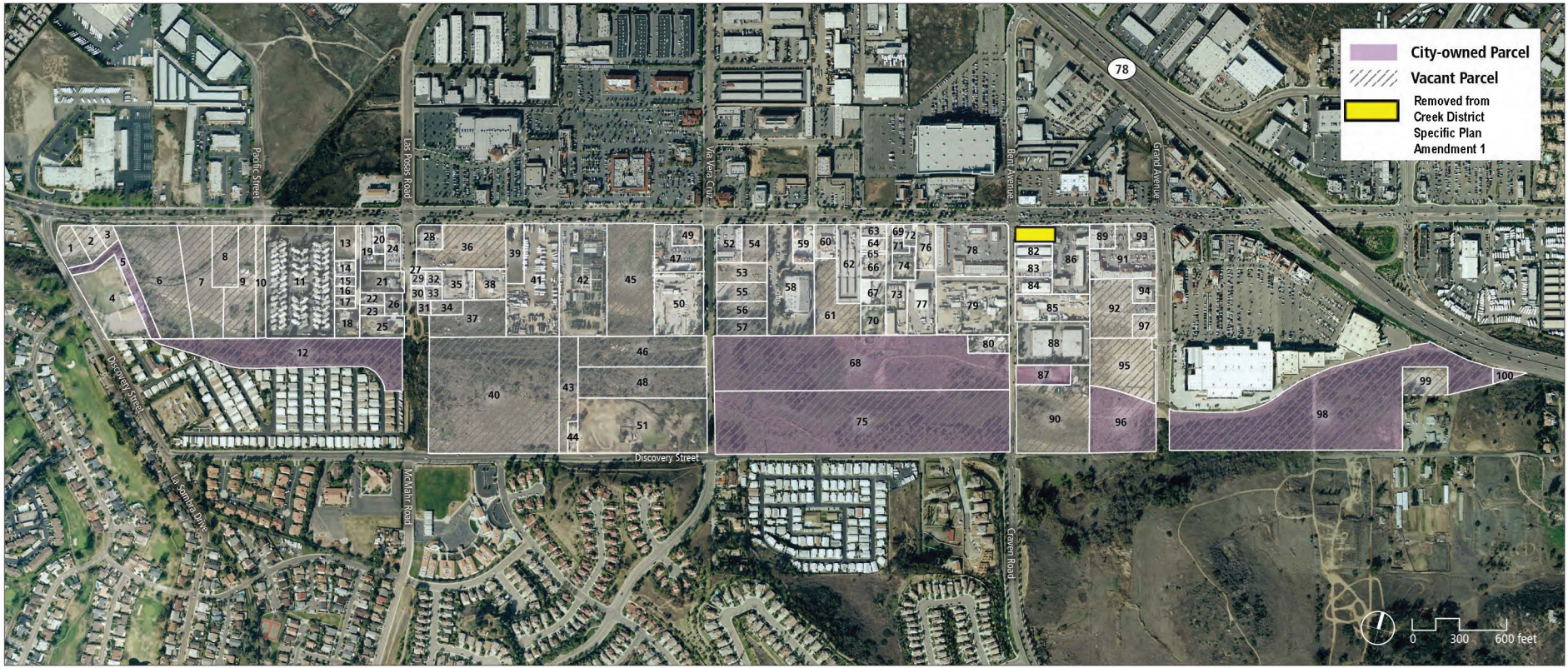
The District includes 100 recorded parcels, owned by 75 different landowners. Altogether, the 100 parcels include approximately 208 acres (the District also includes approximately 6 acres in public right-of-ways). Parcel sizes vary from 0.03 acres (1,200 square feet) to 17.2 acres. Generally, the existing parcels tend to be small, with over half of the parcels (59% or 59 parcels) being less than an acre in area. Of the 100 parcels, only eight parcels are larger than 5 acres in area, and only four are larger than 10 acres.

The City of San Marcos is the largest landowner, with eight parcels totaling 59.6 acres (see Figure 2-4). In anticipation of implementing the flood control improvements identified in this plan, the City has been acquiring land along the creek corridor that will be needed to construct the necessary improvements.

Of the 100 parcels in the District, 38 parcels are vacant or undeveloped. These vacant parcels include approximately 127.5 acres (61% of the District), and range in size from 0.17 acres to 17.2 acres. Of the 21 property owners who own undeveloped land, the four largest landowners own 89.9 undeveloped acres, or 71% of the vacant land. The City of San Marcos' landholdings account for 46% of the vacant land. In addition to the vacant and undeveloped parcels, many parcels are under-utilized (i.e., the amount or type of development currently on them is not consistent with what is permitted under existing zoning), so the vacant land represents only a portion of District land with development potential.

An inventory of all District parcels, their owners, size, and development status is included as Appendix A.

Figure 2-4: Land Ownership and Parcelization



Chapter 3
Land Use

3.1 Purpose

The Land Use chapter establishes the framework for development and conservation within the Creekside District. The chapter describes the overall land use concept for the District, including the types, intensities, and distribution of uses, and sets forth specific land use goals and policies.

This direction provides the foundation for the more detailed land use regulations and development standards that are established in Chapter 7, Form-Based Code (see Section 7.2 Land Use/Building Function Regulations) as well as other elements of the Specific Plan. More specific goals and policies for open space and resource management are included in Chapter 4, information on the circulation system is contained in Chapter 5, community design issues are addressed in Chapter 6, and details relating to public utilities are contained in Chapter 8.

3.2 Land Use Concept

3.2.1 Mixed-Use Downtown

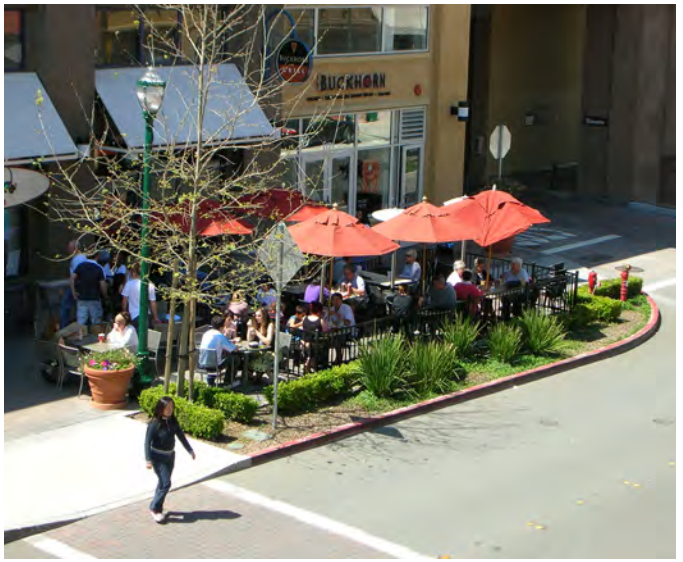
GOAL 3.1: An active, mixed-use commercial core and "downtown" for San Marcos that will be both a citywide and regional destination.

Over the years, San Marcos has grown from a rural unincorporated community into a city without the benefit of having a true "downtown" that serves as the focus of the community's social, cultural and commercial life. The Town Center area, with the City Hall complex and associated commercial development, fulfills some of the civic and cultural needs typically associated with a community's downtown, but the need remains for a commercial center that will contribute to the vitality, livability, and identity of San Marcos.

As the City continues to grow, and areas such as the Town Center, Cal State San Marcos, and Heart of the City build out, so will the demand for a downtown that addresses the commercial and entertainment needs of the City's residents, workers, students and visitors. The intent of this Specific Plan, and the associated infrastructure improvements, is to provide a framework that will support the creation of just such a thriving commercial center and focal point for community interaction.

Policy 3.1.1: Establish the Creekside District as an attractive pedestrian-oriented, mixed-use commercial center.

San Marcos currently lacks a truly pedestrian-oriented shopping and entertainment district. The prevalent existing pattern is characterized by retail centers designed primarily to cater to passing vehicular traffic. In order to establish the Creekside District as a vibrant center for the community's social and commercial life, it



The Creekside District will be a pedestrian-oriented, mixed-use "Downtown."

is essential that it be an attractive, walkable neighborhood where people feel comfortable strolling, lingering, and engaging in the social and cultural activities that characterize successful downtowns.

Many factors contribute to the creation of a pedestrian-oriented district, including the design of the public streetscape and the scale and orientation of buildings. The type, mix, and distribution of land uses, however, also play an important role. Promoting mixed-use development in the Creekside District will support the creation of a pedestrian-oriented district, by locating residences, employment, retail, entertainment and services within convenient walking distance of each other, and thus eliminating the need for many of the daily vehicle trips that are necessary when these uses are dispersed. The intent is for those who live and work in the area in the future to be able to walk from homes and jobs to nearby businesses for dining, shopping, services, and entertainment, and for those who visit or commute to the District to be able to park once and then walk to all of their destinations (This "park once" strategy is at the heart of the parking management plan discussed in Chapter 5, Circulation and Transportation. Additionally, refer to this chapter as well as Chapter 6, Community Design for detailed discussion of pedestrian-oriented design concepts, standards and guidelines).

Policy 3.1.2: Encourage mixed-use development that enhances the identity and function of the Creekside District as a downtown for San Marcos and a retail and entertainment destination for the North County.

Policy 3.1.3: Balance retail and entertainment uses with a mix of residential, office, and service uses that complement and support the economic viability of the commercial core, and contribute to the creation of a new "24-hour" neighborhood with around-the-clock vitality.

In contrast to current land use regulations that promote a more homogeneous, single-purpose commercial district in the area north of the creek, the Specific Plan promotes a mixture of commercial, residential and employment uses within the District. The rationale for this approach is both economic and social. Economically, the mixed-use concept is important because of the support that residential and employment-generating uses will provide for new retail development. Given the competitive nature of the retail market in the North County, it will be critical to build a local base of support for new retail by incorporating complementary residential and employment-generating uses within the District. Socially, a mixed-use district supports the development of a more vibrant district that avoids the downtimes associated with single-use districts. The mixture of uses ensures that the District will be active with people working, shopping, socializing, and residing in the District at all times of the day, seven days a week, not just during business hours on weekdays.

A mix of retail, office, and residential uses will make the Creekside District a vibrant "24-hour" neighborhood.

Vertical mixing of land uses is preferred to horizontal mixing of uses.

Policy 3.1.4: Provide landowners and developers with flexibility to respond to market factors as they change over time.

The mixed-use land use concept is purposely non-prescriptive in terms of specific uses required or their distribution in order to provide District landowners with flexibility to respond to changes in the market. The intent is to allow for a broad range of activities and to support creative development concepts that will result in an economically and socially vibrant downtown. Substantial flexibility in uses will be allowed as long as other key goals (e.g., urban form, pedestrian orientation, transit-friendliness, etc.) of the Plan are achieved. That noted, large areas devoted to a single use or function are generally discouraged in favor of a mix of uses.

Policy 3.1.5: Encourage vertical mixing of uses as the preferred development strategy, while allowing for compatible horizontal mixing of uses as appropriate to the land use context.

The mixed-use concept provides flexibility not only by providing for a range of possible uses, but also by allowing flexibility in how uses are mixed. Uses can be mixed either vertically or horizontally. Vertical mixing is when different uses are placed over one another, such as when residential or office uses are developed over ground-floor retail. Horizontal mixing is when different uses are situated side by side, such as when an office building is developed adjacent to retail. Generally, vertical mixing of uses is preferred, particularly in the more commercially-oriented areas, where establishing a nearly continuous ground-floor retail presence is essential to establishing a successful commercial district.

3.2.2 Land Use Patterns and Distribution

GOAL 3.2: Land use and development patterns that respond to the assets and constraints inherent in the District's context to create an attractive mixed-use district composed of distinct neighborhoods.

The long, relatively narrow configuration of the District's urban area, combined with the surrounding land use context, creates a series of conditions that will influence the form and character of District land uses. Key influences that the Plan responds to include: the District's adjacency to the heavily-traveled San Marcos Boulevard, access provided by key street corridors (e.g., Las Posas, Via Vera Cruz and Bent Avenue) to the freeway and City destinations, the cluster of entertainment-oriented retail north of the District (e.g., Edwards Cinema and Old California Restaurant Row), adjacency to San Marcos Creek, and existing residential and commercial development. The development strategy is to promote land use patterns and built forms that transform these factors into assets that will enhance the viability and distinctiveness of the District.

Policy 3.2.1: Build on the presence of existing entertainment retail uses, such as Old California Restaurant Row and the Edwards Cinemas complex, by encouraging the introduction of specialty-retail/entertainment-type uses that will create a distinct retail identity for the area.

A market study conducted for the area indicates that there is little demand in San Marcos for conventional neighborhood retail centers or the older generation "power" centers. In order for the Creekside District to attract retailers and shoppers, a more unique type of retail will be needed in the area. Restaurant Row and the Edwards Cinema complex, on the north side of San Marcos Boulevard, represent retail uses that could be the kernel for the creation of a new specialty or entertainment-oriented retail district in the area. The intent is to encourage new uses that will create a synergy with existing specialty and entertainment-related retail businesses. Such a synergy would enhance the economic vitality of the area and help establish the Creekside District as a unique destination and a regional draw. One such use might be an upscale hotel with strong orientation to the creek as an aesthetic and recreational amenity, and facilities to accommodate local and Cal State related group meetings, social functions and special occasions.

Policy 3.2.2: Develop a new pedestrian-oriented retail core in the area between McMahr Road and Via Vera Cruz.

Policy 3.2.3: Develop a pedestrian-oriented "Main Street" parallel San Marcos Boulevard that is designed to be the District's primary retail street.

The size of San Marcos Boulevard and the high volumes of traffic it conveys are generally at odds with the concept of creating a pedestrian-oriented downtown. As a result, the strategy is to develop an appropriately scaled Main Street parallel to and immediate-

A pedestrian-oriented "Main Street" will be the Creekside District's primary retail corridor.

ly south of San Marcos Boulevard that can serve as the focus of retail activity in the District. The street is designed to accommodate slower traffic movement with on-street parking. The Plan calls for the intensification of commercial uses along Main Street to form an active mixed-use core for the District. Active public-oriented retail, restaurant, entertainment, service, and cultural uses will be the primary activity at street level. It is critical that ground-level uses provide a continuity of activity and interest along the entire length of the east-west spine. Upper-level office, residential, and commercial uses are encouraged along the east-west spine support to the ground-level retail uses.

Main Street will extend the length of the District, forming a central spine around which new development will be structured. Given its length, land use and built character will vary along the length of the Main Street. Two primary retail commercial centers are envisioned within the District: one in the area between McMahr Road and Via Vera Cruz, and one centered on the Bent Avenue/Main Street intersection. These locations take advantage of the convenient access to the freeway and nearby activity centers, such as Cal State San Marcos, Palomar Community College, and the Heart of the City, that is provided by these three north-south travel corridors. The McMahr-to-Via Vera Cruz center is envisioned as the core of the new downtown given its central location, the proximity of entertainment uses north of San Marcos Boulevard, and the dual access provided by McMahr Road and Via Vera Cruz. While the sections of Main Street outside these two centers may include retail, it is anticipated that other complementary commercial and residential uses will occupy more of the ground-floor frontages.

Land uses adjacent to the Creekside Promenade and open space corridor should complement the park and open space in character and identity.

Policy 3.2.5: Encourage uses in areas adjacent to the Creekside Promenade and the open space corridor that will benefit by their proximity to the open space amenity, and contribute to the identity of the District and the public's experience of it.

The creek open space corridor and the associated Creekside Promenade, a linear park along the northern edge of the corridor, will serve as important aesthetic and recreational amenities for new development. The City will encourage development along this corridor that takes maximum benefit from this amenity and enhances the public's ability to enjoy it. Such uses might include retail, entertainment, and lodging uses that have an outdoor component (e.g., hotel, restaurant, etc.) and whose appeal would be enhanced by visual and physical access to the open space amenity. New development along the promenade will be encouraged to orient to the open space amenity and integrate entries and outdoor functions (e.g. outdoor eating areas, entry plazas, and patios) with the public landscape in a manner that adds value to both the public open space and private development. Specific development and design approaches for achieving this objective are discussed in Chapter 6, Community Design. Uses whose function and focus is primarily internal, such as theaters or certain types of retail, will generally be discouraged adjacent to the creek corridor.

3.2.3 Areawide & Sub-district Land Use Concept

As shown in the Land Use diagram (Figure 3-1), the Plan establishes a single "Mixed Use" land use designation for the entire area identified for urban uses.[1] The balance of the area is designated as either "Open Space" or "Park." Table 3.1 provides a summary of land area associated with each land use category.

Sub-District Land Use Concept

While the urban (i.e., developable) portion of the Creekside District is designated for "mixed use" development, the District is not intended to be uniform in either its land use or physical character. The District is envisioned as a series of interconnected neighborhoods whose different land use and physical characteristics complement each other while providing variety and texture to the new downtown. For planning purposes, the Creekside District has been divided into seven sub-districts in order to better describe key characteristics envisioned for each area (see Figure 3-2: Sub-District Designations). The configuration of these sub-districts is intended to respond to specific site conditions and development contexts and to create and reinforce distinct neighborhood identities. As such, these sub-districts form the basis for the detailed land use and development standards contained in the Plan's form-based development code (Chapter 7).

San Marcos Boulevard Sub-district

Due to the large number of people who travel this corridor daily, the San Marcos Boulevard frontage represents the public face of the District. The objective is ultimately to transform the existing pattern of automobile-oriented "strip" malls into a high-end commercial corridor with a consistent and well-defined "street wall" of buildings that are appropriately scaled to the broad width of San Marcos Boulevard. New buildings will be oriented to the corridor and sited at consistent frontage lines in order to give better definition to the public realm and establish a safer and more active pedestrian zone. Uses may include retail, office, entertainment, lodging and residential uses, with an emphasis on office and other commercial uses. Ground-floor uses will be restricted to commercial uses.

Development along San Marcos Boulevard should create a consistent "street wall" that is scaled to the street.

Table 3.1: Land Use Program

Land Use Designation	Acres
Mixed Use	81.3
Parks	20.6
Open Space	73.6
Rights-of-Way	38.5
Total	214.0

1. Conceptual building footprints are depicted in Figure 3-1 and other diagrams throughout this Specific Plan. These building footprints are intended to provide a sense of context and scale; they are illustrative rather than regulatory in nature (i.e. development applications do not need to conform to these footprints to be consistent with the Specific Plan).

Figure 3-1: Land Use Designations

Figure 3-2: Sub-District Designations

Downtown Core Sub-district

District development will be most intense and most urban in character in the Downtown Core. The objective is to establish this area as a citywide and regional retail and entertainment destination. Uses may include retail, office, entertainment, lodging and residential uses, but the emphasis will be on retail and entertainment uses that complement and enhance the direction established by existing entertainment uses north of San Marcos Boulevard. Residential and office uses will occupy upper stories to enhance around-the-clock activity and the viability of the core. Development will be structured around the new east-west Main Street and a series of north-south cross-streets that will allow commercial uses to extend from San Marcos Boulevard south to the Creekside Promenade. Building entries and transparent storefronts will be oriented to attractive pedestrian-oriented streets enhanced with public amenities and active uses, such as sidewalk cafes.

Figure 3-3 depicts the scale and character envisioned for development in the Downtown Core. This illustration shows what the street scene along Main Street and the Town Center Plaza might look like at buildout.

Highest intensity uses will occur in the Downtown Core.

The Town Center Plaza, located at the center of the Downtown Core, is intended to be a vibrant pedestrian space that is framed and activated by surrounding development.

Figure 3-3: Downtown Core Sub-district Concept Illustration

Creekside Sub-district

The Creekside sub-district provides the transition between the creek open space amenity and urban development to the north. The Creekside Promenade and the adjoining parks and open space corridor represent the Creekside District's primary amenity, and both uses and built form will respond to it. Uses may include a mix of retail, entertainment, lodging and residential, with the emphasis being on uses that enhance and benefit from the adjacent promenade and creek corridor. The land use emphasis will vary along the length of the corridor in response to adjoining development to the north. Thus, in the area south of the Downtown Core, creekside development will be more commercial (retail, entertainment, lodging) in character, whereas in the area south of the Midtown sub-district, development may have a more residential character. Development in the sub-district will maintain a dual orientation, with buildings fronting on and addressing Creekside Drive while also providing both physical and visual access to the adjacent open space amenities. Development frontages adjoining the promenade and associated park spaces will incorporate semi-public and private plazas, terraces and open space areas that augment the public promenade and include active uses such as restaurants with outdoor dining.

Figure 3-4 illustrates the scale and character envisioned for the Creekside Sub-district. The illustration depicts smaller-scale development along Creekside Drive with one of the Creekside Promenade plazas in the foreground.

The Creekside Sub-district will provide a transition from urban development to the creek corridor parks and open space.

Parts of the Creekside Sub-district, such as south of the Midtown Sub-district, may be more residential in character.

Figure 3-4: Creekside Sub-district Concept Illustration

Bent Avenue Center Sub-district

Bent Avenue is an important gateway to the Creekside District, particularly from uses to the southeast such as Cal State San Marcos. The sub-district will be a commercial center that serves the eastern portion of the District and provides a complementary, but distinctly different land use character from the Downtown Core. Uses may include retail, office, entertainment, lodging, and residential, but the emphasis will be much less on entertainment and lodging than in the Downtown Core. The sub-district may evolve to have a specific commercial focus. One possible scenario envisioned for the area is that it may become a "design center" that specializes in retail (e.g., furniture, lighting, housewares, galleries, etc.) and service (e.g., interior design, architecture, landscape architecture, etc.) businesses that deal with home improvements. Ground-floor uses will include primarily retail and other pedestrian-oriented uses, while residential and office uses will occupy upper floors. The intersection of Bent Avenue and Main Street will be the heart of the sub-district and buildings will front on both corridors. As in the Downtown Core, building entries and transparent storefronts will be oriented to attractive pedestrian-oriented streets enhanced with public amenities and active uses, such as sidewalk cafes.

Figure 3-5 depicts the scale and character envisioned for the Bent Avenue Center Sub-district as seen from East End Commons park facing east.

The Bent Avenue Center Sub-district could evolve into a "design center," such as the Cedros District in Solana Beach, CA (top) or Fourth Street in Berkeley, CA (bottom).

Figure 3-5: Bent Avenue Center Sub-district Concept Illustration

The Midtown, East End, and West End Sub-districts will be more residential in character.

Midtown, East End, and West End Sub-districts

The character envisioned for the Midtown, East End and West End sub-districts will vary somewhat in response to their particular settings, but will generally be quite similar to each other. Uses may include retail, office, entertainment and residential, but the mixed-use setting is likely to include a higher proportion of residential uses and local service and office uses that support and complement the adjoining commercial center, and fewer destination-type retail and entertainment uses. Residential uses may occupy ground floors as well as upper floors, including live/work lofts that provide strong street-front orientation and accommodate ground-floor retail or galleries. Development generally will have a lower, more intimate scale, but will still provide a strong orientation to and definition of the public realm. Similarly, streetscape design generally will be simpler, and the pedestrian zone will be more intimate and include fewer active uses and storefronts.

3.2.4 Redevelopment and Revitalization

GOAL 3.3: Enhanced economic potential of the District resulting from the revitalization and redevelopment of existing underutilized, outdated, and/or nuisance uses or businesses.

Policy 3.3.1: Encourage the replacement of existing non-conforming uses with uses that will contribute to the creation of a vibrant, pedestrian-oriented, mixed-use district.

The Plan recognizes that the Creekside District is not a "blank canvas," but rather a complex mixture of existing businesses, numerous and diverse-sized parcels, and many different landowners. By necessity, the transition from the existing mixture of retail, service and industrial uses and underutilized lands to a vital mixed-use district will be gradual. While many of the existing uses will remain for the foreseeable future—the City will not force existing, legally-operating uses to leave the District—it is assumed that ultimately, as the character of the area improves and land values increase, that uses that are not consistent with the vision for the District (e.g., industrial uses) will voluntarily relocate and/or be replaced by development that better captures the enhanced economic potential associated with the new mixed-use district.

Policy 3.3.2: Encourage the introduction of a more compact and intense pattern of development that maximizes the development potential of the District and supports City objectives for economic viability and place-making.

The City has many reasons for encouraging the redevelopment of the Creekside District with development that is both more compact and higher intensity. Compact, higher intensity development supports the concept of a vibrant and active downtown, both because of the number of people it will attract to the area and the positive retail synergy that develops from a concentration of complementary uses. The concentration of people and uses also supports the objective of creating a "park once", pedestrian-oriented district, and enhances the District's ability to support regular and frequent transit service that is a viable alternative to the private automobile. Finally, the increased development potential will help support the investment in new infrastructure such as flood control improvements and new bridges, as well as the extensive park, open space, and streetscape improvements that will make the Creekside District the unique destination envisioned.

Policy 3.3.3: Encourage infill and redevelopment along San Marcos Boulevard that will improve the corridor's economic vitality, enhance the definition and character of the corridor, and create better pedestrian scale and orientation.

While San Marcos Boulevard will continue in the near term to function as a predominantly auto-oriented commercial corridor, the development in the rest of the District is expected to be an impetus for change along this street frontage. The corridor currently consists of predominantly "strip" commercial uses that include an inordinate number of convenience retail outlets that are dependent on "drive-by" or "impulse" shopping. New development of vacant and underutilized lots, and redevelopment of currently developed parcels, should be used to incrementally reconfigure and revitalize the street frontage. Redevelopment of currently developed parcels will be a long-term and incremental process that will be driven by market forces rather than City regulation. As new development in the area begins to improve the character and economic vitality of the area, it is anticipated that existing developments will want to upgrade or redevelop in order to remain competitive.

From a land use perspective, these changes involve a transition from predominantly auto-oriented, convenience uses to more destination-type uses. The intent is to both diversify the economic base and to add uses that will attract people to the area, rather than just opportunistically capturing pass-by dollars. Such uses need not be just retail, but can also include office and professional service uses.

In terms of development character, the redevelopment of the street frontage is intended to enhance the overall image of the area, creating a more positive entry statement for new development proposed south of the boulevard. To a great extent, the success of planning area development that does not front on San Marcos Boulevard will be dependent on creating a positive first impression along San Marcos Boulevard.

The effect of the existing strip commercial development pattern on the physical environment is one of fragmentation caused by driveways and parking lots, an array of signs competing for the driver's eye, and predominantly single-story structures that are not in scale with the boulevard. The physical character of District development is addressed in more detail in Chapter 6, Community Design and Chapter 7, Form-Based Code. In general, key physical changes encouraged along San Marcos Boulevard include:

- Development of taller buildings that are more in scale with the wide boulevard,
- Creation of a more consistent building setback that places buildings closer to the street in order to give better definition to the public right-of-way,
- Relocation of parking lots to the rear of buildings and in parking structures,
- Reduction in the number, and eventual phasing out, of private driveways with direct access from San Marcos Boulevard, and
- Creation of a broader and more protected pedestrian environment with pedestrian connections to the development areas to the south.

Refer to the design guidelines and development standards in Chapters 6 and 7 for the techniques that will be used to achieve these changes.

San Marcos Boulevard will evolve into a more consistent, inviting, and pedestrian-oriented corridor.

3.2.5 Housing

GOAL 3.4: New housing that supports the concept of the Creekside District as a place to live as well as work, shop and play.

The incorporation of residential uses into the Creekside District's land use mix is essential to the achieving the City's vision for a new mixed-use downtown. Residential development will make an important contribution to the revitalization of the planning area by placing future residents in convenient proximity to shopping, jobs, services, transit and recreational and open space amenities. Residents' use of District retail will help support the area's viability, and the mix of housing with employment, shopping, entertainment, and cultural opportunities will establish a strong daytime and nighttime presence in the area that contributes vitality and richness of the urban environment.

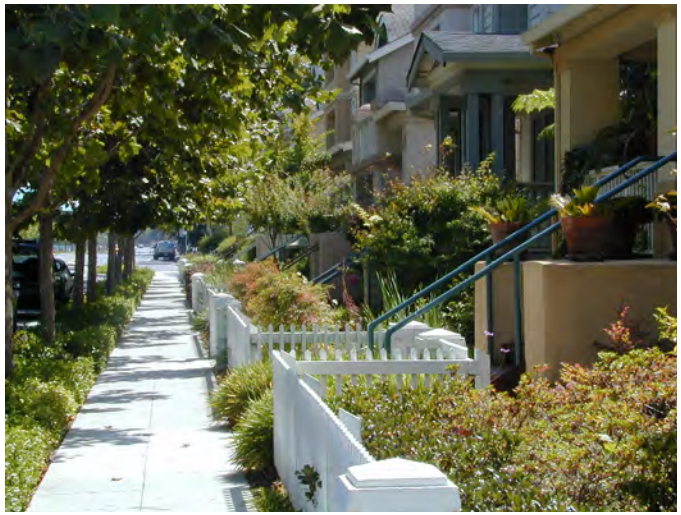
Policy 3.4.1: Encourage a diversity of higher density housing types, including a mixture of both rental and ownership housing.

The District should provide housing opportunities for a diverse community that will support the development of a vital mixed-use district. Residential development can include a diversity of unit types, including: street-oriented townhouses, stacked flats, apartments, and studio units. Opportunities for live-work units will also be permitted. Single-family detached units will not be permitted since they would not be a good use of the limited land resource and are not consistent with the vision for the mixed-use district. Planning area housing should include a range of tenure options, including fee simple ownership, condominium ownership, and rental housing.

Policy 3.4.3: Encourage housing development that addresses the needs of a diverse population, including age, household composition, and income.

Policy 3.4.4 Require developers of new housing to reserve at least 15% of units as affordable for low- and moderate-income households.

Statistics indicate that fewer and fewer households match the description of the traditional nuclear family. With this change comes a change in housing needs. District housing should reflect the diversity represented by households comprised of single-parent families, the elderly, students, extended nuclear families, first-time buyers, "empty-nesters", and households with two working members, in addition to the traditional family. Upscale versions of smaller units, attached units, and "in-town" units should be provided for those who wish an alternative to the traditional suburban home, as well as for those who are unable to afford the larger unit and lot.



Street-oriented townhouses and other higher density forms of housing will create vitality within the District.

In order to ensure that affordable housing is provided within the District, the City will implement a tailored version of its existing Inclusionary Housing Ordinance, which generally requires that 15% of new units be reserved as affordable (see Section 7.2.3 Inclusionary Housing Requirement for the Plan's application of this requirement). In order to encourage a diverse and heterogeneous community, the plan discourages over-concentration of affordable or other special needs housing within one area or development. Instead, such housing should be distributed throughout the planned neighborhoods and well integrated with general market-rate housing.

"Live-work" units are another form of mixed-use development that can provide landowners and developers flexibility in responding to the market. Live-work development is designed for people who are interested in having their work space (i.e., employment) and their living space (i.e., residence) in the same building. Such living arrangements are partially a lifestyle choice, but are also particularly appealing to those who are self-employed and would have difficulty affording both a mortgage payment and office rent. This is particularly true for artists, craftspeople, and the owners of small start-up businesses.

A variety of housing types, including "live-work" units, will establish a diverse residential community and provide for flexibility in the area's redevelopment.

The live-work development pattern is quite flexible and can serve as an important transitional use. Typically, live-work units are designed with very simple, open floor plans and taller than normal ceiling heights. The simplicity of the spaces gives them greater flexibility in their use. For example, if live-work units are designed with a taller first story, they are easily converted to commercial space with residential or office above, once the market demand for commercial development has matured. Of course, there is also the sociological aspect of live-work development that tends to support the creation of dynamic new neighborhoods. The presence of artists, craftspeople and others who choose to live in live-work studios often serves as a magnet for the development of shops, galleries, and cafes to serve them.

Policy 3.4.5: Limit the areas in which residential uses can be introduced as ground-floor uses in order to support the establishment of a strong retail commercial presence in the Creekside District.

As the future downtown for San Marcos, the Creekside District is envisioned first and foremost as a commercial retail center. As essential as residential uses will be to the success of the District, they are anticipated to occur as upper-floor uses throughout the majority of the area. In an effort to ensure that the consistently strong demand in California for housing does not displace potential for commercial development, residential development will only be allowed as a ground-floor use in limited portions of the District as identified in Figure 3-6.

Figure 3-6: Residential Distribution

3.2.6 Transit-Oriented Development

GOAL 3.5: A neighborhood designed to facilitate the convenient use of transit as a viable alternative to the private automobile.

Policy 3.5.1: Support land use and development patterns that will reduce automobile dependence and support alternative modes of transportation while minimizing impacts on existing community character.

One of the strategies for developing the Creekside District as an attractive and socially vibrant neighborhood is to enhance the use of transit as a convenient mode of transportation. Improved transit service will not only help to minimize the increase in traffic congestion and air pollution associated with development of the area, but it will also help to establish a safer, more attractive, and less hectic pedestrian environment.

Many of the land use strategies already identified to support the creation of a more socially vibrant and economically vital neighborhood are also strategies that support increased transit use. Creating mixed-use neighborhoods is a way to bring many of our typical daily destinations within walking distance of each other. , The number of daily vehicle trips can be reduced by siting employment, retail, services, entertainment, parks, and day care services within convenient walking distance of each other and to transit. Creating comfortable, pedestrian-oriented neighborhoods is important to increasing transit use, because people generally will not use transit if they cannot walk comfortably to and from the transit stop.

Finally, providing higher density development supports transit use by generating higher daytime and nighttime populations and more shopping, employment, and entertainment activities throughout the day. Both the larger populations and the increased around-the-clock activity will help support more regular and more frequent transit service, which is essential to attracting transit users.

Higher density housing will support better transit service to the Creekside District.

Policy 3.5.2: Establish a strong pedestrian and transit orientation throughout the Creekside District by prohibiting primarily auto-oriented land uses.

The intent of the plan is to establish a new pedestrian- and transit-oriented district that accommodates vehicular access, but is neither dependent on nor generates high volumes of pass-through traffic. Uses that are predominantly automobile-oriented, such as typical "big-box" retail, gas stations, "strip" commercial centers, and fast-food restaurants, are inconsistent with this intent and should not be permitted within the planning area. This is not to suggest that major attractions or destinations that people drive to, such as hotels, theaters, shops and restaurants, are not appropriate. Uses that can be designed to fit into a pedestrian-oriented environment and can be conveniently served by transit, as well as automobiles, are appropriate.

Policy 3.5.3: Encourage development intensities along Bent Avenue and Main Street that enhance the viability of the proposed District shuttle service.

To ensure that transit is a convenient and viable alternative, the Plan proposes the creation of a free local shuttle bus service that will loop through District along Bent Avenue, Main Street, and San Marcos Boulevard with connections to the NCTD Sprinter light rail stations and other nearby destinations, such as Cal State, Heart of the City, Town Center, and Palomar College (see Chapter 5 for more detail regarding transit service). Higher density development should be encouraged along these corridors to enhance shuttle ridership potential.

Integrating retail, commercial, and office uses is a key part of transit- and pedestrian-friendly development.

3.2.7 Open Space

GOAL 3.6: An integrated open space system that protects and enhances natural resource values, while contributing to the creation of an attractive and distinctive identity for the planning area.

Policy 3.6.1: Preserve the San Marcos Creek open space corridor as a citywide open space amenity, focal feature, and natural resource area.

Policy 3.6.2: Create an integrated system of natural and urban open spaces that is a signature element of the Creekside District and provides a rich and diverse open space amenity for District residents, workers, and visitors.

Policy 3.6.3: Protect and maintain the area within the proposed San Marcos Creek flood control channel as a continuous, natural open space corridor with enhanced habitat values.

Policy 3.6.4: Create a system of multi-purpose levee-top trails and urban open space paralleling the flood control channel and linking the Creekside District to adjoining neighborhoods, activity nodes, and open space facilities.

The flood control improvements required along San Marcos Creek present an opportunity to create a dramatic open space amenity and an important natural resource area that will be the signature feature that gives the Creekside District its unique identity. The land use concept is to develop an open space system in the District that integrates the naturalized creek channel corridor with a series of urban parks, plazas, and trail corridors to form a dramatic visual and recreational element that complements the new downtown.

Altogether, 94 acres of parks and open space within the District will be preserved or created. Approximately 74 acres of the San Marcos Creek channel will be preserved as naturalized open space. A number of actions will be taken to enhance the quality of the habitat along the corridor, including replacing habitat disturbed by the creation of the flood control improvements, protecting

Access to the creek corridor will be restricted to protect resource values

West Sacramento's "Riverwalk" provides an example of a levee that also serves as an open space amenity

and enhancing habitat values in undisturbed vegetation communities, and expanding native California habitat through the creation of new wetland, riparian, grassland and woodland areas. Public access to the naturalized portion of the creek corridor will be restricted in order to protect habitat values, but 19 acres of improved parkland will be developed along the levee tops on either side of the corridor to allow the public to enjoy views of the natural open space.

The Plan calls for the creative integration and linking of the creekside open space corridor with the urban area to create a unique creek-focused identity for the entire district. Development along the north edge of the creek corridor will be designed to complement and activate the adjoining Creekside Promenade and park spaces. In turn, these parks will be linked back into the urban area through a series of pedestrian-friendly, tree-lined streets whose design incorporates water features and elements that symbolically link the development area to the creek.

For more detailed discussion of Specific Plan policies regarding the open space resource and related design guidelines, refer to Chapter 4, Open Space and Conservation and Chapter 6, Community Design.

3.3 Land Use Program and Development Intensity

The total projected development potential for the Creekside District is based on projections of the amount of vehicular traffic that can be accommodated on the local street and freeway system using the San Diego Association of Governments' (SANDAG's) regional transportation model. Based on this analysis of long-range circulation capacity, some general assumptions have been made regarding the mix of uses that might be expected to both achieve the desired vision for the District and fall within the projected street system capacity. The conceptual development program assumed for this Plan is provided Table 3.2.

The Development Intensity map (Figure 3-7) shows how this development potential should be distributed within the Creekside District in order to achieve the desired character and function. The relative intensities are defined by a series of zones that designate maximum Floor Area Ratios (FARs) that cannot be exceeded. Floor Area Ratios are a common measure of land use intensity that is expressed as a ratio of building floor area to site area. The intent of the intensity map is to achieve quality growth that balances the demands of economic development with the constraints presented by the circulation system.

Table 3.2: Conceptual Development Program

Land Use	Development Area (square feet)
Retail	1,265,000
Office	589,000
Residential	2,760,000 (2,300 dwelling units)
Total	4,614,000

Figure 3-7: Development Intensity

To the degree possible, the land areas and FARs on the development intensity map have been structured to allow for the maximum development without exceeding the traffic-generation cap. However, given the inexactitude of long range transportation projections and the uncertainty regarding the precise mix and intensity of development that will be implemented within the Creekside District, it will be important to monitor actual development and traffic characteristics and remaining circulation capacity as the District builds out. Depending on the findings of the monitoring, the City may wish to adjust its development capacity projections and/or development intensity requirements.

Policy 3.7.1: Regulate development intensity within the Creekside District to ensure that new development is consistent with built character envisioned for the area and will not result in adverse impacts to the circulation system.

Policy 3.7.2: Analyze District traffic conditions every three years to assess the need to adjust District capacity projections. If the analysis indicates that District development is consuming network capacity faster or slower than projected, the City should consider adjusting District intensity categories or the planned circulation system accordingly (for specific implementation intent, see Section 9.4.3 Development / Circulation Monitoring Program).

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Chapter 4

Open Space & Conservation

4.1 Introduction

In addition to accommodating the development of a new downtown for San Marcos, key objectives of this Specific Plan are to preserve and enhance important natural open space and biotic resources within the Creekside District, and to provide attractive public parks and recreational open space that will enhance the quality of community life. Given the compromised quality of both the existing natural and urban environments, the twin objectives of resource conservation and development are seen as interrelated strategies for achieving higher quality and more sustainable life in both the natural and social realms.

The General Plan calls for open space and natural resources in the planning area to be preserved and managed for long-term public benefit. The Specific Plan implements this policy by protecting and enhancing San Marcos Creek, the associated riparian, wetland, and upland vegetation and wildlife, and the general open quality of the District, while also implementing necessary flood control improvements. The Plan complements this natural open space with a number of improved public park spaces, some of which adjoin and use the natural creek corridor as a focal feature and others that serve as focal features within the urban area.

Currently, open space lands in the District are generally unimproved. While they appear predominantly natural in character, the habitat quality of most of these open areas has been degraded and transformed by past uses. The Specific Plan is predicated on the conviction that numerous benefits will accrue from protecting and conserving the area's open space resources. The area's habitat values will be enhanced, but so will the District's economic vitality and the quality of life for those who work and reside there. The Plan establishes strategies for realizing the following benefits:

- Improved public health and safety as a result of flood control improvements;
- High quality native plant and wildlife habitat;
- Enhanced property values for the District's upland areas;
- Enhanced community character and sense of place;
- An attractive and distinctive image for the Creekside District that will help retain and attract desirable businesses;
- A high quality environment for District residents and employees of area businesses;
- Increased opportunities for passive outdoor recreation associated with both urban parks and the enjoyment of the natural sights and sounds of the creek corridor; and
- An integrated, multi-use trail system linking the District's commercial and residential uses with open space amenities along the creek corridor.

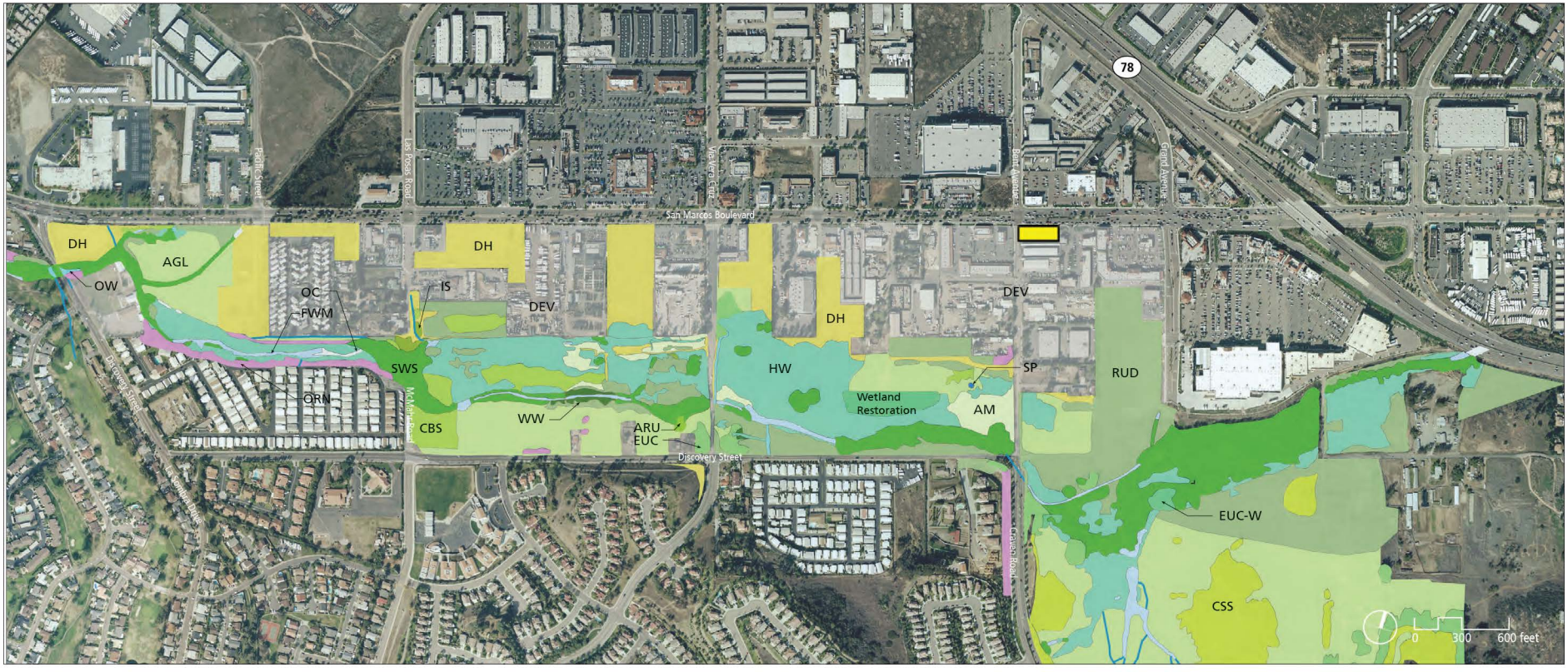
4.2 Natural Open Space Resources

Although much of the Creekside District has been disturbed by development or past uses, significant natural and open space resources remain. One reason for this is that development has been constrained by the potential for flooding. As described in Section 1.3.2 The Background to the Plan, finding an appropriate and adequate solution to the area's flood problems that also protects significant natural resources was a primary criterion in the design of flood control improvements. While proposed flood control improvements will modify the existing open space resource, the intent is to ensure that the most important natural resources are not only preserved, but enhanced, as the District builds out.

The Creekside District includes a mixture of valuable biotic resources coupled with disturbed and urbanized areas. The San Marcos Creek channel and floodplain support substantial riparian and wildlife resources, whereas upland areas are either urbanized or contain predominantly non-native vegetation. The principal natural resources to be protected include the creek and associated riparian, marsh, and wetland habitat areas within the floodplain (Figure 4-1). While some of these resources are in good condition with very little disturbance or invasion by non-native species, others have been degraded by past land use practices including, but not limited to, trash deposition and transient uses. Thus, the Creekside District affords opportunities to restore and enhance natural habitat, while also achieving other objectives. In addition to sensitive habitat areas, other positive open space values include the area's natural character, the sense of openness provided by undeveloped lands, and the views of the surrounding peaks and ridgelines.

GOAL 4.1: Preservation and enhancement of the District's key open space resources in conjunction with flood control improvements and urban development.

Figure 4-1: Vegetation Communities



- Open Water (OW)
- Freshwater Marsh (FWM)
- Open Channel (OC)
- Herbaceous Wetlands (HW)
- Alkali Meadow (AM)
- Isocoma Scrub (IS)
- Coyote Brush Scrub (CBS)
- Southern Willow Scrub (SWS)
- Coastal Sage Scrub (CSS)
- Walnut Woodland (WW)
- Eucalyptus Woodland (EUC)
- Arundo (ARU)
- Eucalyptus Wetlands (EUC-W)
- Stock Pond (SP)
- Ruderal (RUD)
- Annual Grassland (AGL)
- Ornamental (ORN)
- Disturbed Habitat (DH)
- Developed Land (DEV)
- Removed from Creek Distrrict Specific Plan Amendment 1


Southern Willow Scrub


California Walnut Woodland


Arundo


Freshwater Marsh

4.2.1 Flora and Fauna

Due to the historic difficulties of developing the flood-prone land around the creek, the Creekside District contains substantial open space and habitat areas. These areas include a mixture of vegetative communities comprised of native and non-native flora and fauna, and are in various conditions. San Marcos Creek and associated lowland areas in particular include a range of sensitive riparian communities as well as jurisdictional waters and seasonal wetlands that are protected by State and Federal agencies.

Vegetation

There are 10 sensitive vegetation communities and land covers in the Creekside District (Figure 4-1). These communities include the following: *southern willow scrub* (including disturbed forms); *walnut woodland*; *herbaceous wetlands* (including disturbed forms); *arundo*; *freshwater marsh*; *alkali meadow* (including disturbed forms); *open water*; *open channel*; *non-native grassland*; and *coastal sage scrub* (including sub-associations and disturbed forms). The walnut woodland community within the District supports concentrations of *California black walnut*, a sensitive plant species within California. Although the *California black walnut* is native to southern California and is a sensitive species, it is not likely that the existing trees are native to the District's riparian areas. However, the wildlife value of these trees makes them valuable within the riparian zones. Other non-native trees within the District, such as eucalyptus, are of lesser biological value but still serve as roosting and nesting habitat for raptors.

The ***Southern Willow Scrub*** community occurs within and adjacent to the creek channel. The canopy is dominated by black willow and the understory consists of arroyo willow and mulefat. Although this community has been disturbed and includes some non-native species, it is quite dense and well-stratified. Surveys indicate that this community has matured, and grown much denser over the past decade.

California walnut woodland refers to areas supporting an open canopy of California black walnut with a limited understory comprised of native and non-native grasses and herbs (Holland 1986)[1]. Although the tree canopy is open, suggesting the development of a well-developed understory, California black walnuts are allelopathic; therefore, very little vegetation other than introduced species is expected to successfully grow in the understory. Within the planning area, California walnut woodland occurs on fine, relatively moist soils immediately adjacent to the channel banks of San Marcos Creek between Via Vera Cruz and McMahr Road. The understory is limited and supports non-native forbs, including wild radish and sweet fennel, and native herbs, including low-growing rushes.

Arundo refers to areas supporting predominantly monotypic stands of giant cane, a noxious weed, with less than 10 percent native species cover.

Freshwater Marsh communities include saturated areas with slowly moving water, and ponded areas. Plant species within the Freshwater Marsh communities are primarily cattail and bulrushes.

Herbaceous Wetland communities refer to areas that support predominantly low-lying, herbaceous native species. The dominant species include yerba mansa, spearscale, alkali mallow, stinging nettle, and western ragweed.

Alkali Meadow communities are located on low-lying or poorly drained alkaline soils that are saturated by rain or flood waters. Areas of Alkali Meadow are generally fairly small and located within the floodplain adjacent to the creek. One large Meadow

1. Holland, R. F. 1986. *Preliminary descriptions of the terrestrial natural communities of California.* Nongame-Heritage Program, California Department of Fish and Game. 156 pp.

area exists on City-owned land immediately east of Via Vera Cruz. Major species within the Meadow communities include alkali weed, cocklebur, alkali mallow, evening primrose, yerba mansa and heliotrope.

Open water typically refers to areas containing pools of standing or flowing freshwater with little to no emergent vegetation. Within the planning area, open water refers to open areas of San Marcos Creek, a perennially-flowing stream channel that flows east to west through the planning area. Water depths in these areas range from over three feet in the upstream end to less than one foot at the downstream end near the detention basin.

Open channel typically refers to areas that have been subjected to increased flow and scour resulting in an open, dry, virtually unvegetated channel. Within the planning area, open channel refers to the concrete-lined existing culvert under State Route 78 (SR-78) and several unvegetated areas near the southern terminus of the planning area.

Non-Native Grassland communities occur on the flat floodplain terraces immediately adjacent to San Marcos Creek and support at least 50 percent cover of annual non-native grasses and forbs including, but not limited to, slender wild oat, ripgut brome, soft chess, red brome, wild radish, short-podded mustard, and black mustard.

Coastal Sage Scrub is a native plant community that includes a variety of soft, low, aromatic shrubs, characteristically dominated by drought-deciduous species such as California sagebrush, flat-top buckwheat, and sages with scattered evergreen shrubs, including lemonade berry, laurel sumac, and toyon (Holland 1986). It typically develops on south-facing slopes and other xeric situations. Coastal sage scrub is considered a sensitive habitat type due to its depleted nature in southern California and the large number of sensitive plant and wildlife species that it supports. Representative sub-associations within the planning area include coyote brush scrub (including disturbed forms) and isocoma scrub (including disturbed forms).

Disturbed coastal sage scrub is similar in species composition to native coastal sage scrub but it only supports between 20 to 50 percent cover of native species. Within the Creekside District, coastal sage scrub (including sub-associations and disturbed forms) occurs primarily along the floodplain terraces of San Marcos Creek and is highly disturbed by transient use and trash deposition.

Herbaceous Wetland

Open Channel

Alkali Meadow

Non-Native Grassland

Open Water

Coastal Sage Scrub

Sensitive Plants

In addition to sensitive vegetation communities, rare plant surveys conducted in the Creekside District over the years have identified three plant species that are considered sensitive by local, state, and/or federal agencies including the California Native Plant Society (CNPS), the California Department of Fish and Game (CDFG), and the U.S. Fish and Wildlife Service (USFWS). These plant species are the southern tarplant, southwestern spiny rush, and Southern California black walnut.

Wildlife

San Marcos Creek is an important corridor for wildlife movement and also provides important wetland resources for wildlife species. The plant communities associated with the creek provide critical refuge to a variety of bird and animal species, and food and nesting opportunities as well. The contiguous riparian vegetation that characterizes the creek corridor also functions as an important wildlife corridor, connecting viable wildlife habitat areas upstream with those offsite and downstream from the planning area, and also providing protective cover from predators and human activity.

Open space resources associated with San Marcos Creek are critical to many wildlife species, with the best habitat areas being adjacent to the creek where the presence of water supports denser and more diverse vegetation. Field surveys have not identified any threatened or endangered species in the Creekside District, but the dense willow riparian areas provide suitable potential habitat for sensitive wildlife species such as the southwestern willow flycatcher and the least bell's vireo. Similarly, the open water areas along the creek provide habitat capable of supporting sensitive species such as the southwestern pond turtle, and adjacent areas provide suitable habitat for the arroyo toad.

Open space resources within the floodplain of San Marcos Creek include a mosaic of disturbed and undisturbed upland communities that support well-stratified, dense habitat capable of supporting a number of sensitive plant and wildlife species including the California gnatcatcher and the white-tailed kite.

The greatest threat to many rare species is the loss of habitat. Habitat includes the places that species need to find food, to take shelter from predators and extremes of weather, to find mates, and to raise young or leave them where sufficient numbers can survive. The presence of habitat that could potentially support special-status wildlife species, even though these species do not currently inhabit the planning area, makes preservation and enhancement of habitat a key objective of the plan.

In addition to protecting sensitive habitat areas, it is critical that these habitat areas be connected into a contiguous, integrated system of open space. Provision of a continuous open space corridor, of sufficient width to avoid disruptions by human activity along its edges, is particularly important for protecting wildlife. San Marcos Creek will provide the connecting corridor that accommodates wildlife movement, allowing for both the day-to-day movements necessary for individuals of a species to survive and for the long-term movement that accommodates the genetic mixing necessary to maintain species vitality.

4.2.2 Conservation, Restoration and Enhancement

While the Plan-related flood control improvements are designed to avoid sensitive habitat areas to the degree possible, their construction will result in disturbance to habitat areas. As a result, the Plan includes a Habitat Restoration/Wetlands Mitigation Program that ensures that disturbed areas will be appropriately restored and/or replaced consistent with the requirements of the responsible resource agencies, and that remaining habitat areas will be enhanced. As a result, Plan implementation will result in more and higher quality native habitat than currently exists within the District.

Wetlands and Jurisdictional Waters Mitigation

Approximately 36.35 acres of wetlands mitigation will be provided to compensate for permanent impacts to 23.37 acres of jurisdictional waters of the U.S., including: 6.49 acres of southern willow scrub (including disturbed forms), 0.96 acre of freshwater marsh, 0.04 acre of walnut woodland, 13.83 acres of herbaceous wetlands (including disturbed forms), 1.66 acres of alkali meadow (including disturbed forms), 0.23 acre of open water, and 0.16 acre of open channel. Mitigation habitat will be created and enhanced at a ratio of 3:1 for southern willow scrub (1:1 creation, 2:1 enhancement) and 1:1 for herbaceous wetlands, walnut woodland, freshwater marsh, open water, open channel, and alkali meadow. It is anticipated that approximately 15-20 acres of the proposed wetlands mitigation will occur within the Creekside District, with the balance to be provided off-site.

Mitigation for impacts to jurisdictional waters of the U.S., including wetlands, will include replanting with native plant associations and utilizing appropriate native species compositions for the intended plant communities. The wetlands mitigation habitats have been designed to provide a mixture of tree, shrub and herbaceous groundcover species to achieve both overstory and understory compositions similar to nearby undisturbed natural wetland areas along San Marcos Creek.

The mitigation program will allow for terracing onsite to promote the growth of different types of vegetation and to imitate floodplain-like functions. The overall intent of the habitat revegetation program is to encourage the natural restoration process, as well as to create and enhance wetlands habitat, by removing non-native exotic species and helping to establish appropriate native plant assemblages that will further develop over time into the intended plant communities. The mitigation strategy is to create a mosaic of southern willow scrub, herbaceous wetlands, freshwater marsh and alkali meadow communities, thereby enhancing southern willow scrub and herbaceous wetland communities within disturbed habitats throughout the creek corridor from SR-78 to Discovery Street.

By expanding the riparian zone, the wetlands revegetation will provide increased benefits to native wildlife by providing additional buffering from the adjacent development, increasing habitat diversity and foraging opportunities, and thus increasing the overall habitat function and value of this portion of San Marcos Creek. The proposed revegetation areas will be located in areas currently mapped as disturbed, developed, and/or ruderal, which are non-native upland habitat types that can be manipulated through excavation to create appropriate wetland conditions. Thus, through site grading to lower elevations for better water table relationships, appropriate ecological conditions will be created to help support

The habitat function of the existing open space will be improved as wetland areas will are restored and expanded.

San Marcos Creek is the District's primary open space resource.

the establishment of the intended wetlands species and expansion of the riparian zone.

Throughout the restoration effort, converting degraded uplands to wetlands, removing exotics/weeds from existing wetlands, and expanding, through revegetation, wetlands resources and genetic continuity of plant materials will be important goals of the overall wetlands mitigation program and should lead to improved functions and values for the overall riparian system. Additional container plantings and seed applications of appropriate native understory shrub and herbaceous species will help stabilize the surface soils and will help improve long-term habitat diversity through understory plant development.

Upland Communities Mitigation

Flood control improvements are projected to impact approximately 4.57 acres of existing communities of coastal sage scrub and its variants, including 4.22 acres of coyote brush scrub (including disturbed forms) and 0.35 acre of isocoma scrub (including disturbed forms). These areas will be mitigated at a ratio of 1:1, requiring a total of 4.57 acres of mitigation. It is anticipated that the on-site preservation and enhancement of 1.01 acres of disturbed coastal sage scrub and its variants in combination with the off-site creation, enhancement, or preservation of 3.56 acres of coastal sage scrub will be sufficient in mitigating project-related permanent impacts to these vegetation communities.

GOAL 4.2: A contiguous, healthy, and integrated system of natural habitat along the section of San Marcos Creek within the Creekside District.

Policy 4.2.1: Establish the designated creek open space corridor as a permanent open space area dedicated to the preservation and enhancement of the Creekside District's natural resources.

Policy 4.2.2: Provide a continuous open space corridor through the Creekside District, linking open space resources within the area to resources outside of the area.

Policy 4.2.3: Establish and maintain a continuous corridor of riparian vegetation along San Marcos Creek from SR-78 to Discovery Street, preserving as much as feasible the existing riparian vegetation while implementing flood control improvements.

Program 4.2.3.1: The City will design and implement a detailed mitigation and habitat management plan in conjunction with the detailed design of flood control improvements.

Policy 4.2.4: Enhance habitat areas that are to be preserved by implementing an eradication program to remove invasive and exotic plant species and human-generated trash and debris. The eradication program will be implemented during the revegetation site preparation procedures and will continue during a five-year maintenance and monitoring period.

Policy 4.2.5: Improve the overall habitat function and value of this portion of San Marcos Creek by protecting and enhancing the riparian zone. Such protection and enhancement will help to form a more cohesive riparian system and better vegetative structure and diversity that will, in turn, provide increased benefits to native wildlife by providing additional buffering from adjacent human activity, increasing habitat diversity, and increasing foraging opportunities.

Policy 4.2.6: Enhance the overall habitat function and value along San Marcos Creek by revegetating the creek channel with selected native riparian plant species and removing invasive species such as eucalyptus, giant reed (Arundo), pampas grass, and castor bean from the riparian area.

Policy 4.2.7: In order to protect habitat values, public access to the creek open space corridor shall be restricted to trail access along the tops of the northern and southern levees and Discovery Park. Access to the natural areas within the flood control channel shall be limited to authorized maintenance and security personnel.

Policy 4.2.8: Provide off-site mitigation for any impacts to coastal sage scrub and its sub-associations at a ratio of 1:1.

GOAL 4.3: Preservation and enhancement of planning area wetlands.

Policy 4.3.1: Preserve existing wetlands to the degree feasible consistent with approved flood control improvements.

Policy 4.3.2: In conjunction with implementation of flood control improvements, restore marginal or degraded wetlands through the re-contouring of the ground to retain/enhance wetland characteristics, the removal of invasive non-native plants, and the re-introduction of appropriate indigenous plant species.

Policy 4.3.3: Enhance degraded wetlands and expand existing wetlands to mitigate the anticipated loss of wetlands associated with flood control improvements and road and bridge improvements. Mitigation for such improvements shall result in a net gain in high-quality wetlands in the Creekside District. Where wetlands are created to mitigate unavoidable loss, it is preferable to consolidate new wetlands within the existing wetlands complex.

Policy 4.3.4: All impacts to jurisdictional wetland habitats shall be mitigated within the planning area. Mitigation habitat will be created and enhanced at a ratio of 3:1 for southern willow scrub (1:1 creation, 2:1 enhancement) and 1:1 for herbaceous wetland, walnut woodland, freshwater marsh, open water, open channel, and alkali meadow.

Policy 4.3.5: Where new wetlands habitat is to be created, sites should be located adjacent to existing riparian/wetland vegetation and located predominantly in disturbed upland areas that can be manipulated through excavation to create appropriate wetland conditions.

Policy 4.3.6: Where wetlands habitat is to be enhanced, sites should be located within patches of herbaceous wetlands and adjacent to existing southern willow scrub habitat.

Policy 4.3.7: All wetlands restoration, enhancement, and creation will be designed and implemented under the direction of qualified professionals, and approved by the responsible regulatory agencies.

San Marcos Creek will serve as the focal point of a permanent natural open space corridor.

The future of the Creekside District is inextricably linked to resolving the flooding along San Marcos Creek.

4.2.3 San Marcos Creek

San Marcos Creek, which extends the length of the District from SR-78 in the east to Discovery Street in the west, is the District's primary open space resource: supporting dense riparian vegetation, providing important wildlife habitat, contributing visual interest to the landscape, and collecting and conveying the City's stormwater.

However, in addition to these positive attributes, San Marcos Creek also presents challenges due to periodic flooding both within the District and downstream. The intent of the Specific Plan is to preserve and enhance the creek's positive attributes while resolving threats to property and public safety and reducing constraints to new development that result from flooding. A major program of flood control improvements is required to protect the District from flood hazards, and while these improvements will require significant grading and land form alterations to provide the necessary storm flow capacity, the Plan ensures maximum feasible protection of valuable open space and habitat resources.

GOAL 4.4: Preservation and enhancement of the habitat quality, visual quality, and recreational value of the San Marcos Creek corridor while providing flood protection for the Creek District and adjoining areas.

Policy 4.4.1: Preserve the San Marcos Creek corridor as public open space, and maintain it in a predominantly natural state to protect the community's water quality, wildlife diversity, and aesthetic character.

Policy 4.4.2: To the degree possible, preserve the San Marcos Creek channel in its natural condition. Where alterations or realignment of the channel are necessary, the creek channel shall be restored as a natural channel (i.e., naturalistic alignment, earthen channel, riparian vegetation, etc.).

Policy 4.4.3: Maintain the creek channel open and clear of structures except for existing or planned road crossings and structures required to manage sediment and stormwater flows. If necessary, the City may approve structures within creek channels under the limited situations involving public health and safety or habitat enhancement.

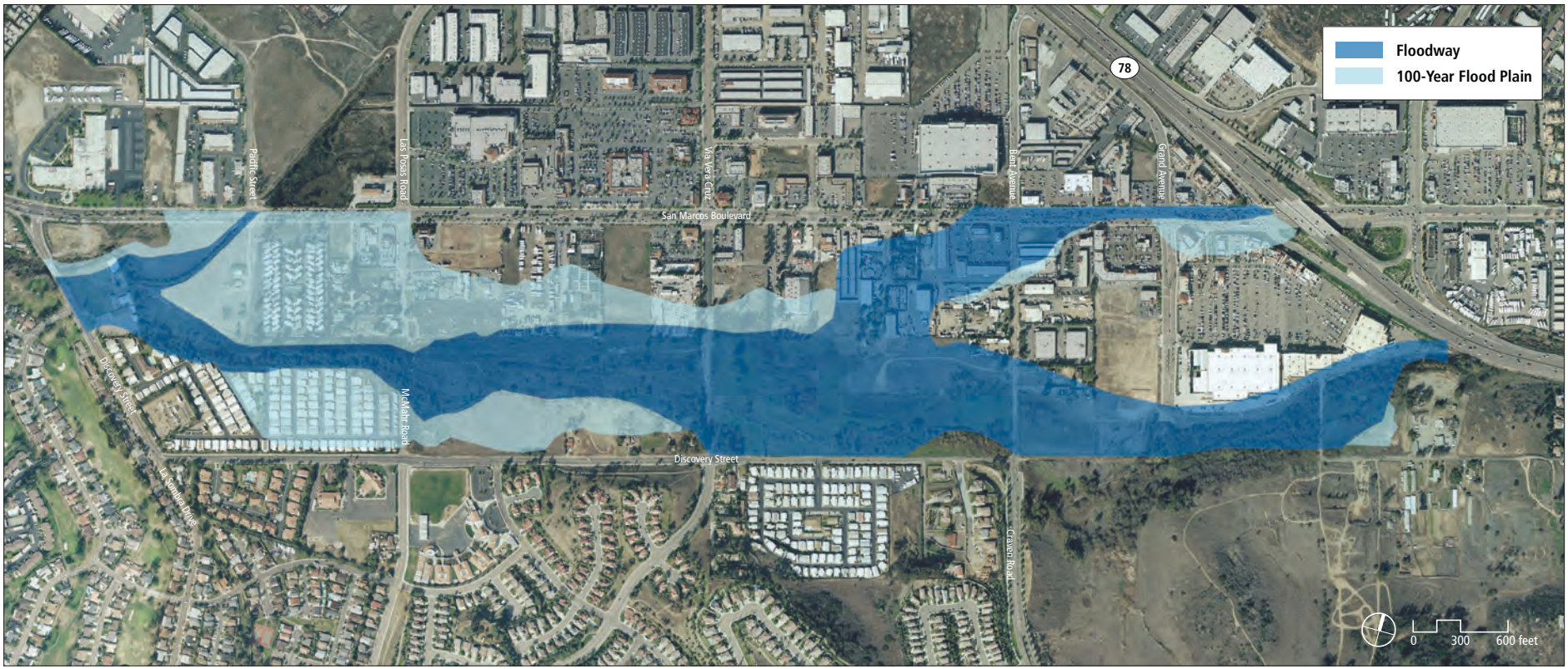
Hydrologic Context

Just as the history and character of the planning area have been shaped by the area's susceptibility to flooding, the future of the Creekside District will be shaped by the manner in which this susceptibility is overcome.

San Marcos Creek drains an approximately 46-square-mile area north of the San Dieguito River Basin. The creek originates in the Merriam Mountain Range north and east of San Marcos and drains into Batiquitos Lagoon at the coast. The creek generally maintains perennial flows that are fed from both natural sources as well as from irrigation and other urban runoff. Flows within San Marcos Creek have increased as development has increased within the basin. Peak flows generated from a 100-year storm increased from 12,000 cubic feet per second (cfs) in 1970 to 14,700 cfs in 1989. Projected volumes for the ultimate built-out condition are projected to have a peak 100-year flow of 18,050 cfs.

The relatively flat topography, the confluence of several upstream drainage ways, and its location downstream from urban development have combined to create conditions in which large portions of the Creekside District flood during storm events. Historically, this flooding has impacted existing development, closed public roadways, and constrained new development, but it has also resulted in the creek and planning area's open space resources remaining relatively intact. Figure 4-2 shows the alignment of the

Figure 4-2: Existing Floodway and Floodplain



creek channel and floodway, and the extent of the 100-year floodplain based on Federal Emergency Management Agency (FEMA) maps for the City of San Marcos.

Over the years, the City of San Marcos has explored numerous alternatives for resolving the flooding issue, including construction of a concrete-lined channel, a closed reinforced concrete box, a natural earth channel, a natural earth channel with low-flow area, a combined natural channel and concrete box, and alternating sections of natural and concrete-lined channel. In order to minimize the potential impacts of channelization and the associated cost to mitigate for loss of habitat, the City has elected to pursue a flood control approach that focuses on retention of as much of the natural creek channel and natural vegetation as is feasible.

Proposed Flood Control Improvements

The intent of the proposed flood control improvements is to provide flood protection for existing streets and existing and future uses in the area, while maintaining a hydrologic regime that supports sensitive biotic communities along the creek corridor. Since future development within the San Marcos Creek watershed (both in and upstream of the Creekside District) will continue to exacerbate flood potential by adding impervious surfaces that will increase both the rate and volume of stormwater runoff, the District's flood control improvements have been designed to accommodate projected stormwater runoff at full buildout of the City. Similarly, the flood control improvements have been designed to ensure that future development in the Creekside District does not increase potential for downstream flooding or harm the biological and aesthetic qualities the community seeks to protect.

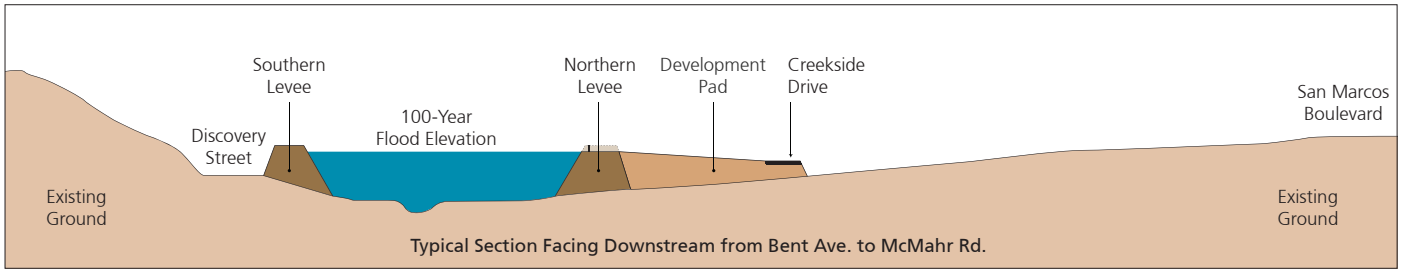
District flood control improvements will provide the additional capacity needed to accommodate stormwater run-off associated with 100-year storm events while protecting areas designated for development. Rather than modifying the existing creek channel and impacting existing vegetation and habitat, the improvement strategy is to establish a broad overflow area on either side of the creek channel that is contained by building up adjacent areas with levees, floodwalls, and fill.[2] The existing creek channel will continue to carry normal stream flows, while the broader overflow areas within the levees will accommodate storm flows that exceed the capacity of the existing natural creek channel. The overflow areas, which will be dry most of the year, generally will be maintained as natural open space.

The width of the overflow area between the levees and floodwalls varies and is approximately 250 feet at its narrowest point just west of McMahr Road. Through the core of the District, between Bent Avenue and McMahr Road, the flood control corridor maintains a fairly consistent 400- to 500-foot width. The upland portions of the overflow area will be maintained in native vegetation consistent with the landscape's indigenous character and the overflow channel's required conveyance capacity. Public access to the area within the channel will be prohibited, except for the Discovery Park area between McMahr and Via Vera Cruz south of the creek and a small amphitheater area built into the northern levee (see discussion of these parks later in this chapter).

In order to contain peak storm flows (with a minimum 3-foot freeboard for the FEMA 100-year flows), the levees, floodwalls and fill will range between 3 and 12 feet in height along the north side of the corridor, and between 8 and 12 feet high along the south side (in the area between McMahr Road and Via Vera Cruz, no levee or fill is required). Figure 4-3 shows a cross-section illustrating the flood control concept that will be applied approximately between McMahr and Bent Avenue. The inboard side of the levees (i.e., facing the creek) generally will have a 3:1 slope. However, in an effort to soften the engineered appearance of the levees, the in-

2. When used generally, "levee" may be understood to also include other engineered flood control improvements, such as floodwalls and fill.

Figure 4-3: Proposed Flood Control Concept



In addition to building levees along each side of the creek corridor, the initial flood control improvements will backfill the area behind the northern levee and construct Creekside Drive (Note: Not to scale).

board slopes are flattened to 5:1 in some areas, and curves have been added to the levee alignment. The levee slopes also will be planted with native grasses and shrubs compatible with the upland species in the flood control channel to make the banks appear as natural as possible.

To avoid having the levee create a continuous wall between the creek open space corridor and future development to the north, fill will be used to raise the land on the north side of the levee to within 3 feet of the top of the flood control system: the fill will be level with the 100-year flood elevation but below the required freeboard height. In some areas, the levees will be capped by 3-foot floodwalls to provide required freeboard, while in other areas the levee will rise to the full freeboard height. The small floodwalls will be made out of integral-color and/or stone-faced cast-in-place concrete, and will meander along the outer edge of the levee, integrated into the adjacent landscape design.

In the area west of McMahr to Discovery Street, vertical concrete or metal sheet-pile floodwalls rather than levees will be used to maximize the area of the channel that is available both to contain stormwater and to provide creek channel habitat. As behind the northern levee, the northern floodwall will be backfilled to raise the urbanized area, Additionally, the Los Posas branch of San Marcos Creek, which enters the District just west of Pacific Avenue and flows through a disturbed trapezoidal channel, will be placed in an underground boxed culvert system to enhance hydrologic capacity and increase developable area.

While the flood control improvements have been designed to minimize impacts to sensitive habitat areas, the grading and site modifications associated with the construction of the levees and flood control improvements will result in some unavoidable disturbance to sensitive habitat areas and the displacement of habitat by permanent structures. These impacts will be mitigated through the creation of new areas of habitat and the enhancement of existing areas.

Ultimately, this flood control strategy offers the best balance between resource protection, public safety, and optimization of the District's development potential. While the flood control improvements will disturb existing habitat, restrict public access to the creek open space corridor, and allow continued flooding of the area within the levees, the resulting open space corridor will be an attractive visual amenity and enhanced habitat area that will play a critical role in establishing the quality and character envisioned for the Creekside District.

A more technical discussion of the flood control project is provided in Chapter 8, Infrastructure, Utilities & Public Services.

GOAL 4.5: A flood control strategy that resolves District and downstream flood problems, allows upland areas to realize their development potential, and produces an attractive, natural open space resource.

Policy 4.5.1: Design the levees and fill slopes to mitigate the rigid, engineered quality of the improvements, while still maintaining their structural integrity. Levee design should include: a curvilinear alignment, varied landscaped treatments of the levee side slopes, and varied contouring of levee side slopes, including landscaped terraces or more naturalistic contouring built out from the main levee structure.

Policy 4.5.2: Landscape levee and fill slopes to appear as natural as possible, including the use of native plant species that are compatible and consistent with the vegetation on the floor of the flood channel corridor.

Policy 4.5.3: Encourage the use of gabions, rocks, unit pavers, and other channel stabilization methods which allow for plantings within the channel in situations where armoring is necessary to ensure the integrity of flood control improvements.

Policy 4.5.4: Use floodwalls where necessary to increase hydraulic capacity and channel habitat areas.

4.2.4 Scenic Resources

The Creekside District generally lacks dramatic scenic resources, but features such as the creek and riparian zone, the stands of eucalyptus trees, and scattering of walnut trees, all contribute to the District's positive visual character. In addition, the relatively flat topography and absence of substantial tree cover in the other areas allow for attractive views of features outside the District, such as Owen Mountain, Mount Whitney, Franks Peak and the San Marcos Hills. The combination of pastoral open space in the foreground and distinctive peaks in the background contributes to the District's visual quality and character.

While proposed urban development will alter the semi-rural visual character of the northern portion of the District, the revegetation and open space improvements proposed along the creek corridor will create an attractive new visual amenity in the southern portion. The park spaces and multi-use trails proposed along the top of the northern and southern levees will provide elevated vantages from which the public can appreciate distinctive views of the creek open space corridor, the urban area, and the surrounding peaks and ridgelines.

The levee structures are significant new elements that need to be carefully designed in order to avoid negative visual impacts. The height of the levees is fixed by flood elevations, so design elements such as landscaping and contouring of the side slopes will need to be introduced to help minimize the engineered character of the earthen structures and minimize their visual prominence. Also, since the creek and natural open space areas will sit significantly below the elevation of the northern levee top and proposed development, it will be important to create visual cues (e.g., lighting, water features, sculpture, landscaping, etc.) and sight lines that announce the amenity beyond, and attract the public south toward this important open space amenity.

GOAL 4.6: An attractive creekside open space corridor that provides scenic views within an open, high quality park setting.

Policy 4.6.1: In addition to enhancing habitat values, landscaping of the open space corridor should be used to enhance the visual character and scenic quality of the open space resources.

Policy 4.6.2: Create vista points and seating areas at key viewpoints along the Creekside Promenade and Discovery Greenway trails to enhance the public's enjoyment of the District's scenic resources.

Policy 4.6.3: Incorporate distinctive design features, such as water features, public art, distinctive landscaping and other vertical elements at the south end of the north-south streets that access the Creekside Promenade as visual cues that announce the presence of and invite access to the District's primary open space amenity.

4.3 An Integrated Urban Open Space System

The open space concept for Creekside District is to establish a comprehensive and integrated system of attractive, pedestrian-oriented open space areas that link District uses internally to each other, and externally to the surrounding community. This system has three components: "Open Space", which consists of the predominantly natural greenway within the creek corridor, "Parks", which includes a complex of urban parks, plazas and improved parkland adjacent to the creek and within the urban area, and "Streetscapes", which include the pedestrian zones associated with the District's streets and paseos (see Figures 4-4 and 4-5). The open space and parks components are addressed in this chapter. The streetscape component is addressed in Chapter 5, Circulation & Transportation, and 6, Community Design. Implementing this concept is critical to establishing the distinctive identity and the active, pedestrian-oriented, mixed use character envisioned for the District.

Together, the natural open space and parks components comprise 94.2 acres (44%) of the total District. The naturalized open space located within the flood control channel (i.e., the area bounded by and generally including the inboard, i.e. creek-facing, levee slopes and floodwalls) occupies 73.6 acres. This open area, which is set aside to contain flood waters for up to a 100-year flood event, will be enhanced and maintained primarily as a habitat area for native plant and animal communities. To this end, uses permitted in this area generally will be limited to habitat restoration, flood control improvements, and associated maintenance activities.

The 20.6 acres designated for improved public parkland includes three urban parks that are located internal to the development area and continuous greenways along both the north and south sides of the creek open space corridor. These greenways link a series of park spaces that are strategically located to maximize visual con-

The District will have an integrated open space system comprised of natural open space (top), urban parks (middle), and attractive streetscapes (bottom).

Figure 4-4: Integrated Open Space System

Figure 4-5: Illustrative Open Space Plan

nection to and physical access by the public to the natural creek corridor. A series of parks, plazas, and walking and bicycling paths will be located atop the new levees, providing views down into the open space without the potential environmental disturbance associated with physical access. These creekside parks and paths will also provide active and passive recreational opportunities as well as a unique setting for creek-facing development, such as outdoor restaurants and cafes. The parks and greenways will include facilities such as trails, vista points, seating areas, tot lots, public art, water features, a small amphitheater, and interpretative elements that accommodate primarily passive recreational uses. The specific character and improvements associated with each of these parks is described in the following "Public Parks" section.

GOAL 4.8: A comprehensive and integrated system of open space areas ranging from urban plazas to natural habitat areas, that support and enhance the establishment of an active, pedestrian-oriented environment and establish a distinctive, high quality identity for the District.

Policy 4.8.1: New development in the District should provide open space amenities such as plazas and public seating areas that promote pedestrian activity and give scale, structure, and identity to the urban fabric.

Policy 4.8.2: New development shall provide or contribute to the creation of improved parkland consistent with this Specific Plan and with City standards for parkland dedication and in-lieu fees.

Policy 4.8.3: Develop the Creekside Promenade, Discovery Park, and Discovery Greenway between McMahr and Grand as Phase I improvements that will help establish the character of the District and serve as catalysts for new development.

Policy 4.8.4: The City will work with developers to design and develop public parks that contribute to the identity of the District, provide a focus for community activity, and are integrated with adjoining development.

Policy 4.8.5: Local streets shall be designed to provide convenient, attractive, and pedestrian-friendly connections between urban parks and the more natural open space areas along the creek.

Policy 4.8.6: Encourage new development to incorporate paseos (i.e., pedestrian-only streets and passages) as a means to enhance the pedestrian orientation of the development and provide linkages to plazas and other open space areas.

4.4 Public Parks

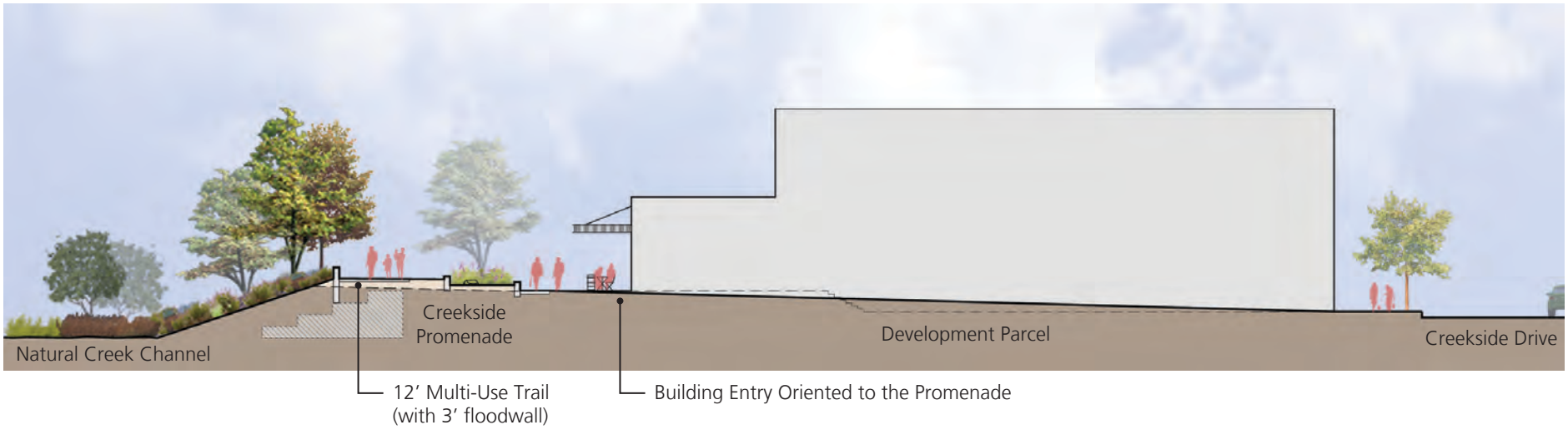
4.4.1 Creekside Promenade

The Creekside Promenade is a linear greenway that runs along the levee top north of the creek, extending the length of the urban area from Discovery Street to Grand Avenue (see Figure 4-4). The promenade will be a primary feature of the Creekside District, providing access along the creek open space corridor and linking District neighborhoods. The linear greenway, which includes approximately 7.9 acres, maintains a relatively consistent width of approximately 45 feet from the levee top of slope to the property line for adjoining development parcels. Distributed along this linear corridor, and adjoining it, are a series of public parks and plazas that connect the District to the promenade and the creek open space corridor. These plazas, pocket-parks, and gardens, which are located at the termini of District streets with the creekside open space, will serve as gateways to this corridor, providing both physical and visual access to the promenade. The intent is that adjacent development will take advantage of these open space assets by developing restaurants, cafes, and other complementary uses that are oriented to them.

The principal feature of the promenade will be a 12-foot wide multi-use trail that runs the length of the greenway (see Figure 4-6). The trail design will include a paved all-weather surface (e.g., exposed aggregate, cast-in-place concrete, or a resin pavement product, such as Natural Pave) that is suitable for pedestrians, bicyclists and other human-powered modes of wheeled transport (e.g., skates, strollers, etc.) as well as City maintenance vehicles. In addition to the trail, the Creekside Promenade will include other amenities such as seating areas, interpretive signage and facilities, creekside overlooks, trash receptacles, doggie-bag distributors, and low-level trail lighting.

The Creekside Promenade will be the primary park feature within the Creekside District, providing visual and physical access along the open space corridor.

Figure 4-6: Typical Cross Section of the Creekside Promende



Landscaping of the greenway will be responsive to both the structural requirements of the levee and the adjacency to a restored natural habitat area. In general, the landscaping will consist of native or non-invasive, drought-tolerant species that are well suited to San Marcos's semi-arid environment. Where restrictions associated with the levee dictate, landscaping south of the multi-use trail, both on top of the levee and on the slope banks, will include species with shallow and non-invasive root structures that will not compromise the levee structure. On levee banks where surficial fill is used to create slopes less than 3:1, plants with a deeper root structure (trees and large shrubs) will be planted. North of the multi-use trail, landscaping will also focus on native, non-invasive and drought-tolerant species but will include larger species, including more trees, in areas where the fill behind the levee is deep enough to accommodate them.

Since the Creekside Promenade is such a significant feature in the Creekside District, it is important that the proposed improvements be made as soon as possible to begin to establish the character and quality envisioned for the District, provide urban open space amenity that will serve as a catalyst to new development, and demonstrate the City's commitment to expeditious implementation of the Plan.

4.4.2 Creekside Parks—Discovery to McMahr

The segment of creek corridor west of McMahr Road includes two park components totaling 3.1 acres: West End Gateway Park and the Creekside Promenade (see Figure 4-7). Both of these parks are located on the north side of the corridor. No public parkland is provided along the south side of the corridor due to the proximity of the existing mobile home park and the narrowness of the creek channel.

West End Gateway Park

West End Gateway Park is a triangular parcel at the western terminus of Main Street. This 1.2-acre park is partially located atop the proposed Las Posas culvert, contiguous to the Creekside Promenade and overlooking San Marcos Creek The park, which will terminate western views along Main Street with parkland, will include strolling paths, shaded seating areas, and interpretive elements. Planting will be garden-like yet informal, and will feature a mixture of native and ornamental plant species. Hardscape materials may include: exposed aggregate and integral colored concrete; porous concrete, asphalt and/or pavers; pre-cast concrete accent pavers; local stone; stabilized decomposed granite; or resin pavement such as NaturalPave.

Creekside Promenade

The westernmost section of the promenade includes a linear greenway along the north side of the corridor that will serve as an amenity to adjacent new development. Four north-south streets terminate at the corridor, facilitating public visual and physical access. Special design treatment will be provided near the west end of the promenade where it comes closest to San Marcos Boulevard, in recognition of its function as a pedestrian and bicycle gateway to the promenade and the District.

Figure 4-7: Creekside Parks—Discovery to McMahr

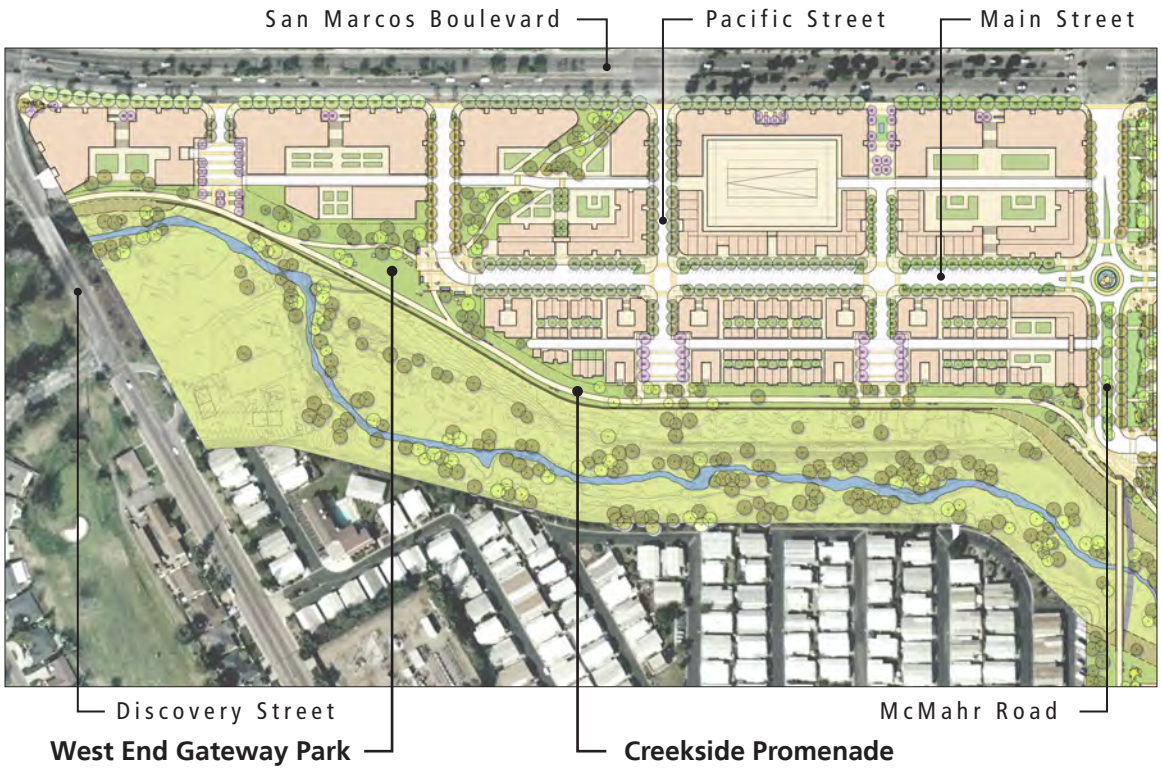
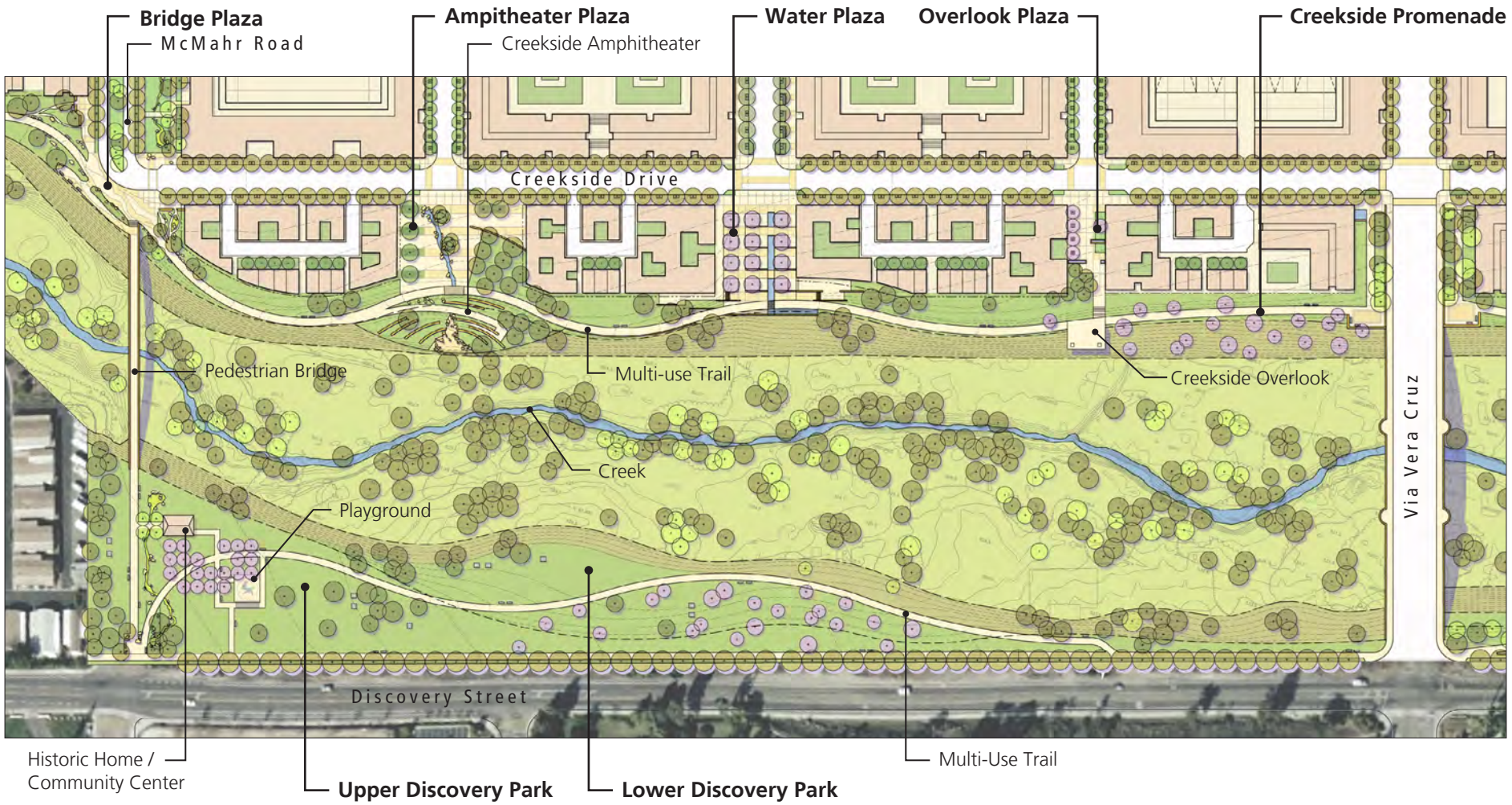


Figure 4-8: Creekside Parks—McMahr to Via Vera Cruz



4.4.3 Creekside Parks—McMahr Road to Via Vera Cruz

The segment of creek corridor between McMahr Road and Via Vera Cruz adjoins the area designated as the commercial center of the District. As such, it contains the greatest concentration of improved parkland and facilities, with approximately 9.1 acres, including Discovery Park south of the creek, and Bridge Plaza, Amphitheater Plaza, Water Plaza, and Overlook Plaza all adjoining the Creekside Promenade (see Figure 4-8).

Bridge Plaza

A key feature within the creek corridor is the twelve-foot wide pedestrian bridge that is proposed to span the natural creek corridor at the foot of McMahr Road (see Figure 4-8). As the only non-vehicular crossing of the creek, the bridge provides an opportunity for quiet observation and appreciation of the rich riparian habitat below. The bridge will be designed for light and simple construction to minimize shade effects and other impacts on the creek below. The bridge's piers and footings will be located adjacent to the western edge of the existing San Diego County Water Authority aqueduct that parallels McMahr Road.

At its north landing, the pedestrian bridge will intersect the Creekside Promenade multi-use trail and touch down at a 10,000-square-foot plaza. As the forecourt to the bridge and a gateway between the promenade and the urbanized McMahr corridor, the plaza will feature a ramping overlook leading to the bridge landing, decorative paving, seating and site walls, interpretive elements and signage, and a riparian plant palette used ornamentally to create a connection with the creek corridor beyond.

Amphitheater Plaza and Amphitheater

A principal component of the parkland in this segment of the corridor is the 0.4-acre public amphitheater located on the inboard levee slope overlooking the creek (see Figures 4-9 to 4-11). The curvilinear alignment of the levee combined with a shallower 5:1 slope will accommodate a naturalistic amphitheater suitable for small performances and gatherings. The amphitheater will be a contoured bowl of reinforced turf with stone or concrete seat walls for seating, and a small stage at the bottom of the slope. The base of the stage will be a minimum of 3' above the creek, and the turf will extend down to within fifteen feet of the creek edge. Paving in the amphitheater will be composed of a resin pavement product such as NaturalPave.

Above the amphitheater, on the north side of the promenade, the 21,000 square-foot Amphitheater Plaza features a small naturalistic water feature, boulders suitable for sitting or scrambling, and a radial array of accent trees. The plaza will function as the entry court to the amphitheater and a public plaza serving adjoining and nearby development on Creekside Drive.

The pedestrian bridge will be of simple and lightweight construction to miminize shade impacts upon the creek corridor.

Figure 4-9: Amphitheater Plaza and Amphitheater Concept Plan

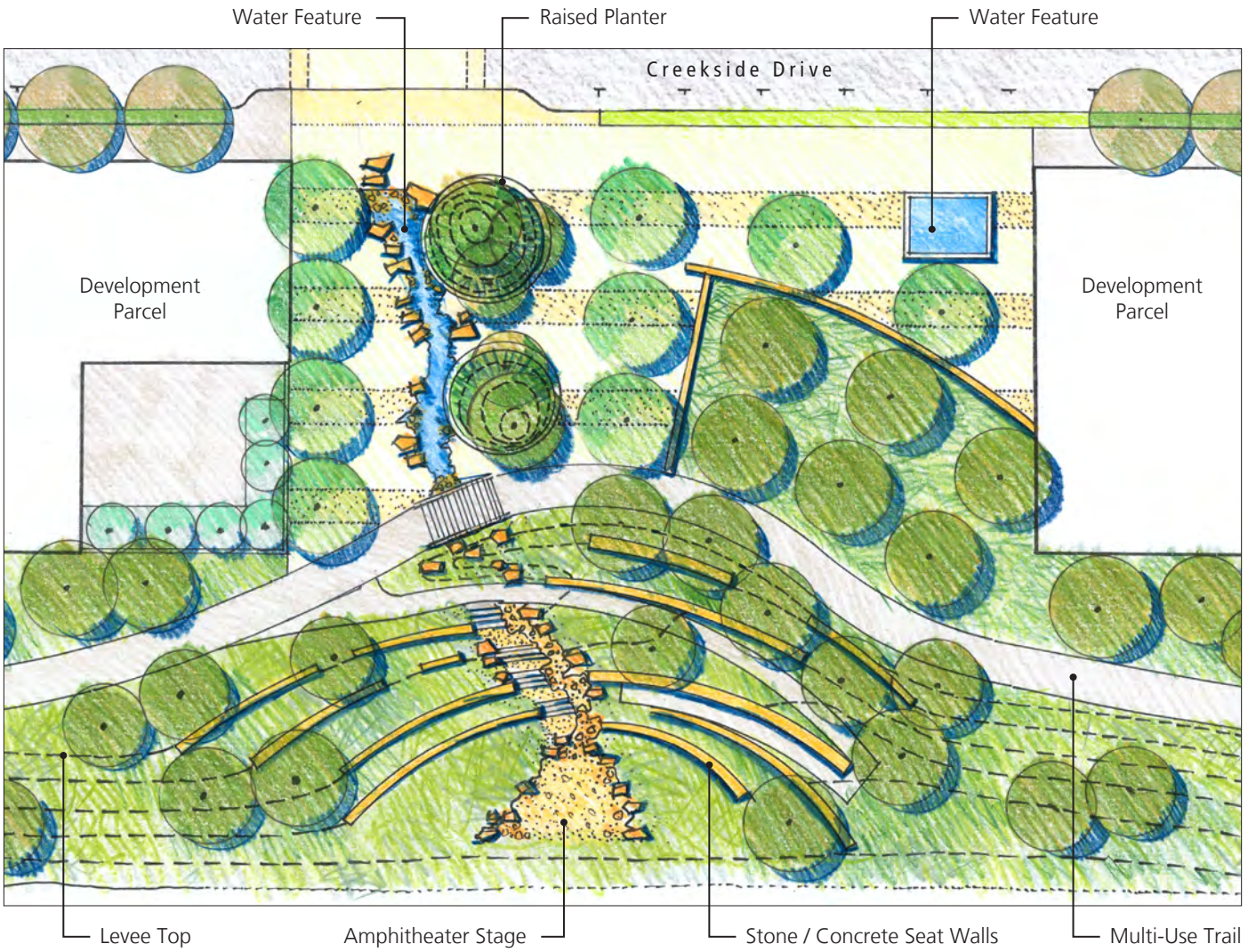
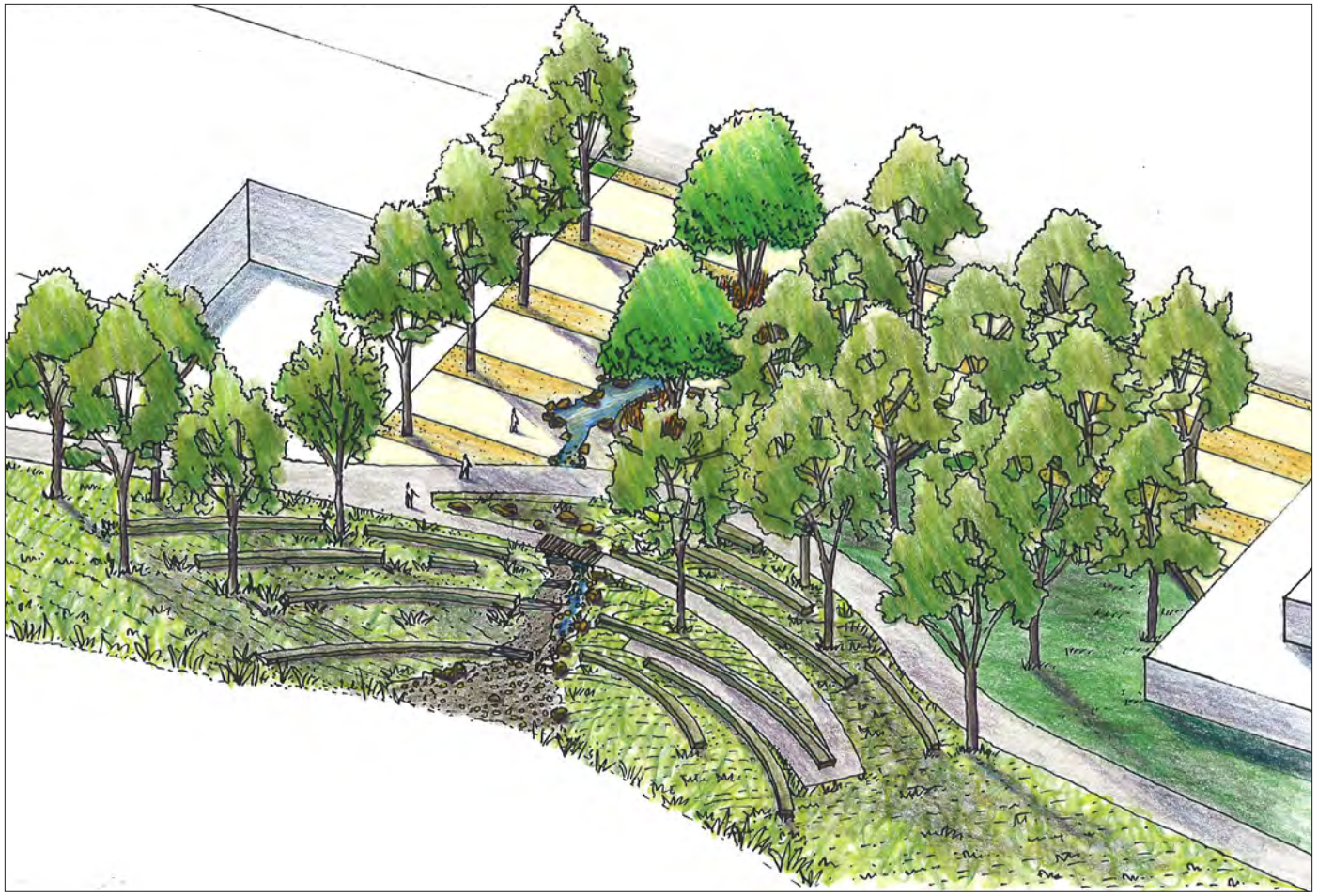
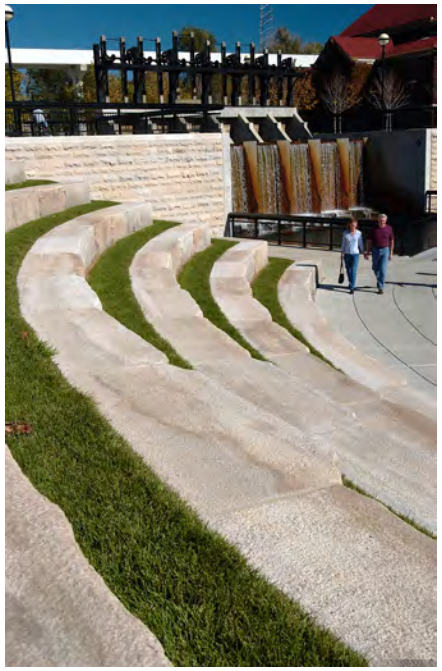


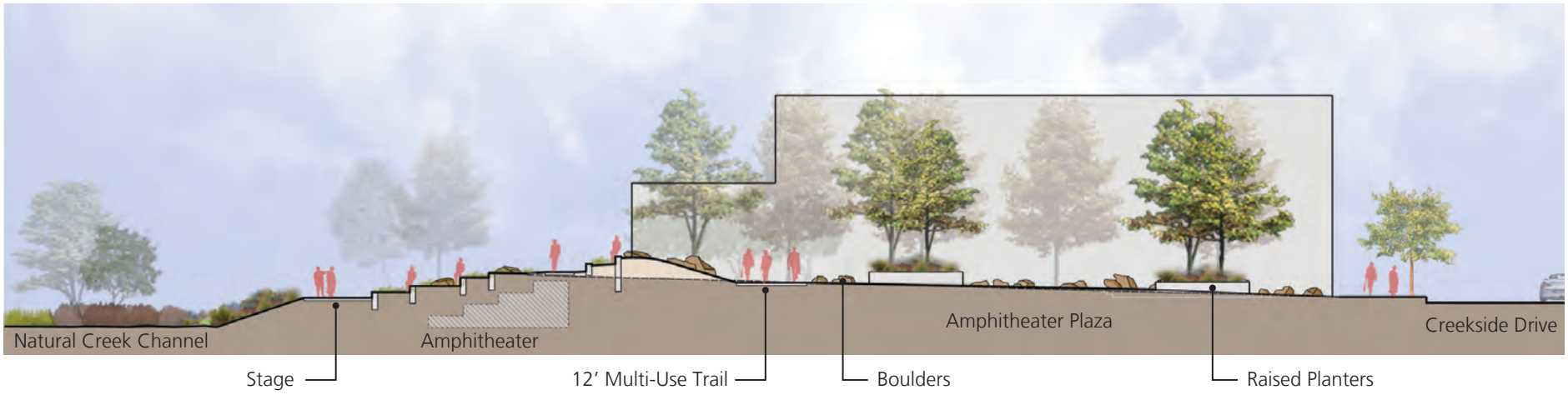
Figure 4-10: Amphitheater Plaza and Amphitheater Concept Rendering

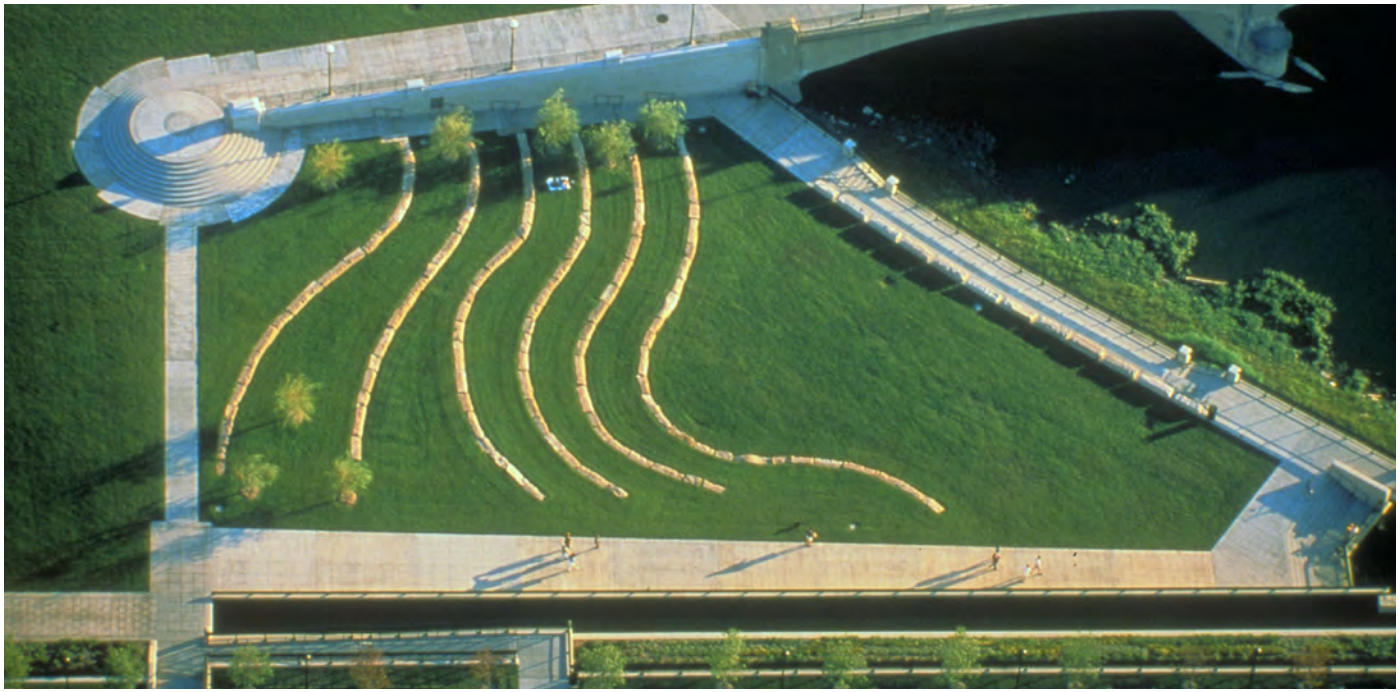




An amphitheather built into the levee will create a distinctive preformance space overlooking the natural creek corridor.

Figure 4-11: Amphitheater Concept Cross Section



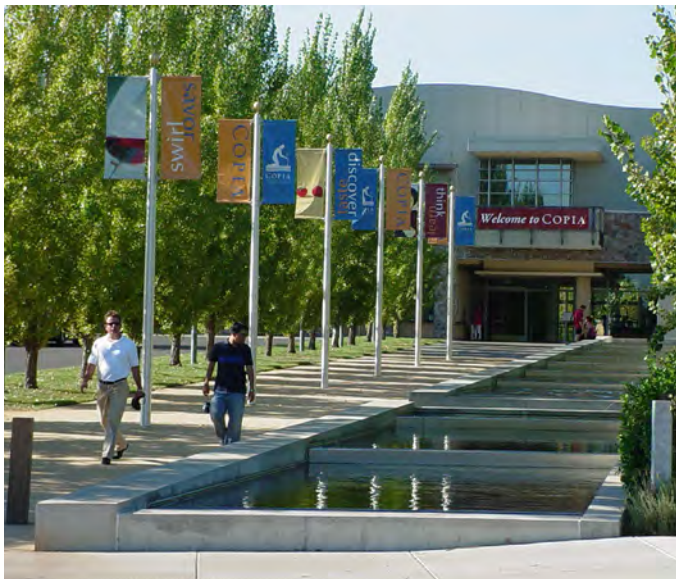


The amphitheather will permit park visitors to get close to the creek corridor without impacting habitat values

Water Plaza

Located midway between McMahr Road and Via Vera Cruz at the foot of the north-south street that bisects the Town Center Plaza (see Figure 4-8), Water Plaza is a 18,000-square-foot public space (see Figures 4-12 to 4-14) with shaded seating areas set alongside a gently cascading linear water feature. A series of ascending terraced plazas rise up to meet multi-use trail at the plaza's southern end. South of the multi-use trail, a shallow water feature with a broad stepped edge provides an opportunity for sitting and enjoying views into the creek corridor.

As a gateway to the Downtown Core, the Water Plaza has an urban character that weaves together hardscape, water and plant elements: paving will consist of cast-in-place concrete and stabilized decomposed granite, site walls will be cast–in-place concrete or stone, and the plant palette will include flowering shade trees that provide seasonal interest and a contrast with the creek landscape beyond.



The Water Plaza will include a cascading water feature

Figure 4-12: Water Plaza Concept Plan

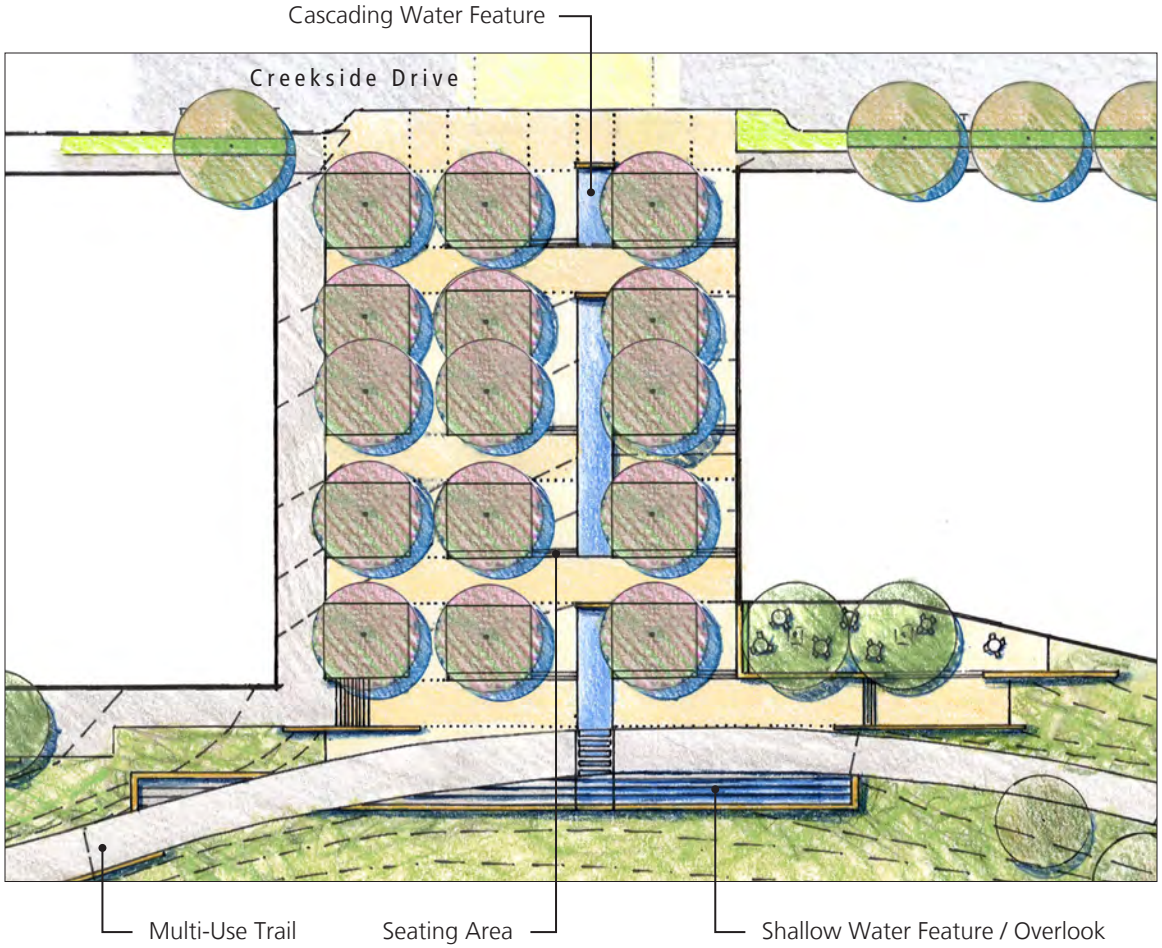
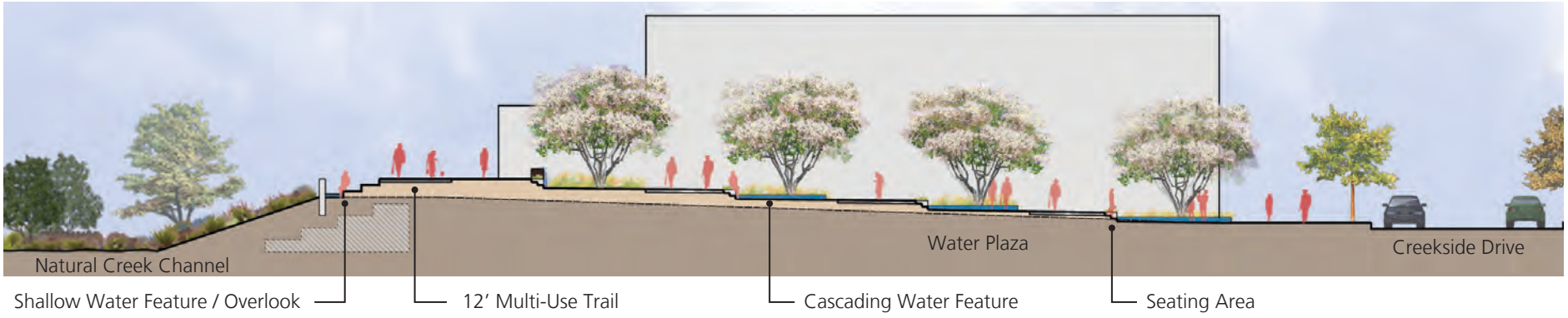


Figure 4-13: Water Plaza Concept Rendering

Figure 4-14: Water Plaza Concept Cross Section



Overlook Plaza

Overlook Plaza is a small, 0.15-acre park located at the southern terminus of the first street west of Via Vera Cruz (see Figure 4-8). The plaza takes its name from the cantilevered viewing platform that will extend south from the plaza and Creekside Promenade over the creek corridor, providing an area for observation and appreciation of the natural creek corridor below. The overlook structure will be of light, simple pier and beam construction to minimize potential shade effects or other impacts on creek habitat. The overlook structure (see Figure 4-15) will feature interpretive elements and signage that will enhance public understanding of the setting, as well as seating and trash receptacles.

Creekside Promenade

This segment of the Creekside Promenade, between McMahr and Via Vera Cruz, is more varied than those in rest of the District not only because of the variety of park spaces and features that animate its length, but also because of its varied alignment. The alignment of the levee has been contoured in this section of the corridor to give the flood control improvements a softer, more curvilinear character. Moreover, the levee condition varies between a small freestanding floodwall and a fully earthen levee with the multi-use trail moving on and off the higher levee top as the condition switches between low floodwall and berm.

Due to its location immediately south of the Downtown Core commercial area, it is anticipated that this section of the Creekside Promenade may be the most urban and commercial within the District. Future buildings are anticipated to have a strong and direct connection, both physical and visual, to the promenade that will influence the design and improvements within the promenade and adjoining plazas.

Figure 4-15: Overlook Concept Cross Section

Located outside of the 100-year floodplain, the upper portion of Discovery Park will include a wider range of amenities, such as the relocated historic home, a playground and other permanent structures.

The lower bench area of Discovery Park, which lies within the 100-year flood plain, will have trails and other passive recreational facilities that can withstand occasional flooding

Discovery Park

Located south of the creek adjacent to Discovery Street, Discovery Park is the largest improved park in the District. This 5.6-acre park consists of two distinct areas, a 3.0-acre area in the southwest corner along the frontage of Discovery Street that is situated above the 100-year floodplain, and the balance, which is subject to inundation during a 100-year flood event, along the creek channel. Due to its existing elevation, this is the one area of the corridor in which an engineered flood control improvement is not needed. This will result in a park with more natural topography extending from the street to the creek.

Upper Park Area: Because it sits above the 100-year floodplain, the upper park permits a wider range of amenities, including permanent structures. It is envisioned as a neighborhood park with a 5,000-square-foot playground for toddlers and young children, drinking fountains, shade and picnic structures, seating and open lawn areas, and the southern landing of the pedestrian bridge. The park's signature feature will be a 1,400-square-foot historic home that is currently located within the floodplain at the intersection of Via Vera Cruz and Discovery Street. Moved on to the higher ground of the upper park, the house will be located close to the pedestrian bridge and will serve as both a prominent entry landmark and a community and interpretive center, supporting park activities as well as standing as a testament to San Marcos's past.

Planting will be drought-tolerant native or non-invasive shrubs and groundcovers interspersed with groves of native canopy trees, and the plant palette will reflect the proximity to the creek corridor's riparian planting. A 10-foot-wide multi-use trail paved with resin pavement or stabilized decomposed granite will wind through the upper park area and traverse a gentle and varied slope to the lower bench area (see Figure 4-7). To meet accessibility requirements, the trail will not exceed a 4.9% slope.

Lower Bench Area: The lower portion of the park is located within the 100-year floodplain and as a result can be expected to be inundated periodically. This area will have shallower slopes (3:1 to 6:1) that can accommodate passive recreational use as well as more varied planting, though potential flooding will limit amenities to a combination of trails, planting, seating, and picnicking areas. The ten-foot-wide multi-use trail will cross the bench paralleling the creek. A vegetated bio-swale on the north side of the trail will catch storm runoff from the open space away from the creek to avoid impacts to habitat. Benches, picnic tables and interpretive elements and signage will be located along the trail, and planting will be similar in character to the upper bench area.

In addition to the 10-foot-wide trail, a five-foot-wide sidewalk with a five-foot-wide parkway planter will run the length of Discovery Park parallel, but not contiguous, to Discovery Street. The trail will be designed to be stylistically consistent with trails throughout the rest of the District's open space system.

4.4.4 Creekside Parks—Via Vera Cruz to Bent

The segment of creek corridor between Via Vera Cruz and Bent Avenue includes the Discovery Greenway on the south side of the creek and three small neighborhood parks (Creekside Neighborhood Park, East End Pocket Park, and East End Overlook Park) and the Creekside Promenade on the north side (see Figure 4-16). Altogether, these park components total 5.4 acres of improved parkland.

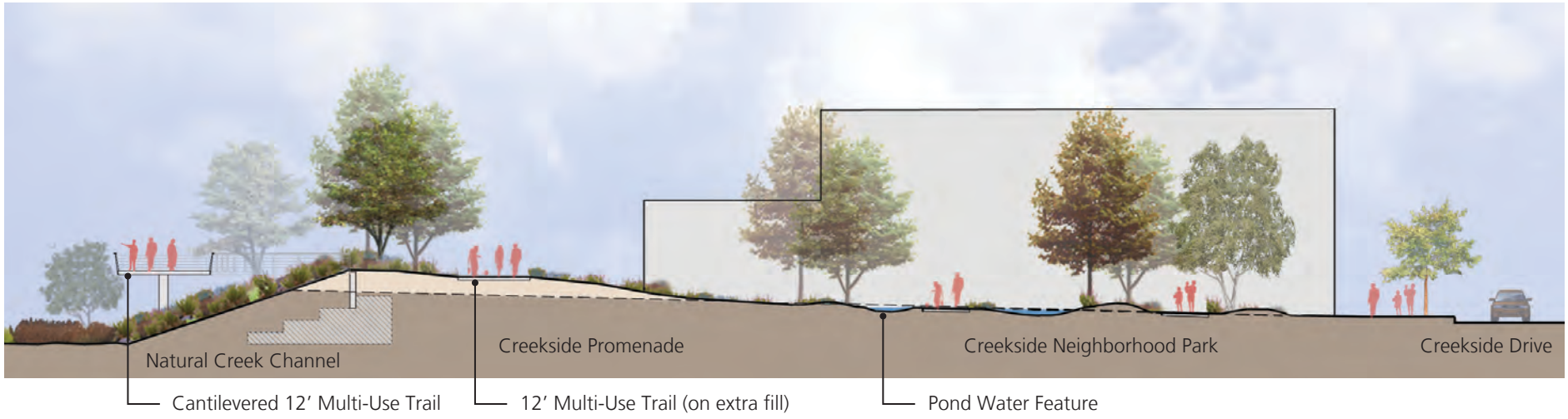
Creekside Neighborhood Park

The 0.6-acre Creekside Neighborhood Park is located at the southern terminus of the first street east of Via Vera Cruz (see Figures 4-16 and 4-17). The park, which will terminate views south from the adjoining Midtown neighborhood, will include a shade structure, paths and a water feature consisting of linked naturalistic pools. Planting will be garden-like and feature native plant species used in an informal and ornamental manner. Hardscape materials will be limited, but may include: exposed aggregate and integral colored concrete; porous concrete, asphalt and/or pavers; pre-cast concrete accent pavers; local stone; stabilized decomposed granite; or resin pavement.

The creekside parks between Via Vera Cruz and Bent Avenue will be more neighborhood focused and will have a lusher, more garden-like appearance.

Figure 4-16: Creekside Parks—Via Vera Cruz to Bent

Figure 4-17: Creekside Neighborhood Park Concept Cross Section



The Creekside Neighborhood Park will have a series of small, interconnected pools.

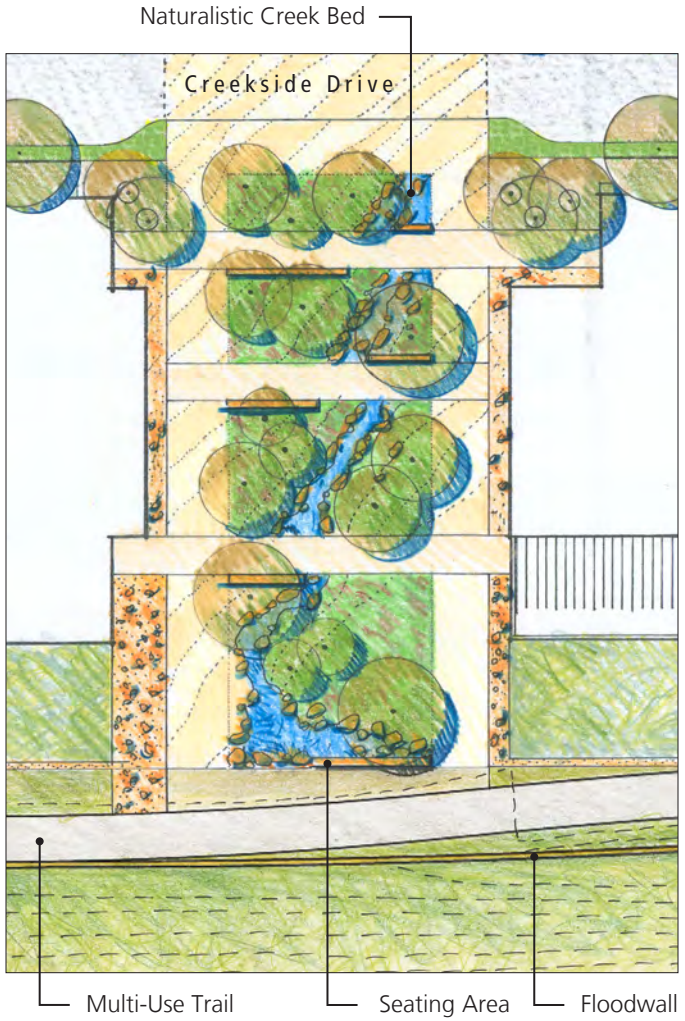
East End Pocket Park

The 0.25-acre East End Pocket Park is located at the southern terminus of a broad north-south local street (see Figure 4-18). The park, which will terminate south views from the adjoining Midtown neighborhood, will include a series of drought-tolerant stroll gardens with shaded seating areas and a naturalistic creek bed. The park's hardscape will continue the thematic paving used in the north-south local street and may include: exposed aggregate and integral colored concrete; porous concrete, asphalt and/or pavers; local stone; stabilized decomposed granite; or resin pavement.

East End Overlook Park

East End Overlook Park is a small, 0.15-acre park located at the southern terminus of the neighborhood street located just west of Bent Avenue (see Figure 4-16). The park takes its name from the cantilevered viewing platform that will extend south from the plaza and Creekside Promenade over the creek corridor, providing an area for observation and appreciation of the natural creek corridor below. As in Overlook Plaza, the overlook structure will be of light, simple pier and beam construction and will include interpretive elements and signage, seating and trash receptacles. As an additional amenity and reflecting the lower development intensity of this area, the park may also accommodate a series of community garden plots.

Figure 4-18: East End Pocket Park Concept Plan



Creekside Promenade

The 2.2-acre section of the promenade between Via Vera Cruz and Bent Avenue continues the varied form of the promenade and flood control system: curvilinear design, changing slopes, and a mixture of low floodwalls and full levees. In addition, a spur of the multi-use trail cantilevers out over the levee's inboard slope just south of the Creekside Neighborhood Park to afford unique views of, and proximity to, the creek corridor.

Discovery Greenway

Discovery Greenway is a linear park located in the narrow strip of land between Discovery Street and the creek corridor that will accommodate a levee. The 2.2-acre park, which is approximately 50-feet wide, includes a twelve-foot-wide extension of the multi-use trail that runs the length of Discovery Park. The Greenway trail, which generally will run along the levee top, will have the same design character as the Discovery Park segment. Midway between Via Vera Cruz and Bent Avenue, the trail will traverse the outboard side of the levee to accommodate mid-block access to the greenway. Additional fill will be added to the outboard slopes to create a more naturalistic landform and ensure an accessible pathway slope of less than 4.9%.

The levee will be planted on its inboard and outboard slopes with a range of riparian grasses, groundcovers, perennials and low shrubs that are native to the San Marcos Creek corridor and comply with all applicable agency standards for planted levees. Interpretive signage will explain the adjacent riparian habitat and the function and construction of the levee. A 5-foot-wide, concrete sidewalk and a 5-foot-wide planted parkway will run along the edge of Discovery Street. Other landscaping of the parkway will be the same as in Discovery Park.

The Discovery Greenway will continue the multi-use trail east of Discovery Park.

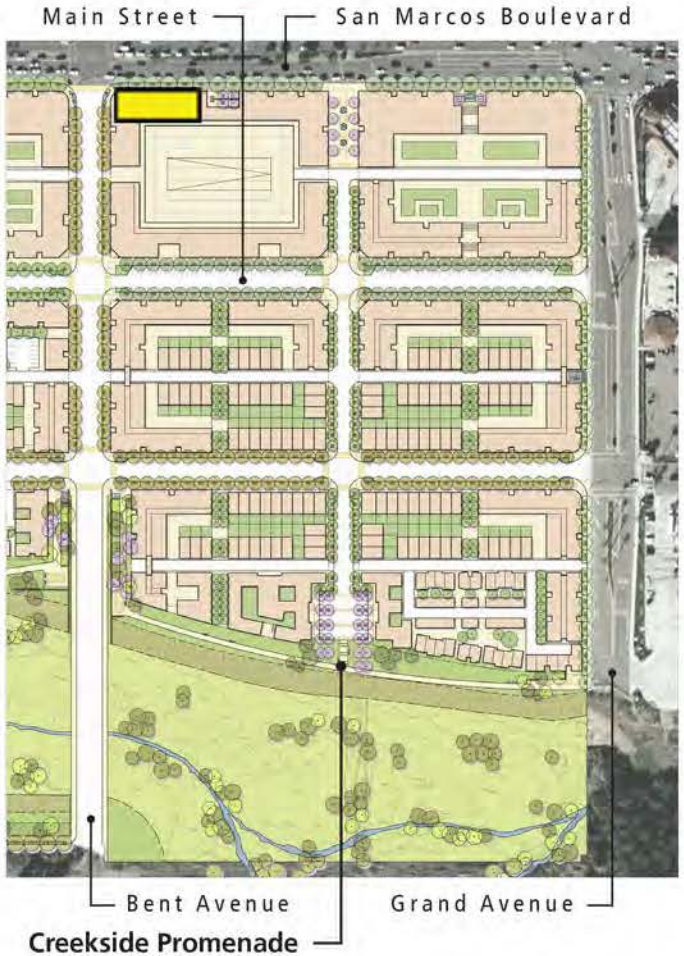
4.4.5 Creekside Parks—Bent to Grand

Parkland in the segment of creek corridor between Bent Avenue and Grand Avenue consists entirely of the approximately 1.1 acres of Creekside Promenade along the north side of the creek (see Figure 4-19). No public parkland is provided along the south side of the corridor due to the presence of sensitive wetlands and riparian habitat.

Creekside Promenade

This section of the promenade is distinguished from segments to the west by the absence of a formal levee or floodwall. Instead of a formal flood control structure, the area north of the creek can be raised enough with just fill to protect against a 100-year storm event. The absence of a levee allows for greater flexibility in the grading and contouring of the banks (e.g., shallower, more contoured slopes) and in the landscaping (e.g., no structural limitations on tree planting). As in the other segments of the promenade, the linear greenway will serve as an amenity to adjacent new development. A north-south street will terminate at the corridor, facilitating visual and physical access to the creek corridor. Special design treatment will be provided at the east end of the promenade where it intersects Grand Avenue, in recognition of its function as a pedestrian and bicycle gateway to the promenade and the District from the east.

Figure 4-19: Creekside Parks—Bent to Grand



4.4.6 Urban Parks

Town Center Plaza

Town Center Plaza is a 0.2-acre public square located in the heart of the Downtown Core. Rather than a single space, Town Center Plaza is composed of four smaller plazas asymmetrically situated on the four corners of the intersection of Main Street and the western of the two broad north-south local streets (see Figures 4-20 to 4-22). Consistent with the urban setting, these plazas will be predominantly hardscaped, and they will feature seating areas and iconic structures, such as a water garden, bandstand, or informational kiosk. The largest of these four plazas (6,400 square feet) can serve as a venue for community events, such as open-air markets, holiday tree lighting, rallies and performances. The smaller plazas (ranging from 400 to 1,600 square feet) offer opportunities for street vendors and adjacent commercial tenants to operate outdoor seating areas extending into the plazas.

Planting will feature formal placement of a single, ornamental or native canopy tree species that contrasts with yet complements the native and riparian plant palette used elsewhere in the Creekside District. Tree species such as Schinus molle, Jacaranda mimosifolia and Olea europaea would be appropriate choices: these species are non-native but are well adapted to the local climate. Accent and understory planting will include flowering shrubs, grasses, succulents and other native or drought-tolerant plant materials. Hardscape materials could include: exposed aggregate and integral colored concrete; porous concrete, asphalt and/or pavers; local stone; stabilized decomposed granite; or resin pavement. Walls, planters, basins and seat walls will be integral-colored pre-cast concrete and local stone. Shade structures, fences and gates will be constructed of materials such as painted or galvanized steel and treated or recycled-plastic timber.

Figure 4-20: Town Center Plaza

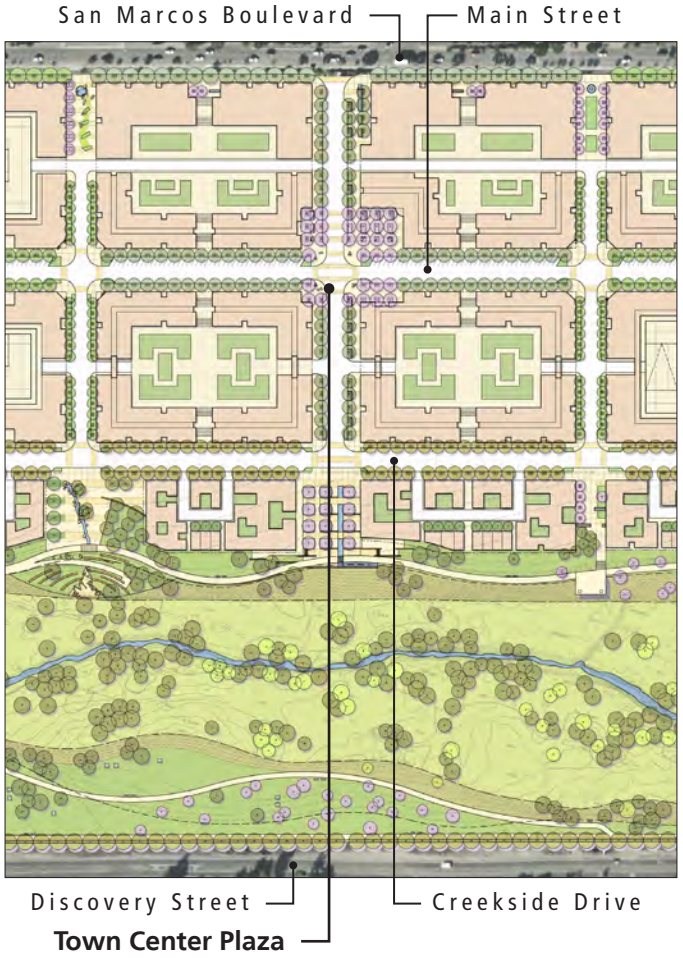


Figure 4-21: Town Center Plaza Concept Plan

The Town Center Plaza will serve as a venue for events, such as farmers' markets (top), and also allow adjacent restaurants and cafes to extend outdoor seating areas.

Figure 4-22: Town Center Plaza Concept Rendering

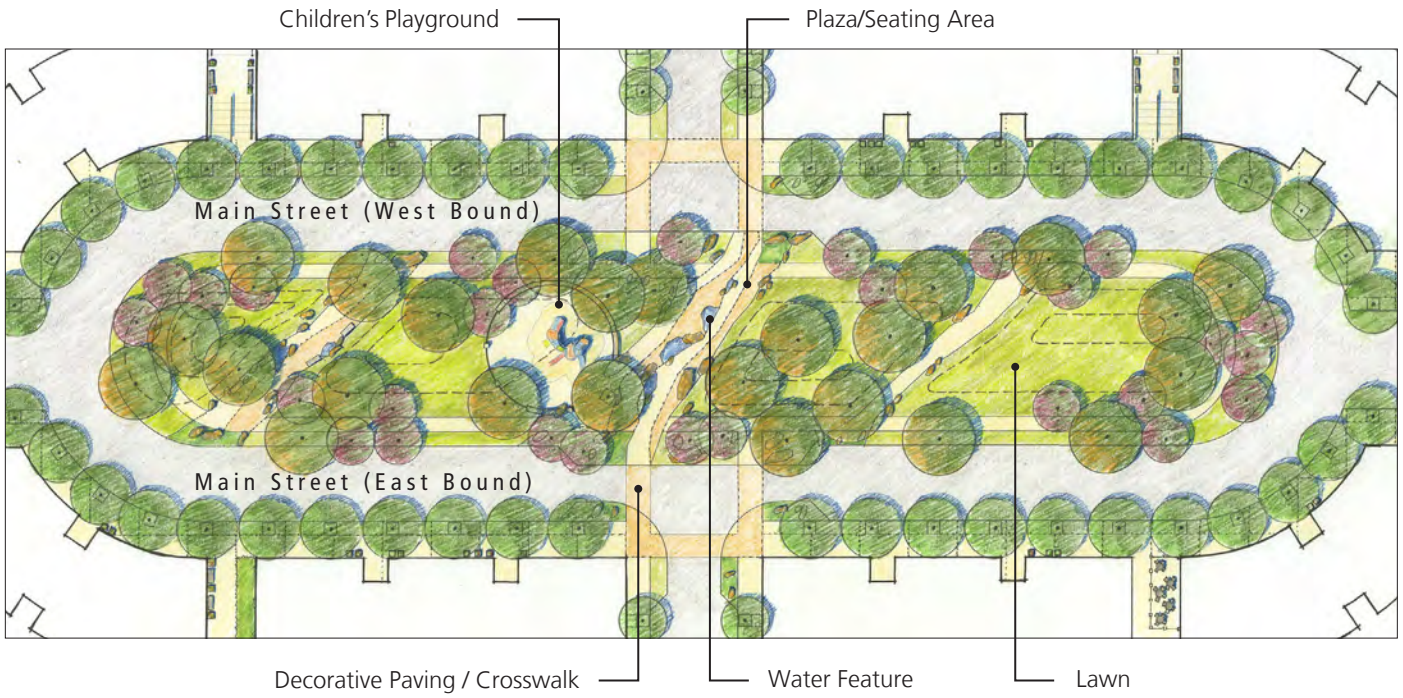
The Town Center Plaza will mix hardscaped open areas, seating, and water features to create a vibrant urban space.

East End Commons

East End Commons is a 0.9-acre park located on Main Street between Via Vera Cruz and Bent Avenue. The commons is actually an island formed when Main Street divides into a one-way couplet (i.e., travel lanes pass to either side of the park). The park is intended to function as a tranquil community gathering space and an iconic neighborhood node. The lozenge-shaped park is large enough to accommodate a small playground, seating areas, turf or garden areas, and a central naturalistic water feature (see Figures 4-23 to 4-25). The planting and hardscape palette will be thematically linked to the other parks, plazas and streetscapes east of Via Vera Cruz, and could include naturalistic plantings of native and ornamental trees, decomposed granite accent paving, and local stone boulders used for seating. The park's location amidst Main Street allows it to serve as an effective traffic calming device, particularly with parallel parking on both sides and mid-park pedestrian crossings. Commercial and residential uses fronting on the park will benefit from the distinctive park setting, and this area will be particularly well suited to outdoor cafes, retail, and similar uses.

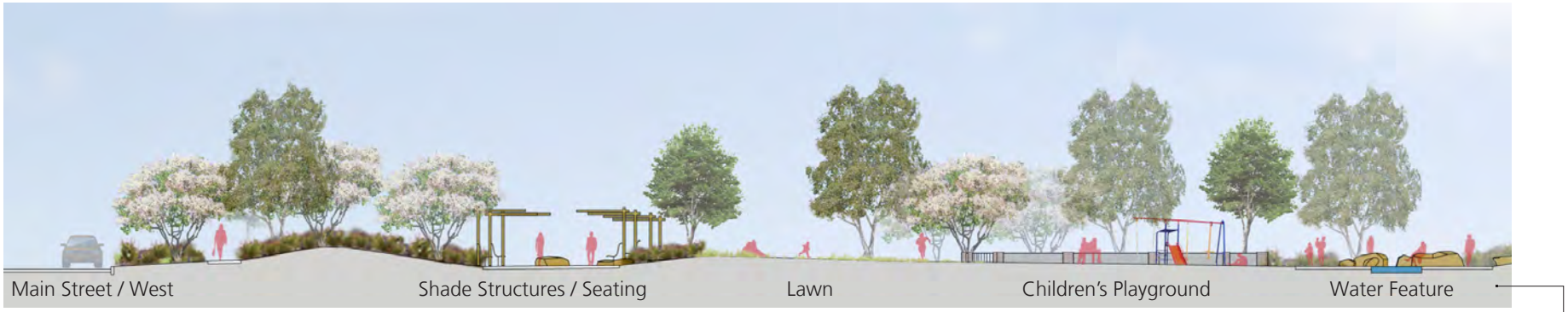
Figure 4-23: East End Commons

Figure 4-24: East End Commons Concept



The East End Commons is large enough to accomodate a playground, lawns areas, and a central water feature.

Figure 4-25: East End Commons Concept Cross Sections: North-South (top) and East-West (bottom)



McMahr Road Linear Park

The McMahr Road Linear Park sits above an existing nine-foot-diameter San Diego County Water Authority (SDCWA) aqueduct that parallels the east side of the roadway (see Figures 4-26 and 4-27). This vital infrastructure limits future structural development in the immediate vicinity but provides the opportunity for a 0.7-acre park corridor between San Marcos Boulevard and the Creekside Promenade, visually and physically connecting these two important destinations. This alignment will also roughly coincide with the pedestrian bridge across the channel to Discovery Park, and it will further enhance a primary entry to the Downtown Core. The park will feature a broad green with a path, vegetated bio-swales, seating areas and groves of riparian trees. SDCWA regulations limit the size and placement of trees and other structures within this corridor, and so trees should be a shallow-rooted species that is planted with root barriers to retard root development adjacent to aqueduct. All proposed open space amenities will be reviewed and approved by the SDCWA.

Figure 4-26: McMahr Road Linear Park

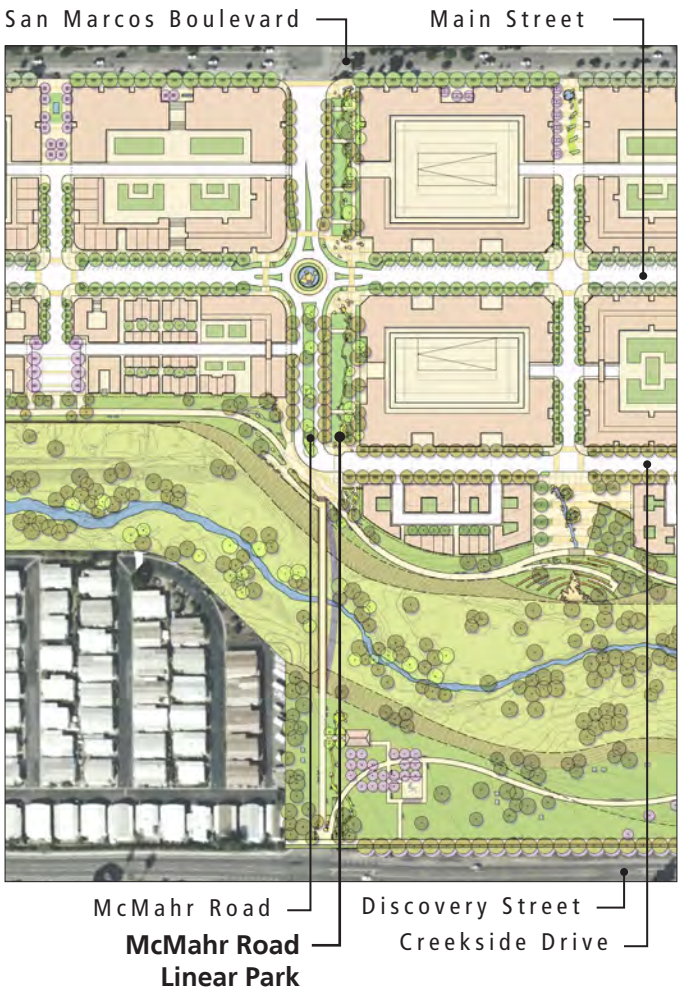


Figure 4-27: McMahr Road Linear Park Concept

4.4.7 Trails

Providing a system of pedestrian and bicycle trails throughout the open space system is the best way to support the public's appreciation and enjoyment of the District's open space resources. The Plan provides for a comprehensive system of trails and other pedestrian and bicycle facilities that is intended to address both the recreation and commute needs of the local community. Refer to Chapter 5, Circulation & Transportation for a detailed description of the District's trail system and the goals, policies, and standards that will guide its implementation.

Chapter 5

Circulation and Transportation

5.1 Introduction

The transportation and circulation system for the Creekside District is designed to facilitate safe and efficient access to the area, both internally and externally. It is also designed to balance and create more opportunity among the various modes of travel, including private automobiles, public transit, bicycles, and walking, in order to create an attractive, pedestrian-oriented district in which the influence of the automobile on the character and function of the area is minimized.

The street network is designed to seamlessly integrate the Creekside District into the existing roadway system by implementing City-planned roadway improvements and complementing these improvements with new collector and local streets that facilitate convenient internal circulation. An emphasis is placed on enhancing the connectivity of the circulation system not only to improve access, but also to disperse traffic, provide greater route flexibility, and minimize traffic impacts on existing city streets. The plan also promotes transit and non-vehicular circulation by integrating safe and convenient bus, bicycle, and pedestrian facilities into the street and the open space networks.

The primary goals governing the Creekside District circulation plan are:

GOAL 5.1: A circulation system that safely accommodates increased vehicular traffic associated with Creekside District and cumulative Creekside District development, while establishing a new pedestrian- and transit-friendly downtown for San Marcos.

GOAL 5.2: A circulation system that maintains and improves access and connectivity between the Creekside District and adjacent neighborhoods such as the Barham/Discovery, Richmar, and Business/Industrial neighborhoods.

GOAL 5.3: A pedestrian and bicycle circulation system that expands and enhances the public's ability to reduce automobile travel and enjoy the area's open space resources.

GOAL 5.4: Convenient transit service that leverages existing and proposed regional transit to provide a viable alternative to the private automobile for Creekside District residents, workers, and visitors.

San Marcos Boulevard does not provide an appealing environment for pedestrians, bicyclists, or transit riders.

5.2 Existing Transportation Context

5.2.1 Vehicular System

The Creekside District has excellent regional access from State Route 78 (SR-78), which forms the eastern boundary of the area. The SR-78 interchanges at San Marcos Boulevard and Las Posas provide convenient vehicular access to the area for those coming from outside San Marcos.

Local access to the Creekside District is currently provided by a series of east-west and north-south streets. San Marcos Boulevard, which forms the northern boundary of the District, is the most significant local route due to both the volume of traffic it carries and the commercial profile of the corridor. It is the primary east-west arterial through San Marcos, providing a direct connection between the Creekside District and San Marcos Civic Center. Discovery Street, which forms portions of the southern and western boundaries of the Creekside District, provides a second important east-west corridor. Discovery Street, which currently terminates at the Bent Avenue/Craven Road intersection, provides access to the Barham/Discovery neighborhood south and east of the Creekside District, and to Cal State San Marcos via Craven Road. Ultimately, Discovery Street will be extended eastward to connect with Barham Drive and provide a more direct connection between the Creekside District and Twin Oaks Valley Road and its interchange with SR-78. Currently, there are no significant east-west streets providing access within the District.

There are four public street rights-of-way that extend north-south through the Creekside District. From west to east they are McMahr Road, Via Vera Cruz, Bent Avenue, and Grand Avenue. Of the four streets, only Via Vera Cruz and Bent Avenue currently provide a through connection between San Marcos Boulevard and Discovery Street. Although both streets provide important

connections from San Marcos Boulevard to residential areas south of the District, neither street is developed to urban standards and both are subject to closure by flooding during moderate to heavy storm events.

Outside the Creekside District, Las Posas Road is the primary arterial providing access to the north. Las Posas Road, which changes name to McMahr Road when it enters the District south of San Marcos Boulevard, provides a direct link to the interchange at SR-78, Mission Road and the future light rail Sprinter Station at Palomar Community College. Craven Road, as mentioned above, is a collector street providing a direct link between the Creekside District and Cal State San Marcos and residential areas in Discovery Hills and the Heart of the City area.

5.2.2 Pedestrian and Bicycle System

The design of transportation facilities surrounding the District currently tends to favor vehicular travel over walking or cycling. San Marcos Boulevard includes bicycle lanes and sidewalks, but the heavy traffic volumes along this corridor make this an unappealing place to be a pedestrian or cyclist. The numerous curb cuts for driveways create significant potential for vehicle conflicts with both cyclists and pedestrians. Also, the placement of sidewalks immediately adjacent to the travelway, without an intervening planting strip or on-street parking, fails to provide either physical or psychological buffer between pedestrians and moving vehicles.

While Discovery Street accommodates much lower traffic volumes, sidewalks are only provided along portions of the south side of the street and no accommodation is provided for bicycles. As on San Marcos Boulevard, the sidewalk is located immediately adjacent to the street.

Excellent pedestrian and bicycle facilities have been developed along Craven Road from its intersection with Discovery Street to Foxhall Drive. A Class I pedestrian/bicycle path (i.e., fully separated from the roadway) parallels the west and south side of the street with substantial setbacks from the roadway and attractive landscaping and fencing introduced along both sides of the trail. From Foxhall Drive to Twin Oaks Valley Road the pedestrian and bicycle facilities revert to sidewalks and bike lanes.

The McMahr Road/Las Posas Road corridor currently has bike lanes and sidewalks along those sections that have been developed, but are not continuous. Bike lane and sidewalk standards are the same as on San Marcos Boulevard.

Left: Existing access through the Creekside District—both north/south and east/west—is limited.

Right: Via Vera Cruz does not meet urban roadway standards and is prone to flooding.

5.2.3 Transit System

The City of San Marcos participates in the North County Transit District (NCTD), which operates nine "Breeze" bus routes in or through the City. Much of this service, however, is concentrated at Palomar College and focuses on regional connections with neighboring cities like Escondido, Vista, and Oceanside. Only three of the nine Breeze routes directly serve the Creekside District:

- **Route #341**. Route 341 connects Palomar College and Cal State San Marcos via San Marcos Boulevard. The route, which operates hourly between approximately 5:00 AM and 9:30 PM Monday through Saturday, uses Mission Road, Rancho Santa Fe Road, San Marcos Boulevard, and Twin Oaks Valley Road. Bus stops adjacent to the Creekside District are located along San Marcos Boulevard at: Discovery Street, Pacific Street, Las Posas Road, Via Vera Cruz, and Grand Avenue. In addition to this standard service, this route also provides limited school service under route numbers 441 and 442.
- **Route #344.** Route 344 connects Palomar College and Carlsbad via San Marcos Boulevard and Las Posas Road. The route operates hourly between approximately 5:30 AM and 7:00 PM Monday through Saturday. Bus stops adjacent to the Creekside District are the same locations as those for Route 341, located along San Marcos Boulevard at Las Posas Road, Pacific Street, and Discovery Street.
- **Route #347.** Route 347 provides hourly service to Escondido from Palomar College via Los Posas Road, Craven Road and Twin Oaks Valley Road. The route operates hourly between approximately 6:00 AM and 7:30 PM Monday through Friday with limited Saturday service. In the eastward direction, the route takes Via Vera Cruz and Discovery Street through the Creekside District, while the return trip uses Bent Avenue and San Marcos Boulevard. Bus stops within or adjacent to the District are located at Via Vera Cruz and San Marcos Boulevard and on Discovery Street.

The standard Breeze fare is $2 per ride, or $4 for unlimited daily travel. Breeze bus stops are currently only marked with signs and do not have bus turn-outs or other facilities, such as benches and shelters, associated with them.

The NCTD is currently constructing the 22-mile Sprinter light rail line that will connect San Marcos with Oceanside, Vista, and Escondido. When revenue service begins in late 2007, the Sprinter will provide service every half hour from approximately 5:00 AM to 9:00 PM, seven days a week. Three San Marcos Sprinter stations will be located within approximately a mile to a mile and a half of the Creekside District: the Civic Center, Palomar College, and Cal State San Marcos stations. Concurrent with the initiation of the Sprinter service, NCTD will introduce reconfigured Breeze routes, including adjustments to the three routes that serve the Creekside District, to better complement the new rail service.

The San Diego Association of Governments' 2030 Regional Transportation Plan identifies San Marcos Boulevard as part of an important North County transit corridor connecting the coastal cities to Escondido. As such, some consideration has been given to possibly introducing bus rapid transit service (enhanced bus service with features typical of rail transit) along the corridor in the future, however, no specific proposals are pending at this time.

5.3 The Circulation Concept

Transportation and circulation are critical to the success of any downtown or commercial center. Thus, the circulation plan for the Creekside District is designed not only to accommodate projected increases in traffic, but also to enhance the District's economic and development potential. The strategy employed is four-fold: 1) increase accessibility to the Creekside District from the outside, 2) provide for convenient movement once inside the District, 3) design a street network that supports the creation of a pedestrian-oriented retail district, and 4) provide facilities that enhance the quality and convenience of transit, bicycling, and walking as alternatives to driving.

Enhanced Accessibility

The first part of the strategy primarily involves the extension, widening and enhancement of existing streets (e.g., Via Vera Cruz, Bent Avenue and Grand Avenue) to provide through, all-weather connections to the surrounding area, including freeway interchanges at Twin Oaks Valley Road and Las Posas Road, and to key community activity centers such as Cal State San Marcos, the Civic Center, and Palomar Community College. These improvements will enhance access to the area, which in turn will contribute to the viability of future commercial uses.

Circulation improvements will improve access to community activity centers, such as the Civic Center and Cal State San Marcos.

An appropriately scaled street grid provides flexibility to suit many different uses and users.

Convenient Internal Circulation

The second part of the strategy involves the creation of an internal network of streets that facilitates movement within the Creekside District. The planned street network provides a grid of collector and local access streets that are parallel to and interconnected with the existing framework of primary, major and secondary arterials that serve the area. In addition to accommodating circulation, the street network also establishes the physical framework within which development occurs. As such, the street grid is scaled to be consistent with the District's land use and development objectives, as well as its circulation objectives. To this end, the network of streets is designed to balance several key objectives, including:

1. providing optimum balance of parcel size and street frontage for new development,
2. optimizing access to individual properties and choice of travel routes,
3. creating block sizes that are a comfortable scale for pedestrians to walk and that establish an intersection spacing that discourages build up in vehicular travel speeds, and
4. implementing street standards that help to maintain slower vehicle speeds and facilitate safe and convenient pedestrian crossing.

A New Retail Street

The third part of the strategy involves the creation of a street that incorporates the best qualities of a traditional "main street": a comfortable mix of vehicles and pedestrians; pedestrian-scaled streets; efficient, but slow-moving traffic; convenient on-street parking; street-oriented storefronts; and attractive sidewalks and pedestrian areas. The Plan establishes a new east-west collector street that parallels San Marcos Boulevard one block to the south, and extends the length of the development area. The roadway is intended to be the focal point for the development of the new commercial mixed-use district, literally and figuratively its "Main Street." This east-west collector is complemented by a series of north-south cross streets and a second east-west street, Creekside Drive, that provides access along the north side of the creek corridor.

A traditional "Main Street" is a key component of the circulation system.

A Multi-modal System

Finally, the Creekside District is designed to facilitate safe and convenient mobility and access for all modes of transportation. While recognizing the need to accommodate local and citywide traffic on its streets, the system is designed to include facilities, such as broad sidewalks, dedicated bike lanes, off-street multi-use trails, and attractive bus stops, that encourage walking, cycling, and transit as safe and convenient alternatives to the automobile. In addition to attractive design, key factors in promoting walking, cycling, and transit are ensuring that facilities are conveniently located and are interconnected without gaps or barriers that might inhibit their use.

Walking, bicycling, and transit provide an alternative to the private automobile in a balanced circulation system.

5.4 The Street Network

5.4.1 Primary Circulation System and Functional Classifications

The Creekside District is well served by a system of major roadways that connect the area to the surrounding city and region. This primary circulation system (see Figure 5-1) consists of a number of roadway classifications, including Freeways, Primary Arterials, Major Arterials, Secondary Arterials, and Collector streets (see Table 5.1). While the primary function of these roadways is to accommodate regional and citywide travel demand, their efficient function is critical to the success of the Creekside District. The District's circulation system and development concept have been conceived specifically to avoid impacts to the function of this primary circulation system and, wherever possible, to enhance it.

5.4.2 Non-Project Related Improvements

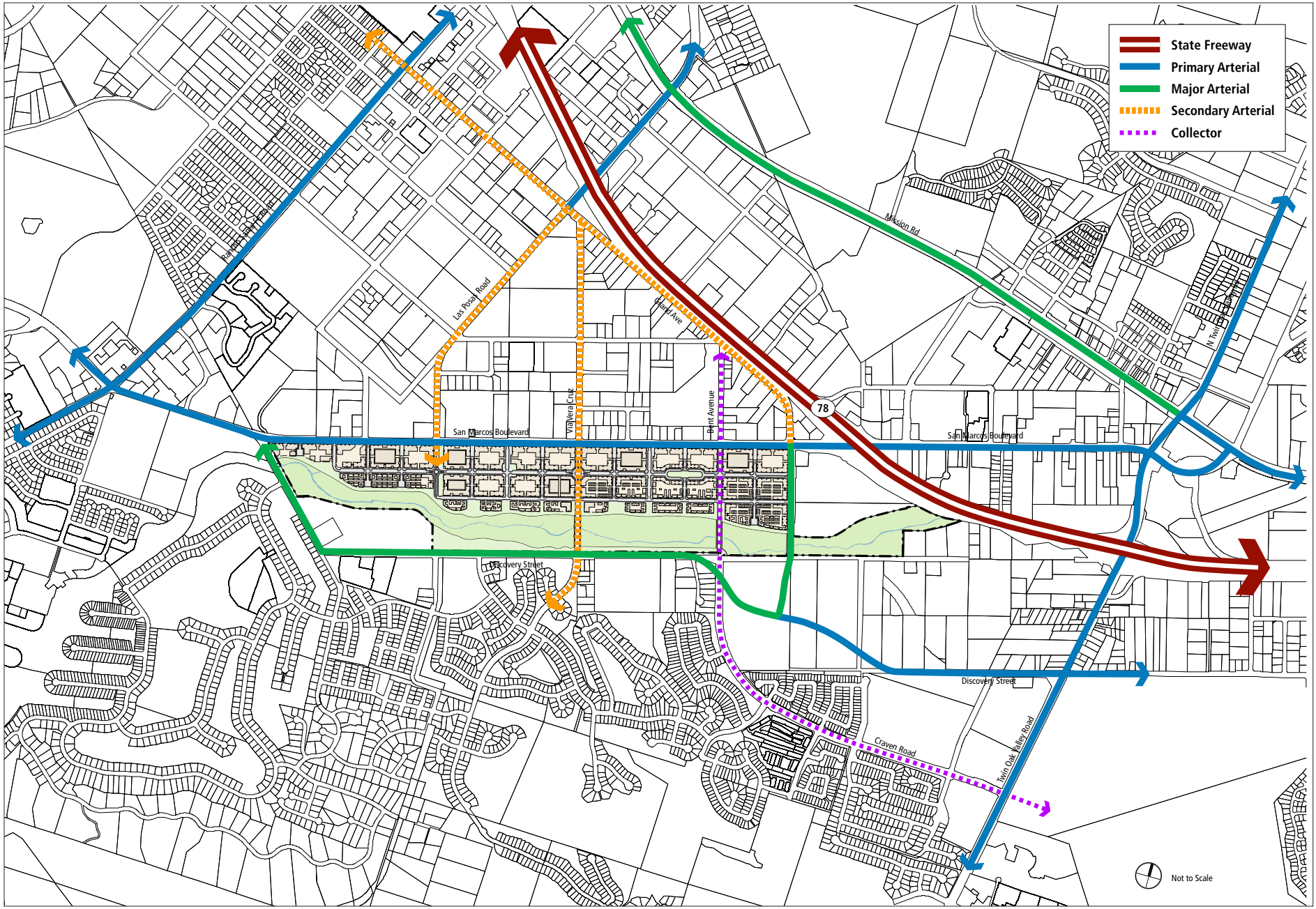
The Circulation Element of the San Marcos General Plan identifies infrastructure needed to meet traffic demand projected for buildout of the city. General Plan-identified circulation improvements that play a key role in the development of the Creekside District, but are not directly related to the Specific Plan, include:

- **San Marcos Boulevard.** As the major east-west corridor through the city, San Marcos Boulevard will continue to carry large volumes of traffic. The Circulation Element calls for widening of this street to have an ultimate right-of-way of 126 feet with 3 travel lanes in each direction plus medians and left-turn pockets. Some segments of the corridor adjacent to the Creekside District already have been improved to this ultimate width. Specific Plan development along the south side of San Marcos Boulevard will be set back to ensure that the additional right-of-way needed to improve the street to its ultimate design standard is provided.

Table 5.1: Primary Circulation System & Functional Classifications

Street	Extent	Functional Classification
State Route 78	Twin Oaks Valley Road to Las Posas Road	Freeway
San Marcos Boulevard	SR 78 to Discovery Street	Primary Arterial
Discovery Street	San Marcos Blvd. to Twin Oaks Valley Road	Major Arterial / Primary Arterial
Grand Avenue	San Marcos Boulevard to Discovery Street	Major Arterial
Las Posas/McMahr Road	SR 78 to Discovery Street	Secondary Arterial
Via Vera Cruz	San Marcos Boulevard to Discovery Street	Secondary Arterial
Bent Avenue/Craven Road	San Marcos Blvd. to Twin Oaks Valley Road	Collector

Figure 5-1: Primary Circulation System



- **Discovery Street/Barham Drive.** Discovery Street is planned to be extended eastward from its terminus at Craven Road to connect with Barham Drive at Twin Oaks Valley Road. As a Secondary Arterial east to Grand Avenue and a Primary Arterial further east to Twin Oaks Valley Road, the Discovery Street/Barham Drive extension will have, respectively, four and six travel lanes. This extension will provide an important new east-west connection to the Creekside District that will relieve pressure on San Marcos Boulevard and provide more direct access to the freeway interchange at Twin Oaks Valley Road.

  The portion of Discovery Street between Craven Road and La Sombra Drive will be upgraded as part of the Specific Plan improvements, which are discussed in detail below. The section of Discovery Street between San Marcos Boulevard and La Sombra Drive is under County jurisdiction, and will be upgrade to a four-lane Secondary Arterial, including replacement of the existing substandard bridge, at an undetermined future date.

5.4.3 Specific Plan Circulation Improvements

Circulation improvements required in the Creekside District fall into two categories: those whose need and benefit is almost entirely related to the District's development, and those required both to serve proposed Creekside development and to address broader city circulation issues. The improvements in this latter category relate primarily to the existing north-south streets and specifically to providing all-weather crossings of San Marcos Creek and upgrading these corridors to their urban standards as arterial and collector streets.

Bridges and Arizona Crossings

Consistent with the General Plan, the three principal north-south streets through the District (Via Vera Cruz, Bent, and Grand) will be improved to full urban standards and provide through access between San Marcos Boulevard and Discovery Street. In order to resolve circulation constraints related to flooding, bridges over San Marcos Creek will be built on Via Vera Cruz and Grand Avenue. While the designs of these bridges have yet to be finalized, conceptual designs are described below.

The Via Vera Cruz bridge is anticipated to be approximately 400 to 450 feet long and 90 feet wide, and to include two 10.5-foot- and two 11.5-foot-wide travel lanes (two northbound and two southbound), a continuous ten-foot-wide center turn lane, and a five-foot-wide bicycle lane on each side of the travelway. A 10-foot wide sidewalk/multi-use trail will run along both sides of the travelway. The multi-use trails will be separated from the travelway with a traffic barrier and will include two 8-foot wide semi-circular viewing areas overlooking the creekside open space.

The Grand Avenue bridge is anticipated to be approximately 450 feet long and vary from 67 to 73 feet in width. Similar to the Via Vera Cruz bridge, it will include four eleven-foot-wide travel lanes (two northbound and two southbound) and a continuous

ten-foot-wide center turn lane. Instead of bike lanes, the Grand Avenue Bridge will have variable width shoulders on each side of the travelway. A 9-foot wide sidewalk/multi-use trail, separated by a traffic barrier, will run along the west side of the travelway. No pedestrian facilities are provided on the east side of the bridge.

Both bridges also will include ornamental railings, pilasters, lighting, and banners to visually enhance the bridge experience for pedestrians and the traveling public.

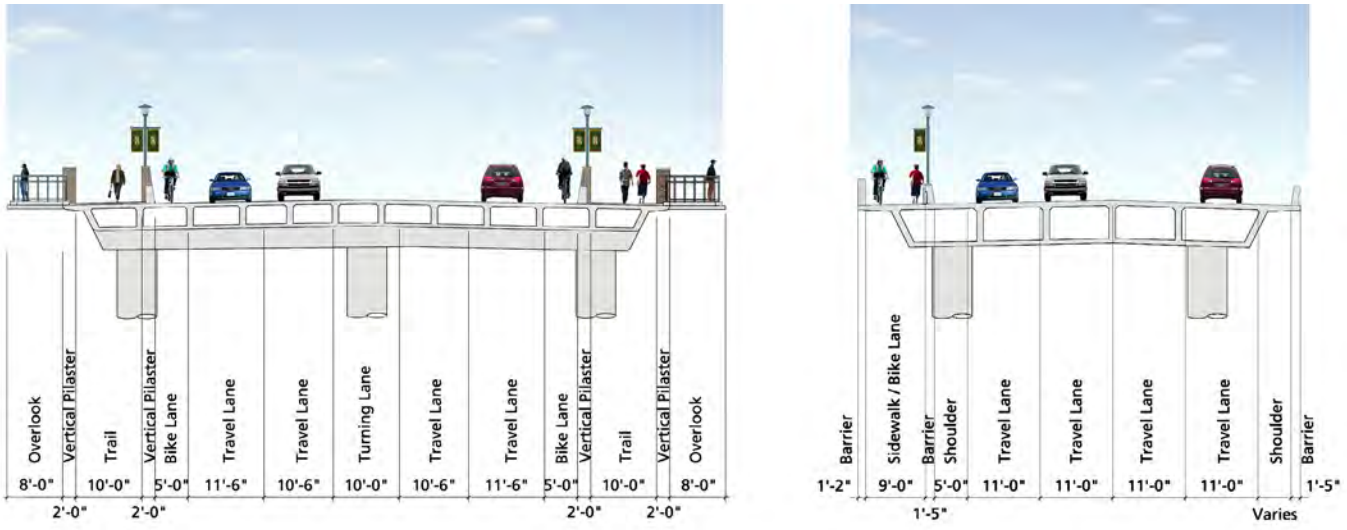
Due to the high costs involved in building bridges, the road improvement strategy for the north-south streets calls for bridges to be constructed over the creek only on Via Vera Cruz and Grand Avenue. An "Arizona crossing" (i.e., an at-grade crossing designed to allow floodwaters to flow over the roadway) is proposed for Bent Avenue. The Bent Avenue crossing and related road elevation have been designed to be compatible with the addition of a bridge in the future, if it is deemed necessary and can be funded.

Creekside Drive & McMahr Road Improvements

In constructing the flood control levees north of the creek, a new east-west street, Creekside Drive, will be constructed on top of the backfilled development pad that will be built behind the levees. While not required by the flood control improvements, McMahr Road will be upgraded as part of the construction of Creekside Drive to provide through access to San Marcos Boulevard. The design and character of these streets is discussed in greater detail later in this chapter.

Discovery Street Improvements

In addition to improvements to the north-south streets, the section of Discovery Street between McMahr Road and Craven Road will be raised in sections to be consistent with flood control elevations on the south side of the creek and improved to urban street standards. The improved roadway will include two 11-foot travel lanes in each direction, a 10-foot center turn lane, two 5-foot bike lanes and an 8-foot parking lane on the north side of the roadway



Conceptual Bridge Sections: Via Vera Cruz Bridge (left) and Grand Avenue Bridge (right)

adjacent to the creekside open space. The pedestrian zone on the north side of the corridor will include a 4-foot continuous parkway and a 6-foot sidewalk. The existing 5.5-foot sidewalk on the south side of Discovery Street will be maintained or reconstructed if disturbed by the street improvements.

GOAL 5.5: Resolve existing circulation issues related to flooding on San Marcos Creek by implementing General Plan identified circulation improvements to key north-south corridors.

Policy 5.5.1: In order to improve area circulation and facilitate development of the Creekside District, the City, will implement a series of circulation improvements prior to any substantial private development in the area. These "Phase I" improvements will include:

- Upgrading Via Vera Cruz to planned urban standard, including construction of a bridge over San Marcos Creek.
- Upgrading Bent Avenue to planned urban standard, including enhanced low-water crossing (i.e., "Arizona crossing") of San Marcos Creek.
- Constructing a bridge over Grand Avenue and extend Grand Avenue south to Discovery Street.
- Upgrading Discovery Street, from McMahr to Craven Road, to planned urban standard.
- Improving McMahr Road and constructing a new east-west Creekside Drive from McMahr Road to Grand Avenue.

Policy 5.5.2: The City shall monitor the long-term function of the enhanced low-water crossing on Bent Avenue to confirm its effectiveness and safety. If the City determines that the crossing is not satisfactory from either a public safety or traffic operations standpoint, the City will consider the addition of a bridge to the corridor.

Local Streets and Access

The Creekside District's street network introduces a system of collector and local streets designed to augment the existing system of major roadways while facilitating circulation within the District and improving access to individual properties. The network subdivides the District into an evenly spaced grid of streets that can effectively and efficiently distribute traffic, while also establishing a fine-grained pattern of developable blocks. This highly interconnected system of streets not only increases route choices for drivers, but also supports walking, cycling, and transit by providing short, direct routes throughout the District.

The street plan equally subdivides the areas between the existing north-south streets (Pacific, McMahr, Via Vera Cruz, Bent and Grand) to create a series of nine, parallel north-south local access streets, located on approximate 470-foot centers. Two parallel east-west streets are located between San Marcos Boulevard and the creek open space corridor. The northernmost east-west street, Main Street, is designed to be the primary retail commercial street for the District, while the second east-west street, Creekside Drive, is designed as a smaller local access street. Figure 5-1 illustrates the Creekside District street network and its connection with the City's existing circulation system.

GOAL 5.6: An efficient and highly interconnected network of streets that promotes the effective movement of vehicular traffic and establishes a rational framework for future development.

Policy 5.6.1: Other than the street improvements implemented by the City during the initial phase, the internal street system will be implemented incrementally by developers as it is needed to serve new development.

Policy 5.6.2: In order to minimize the impact on traffic flow on San Marcos Boulevard, the five internal north-south streets that intersect San Marcos Boulevard will be restricted to right turns in and out, and will not have signals or median breaks on San Marcos Boulevard.

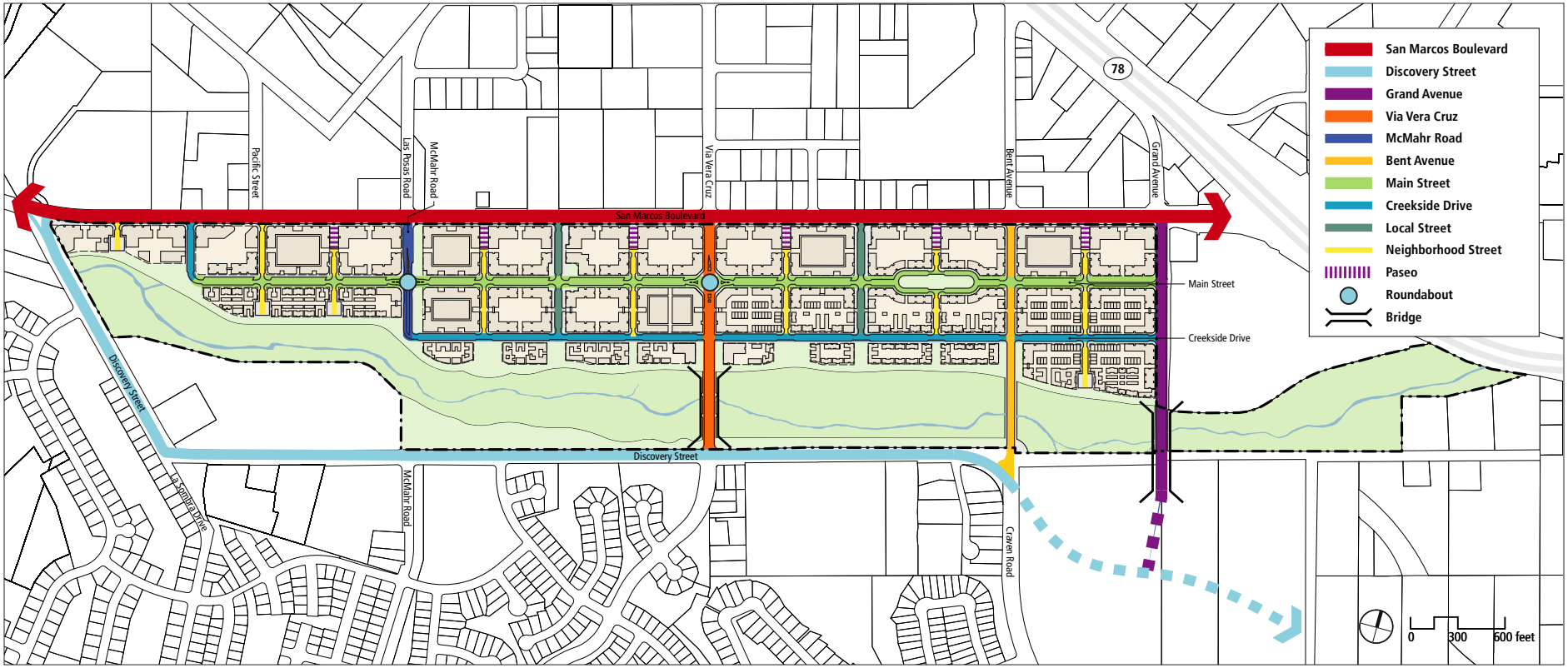
Policy 5.6.3: The street system within the Creekside District is intended to be fixed and should be constructed according to the alignments depicted within the Plan. Only minor adjustments may be made to address infeasible alignments or adverse impacts provided that any adjustment does not decrease the connectivity or the capacity of the planned street system and otherwise substantially conforms to the overall intent of the Plan.

5.4.4 Functional Classifications and Development Standards

The Specific Plan includes eight street categories with different design standards established for each (see Figure 5-2). The standards have been specifically formulated to address the character and function proposed for the Creekside District; certain categories apply to a particular street while others relate to a general class of streets. The following discussion summarizes the functional classifications and development standards for the Creekside District street system.

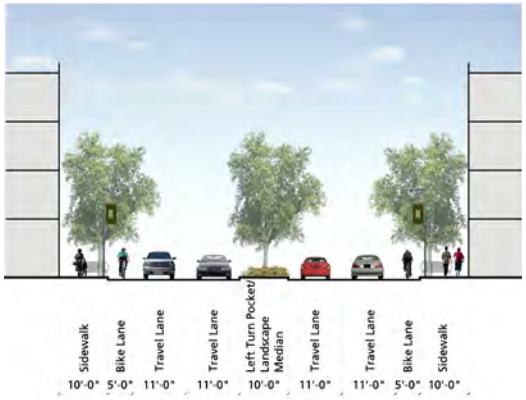
Because streets play such a critical role in establishing the design and development character of an area, as well as its function, additional guidance related to street design, circulation site planning issues, and streetscape improvements (e.g., landscaping, lighting, signage, etc.) is included in the Chapter 6, Community Design.

Figure 5-2: Street Classification Plan



Via Vera Cruz [Primary connector]

Via Vera Cruz will allow free vehicle movement while providing pedestrian comfort.



Via Vera Cruz is intended to carry significant volumes to and from the Creekside District, providing connections to the SR-78/Las Posas interchange and areas to the north. With the construction of the new Via Vera Cruz bridge, this street will also serve as an important through route for residential neighborhoods south of the Creekside District.

Corridor Type:.....Cross-town connector

R.O.W. Width:.....84'

Vehicular Zone

Movement: .....Two-way / Free

Maximum Posted Speed: 35 mph

Pavement Width:.64'

Traffic Lanes:.....Four 11' lanes, plus 10' left turn pocket / landscaped median

Bicycle Lanes:.....5'

Parking Lanes:.....None—on-street parking prohibited

Curb Type: .....Vertical curb with gutter

Curb Radius: .....Smallest context-sensitive radius that allows for sufficient emergency access

Pedestrian Zone

Sidewalk Width: ..10'

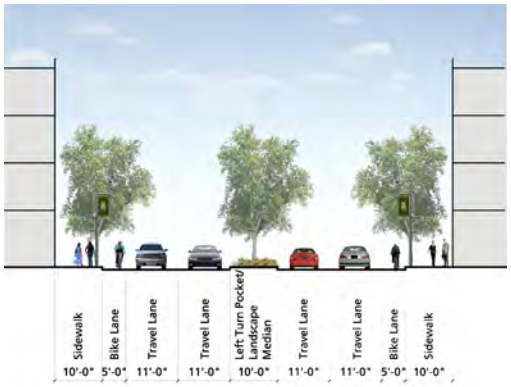
Planters:.....4' x 6' tree wells; 10' center median

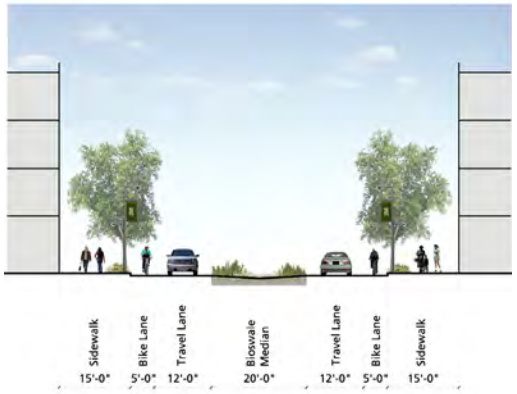
Planting:.....Tall canopy trees plus tall vertical trees to highlight entry corridor

Tree Species: .....See recommended species and Master Streetscape Plan policies in Chapter 6, Community Design

Lighting:.....25' max height (20' preferred); Split-level light standards recommended (e.g., 16' pedestrian fixture, 24' street fixture)

McMahr Road [Secondary connector]





McMahr will serve as an important entry point into the Creekside District, providing a vehicular connection between the SR-78/Las Posas interchange and the Main Street corridor. South of Main Street and connecting to Creekside Drive, McMahr will transition into a more local-serving street with a broad central median that provides for both substantial planting as well as stormwater management.

Corridor Type:.....Cross-town connector / Commercial mixed-use corridor

R.O.W. Width:.....84'

Vehicular Zone

Movement: .....Two-way / Free (north of Main Street) / Two-way / Slow (south of Main Street)

Maximum Posted Speed: 35 mph (north of Main Street) / 25 mph (south of Main Street)

Pavement Width:..64' (north of Main Street) / 54' (south of Main Street)

Traffic Lanes:.....Four 11' lanes, plus 10' left turn pocket / landscaped median (north of Main Street) / Two 12' lanes plus 20' bioswale median (south of Main Street)

Bicycle Lanes:.....5'

Parking Lanes:.....None—on-street parking prohibited

Curb Type: .....Vertical curb with gutter

Curb Radius: .....Smallest context-sensitive radius that allows for sufficient emergency access

Pedestrian Zone

Sidewalk Width: ..10' (north of Main Street) / 15' (south of Main Street)

Planters:.....4' x 6' tree wells (north of Main Street) / 5' continuous planter (south of Main Street); 10' and 20' center median

Planting:.....Tall canopy trees plus tall vertical trees to highlight entry corridor

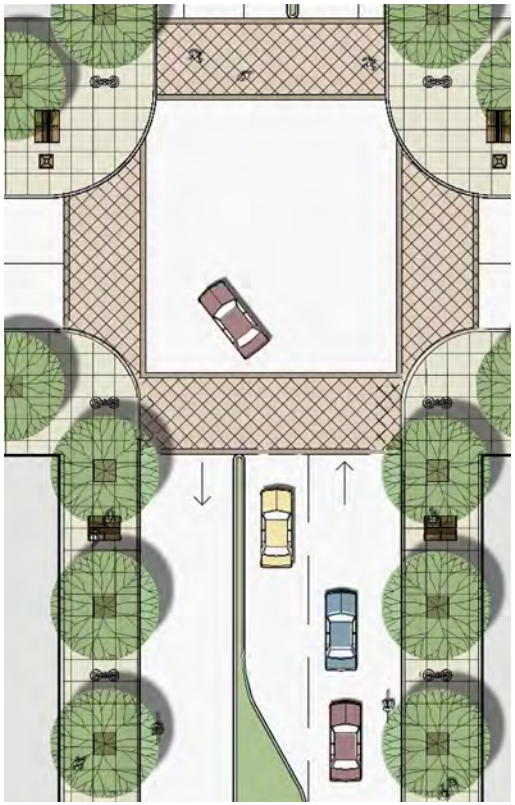
Tree Species: .....See recommended species and Master Streetscape Plan policies in Chapter 6, Community Design

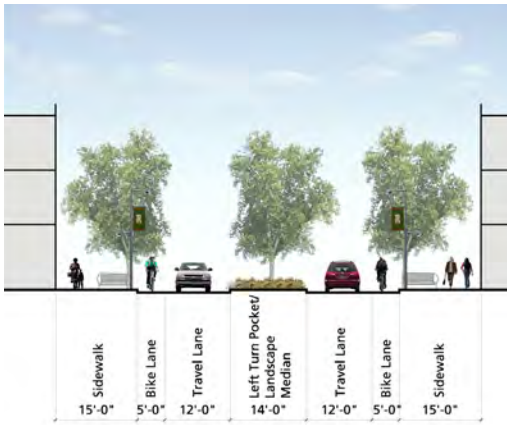
Lighting:.....25' max height (20' preferred); Split-level light standards recommended (e.g., 16' pedestrian fixture, 24' street fixture)

North of Main Street, McMahr Road will serve as an important and handsomely planted entry into the District.

Bent Avenue [Secondary connector]

Bent Avenue will have parking and bike lanes on both sides





Bent Avenue will serve as an important connector street for areas north and south of the District, including a direct link to Cal State San Marcos via Craven Road. It will also serve as an important commercial retail street where it intersects Main Street. This crossroads is intended to be focus of an important, but secondary, retail mixed use center.

Corridor Type:.....Commercial mixed-use corridor

R.O.W. Width:.....78'

Vehicular Zone

Movement:.....Two-way / Free

Maximum Posted Speed: 30 mph

Pavement Width: .48'

Traffic Lanes: .....Two 12' lanes, plus 14' left turn pocket / landscaped median

Bicycle Lanes:.....5'

Parking Lanes:.....None—on-street parking prohibited

Curb Type: .....Vertical curb with gutter

Curb Radius: .....Smallest context-sensitive radius that allows for sufficient emergency access

Pedestrian Zone

Sidewalk Width: ..15'

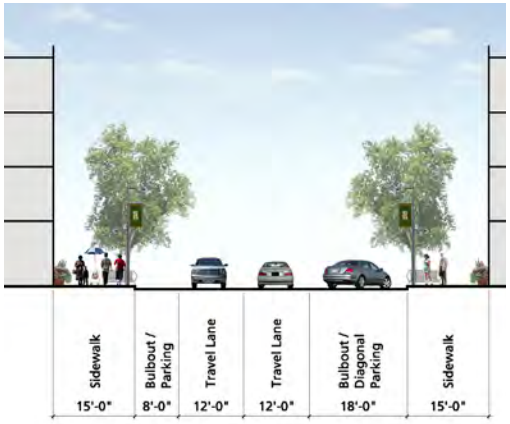
Planters:.....5' continuous planter; 14' center median

Planting:.....Canopy shade trees

Tree Species: .....See recommended species and Master Streetscape Plan policies in Chapter 6, Community Design

Lighting:.....20' max height (16' preferred)

Main Street [East-west commercial street]



Main Street is intended to be the District's primary retail street, providing direct access to commercial uses that front onto the corridor. On-street parking is provided along both sides of the street with parallel parking on the south side and diagonal parking on the north. The street is designed to promote slow travel speeds that will discourage its use as a "short-cut" or bypass for San Marcos Boulevard and to promote pedestrian safety. The right-of-way provides for a generous pedestrian zone to encourage pedestrian activity and outdoor uses such as cafes and sidewalk vendors. Curb cuts and driveway access will be prohibited and street widths will be necked down (i.e., narrowed) at intersections to calm traffic and provide safer pedestrian crossing.

Corridor Type:.....Commercial corridor

R.O.W. Width:.....80'

Vehicular Zone

Movement:.....Two-way / Slow

Maximum Posted Speed: 25 mph

Pavement Width: .50'

Traffic Lanes:.....12'

Bicycle Lanes:.....None

Parking Lanes:.....8' parallel on south side; 18' diagonal on north side *

Curb Type:.....Vertical curb with gutter

Curb Radius: .....Smallest context-sensitive radius that allows for sufficient emergency access

Pedestrian Zone

Sidewalk Width: ..15'*

Planters:.....4' x 6' tree wells

Planting:.....Canopy shade trees, ornamental trees and plantings

Tree Species: .....See recommended species and Master Streetscape Plan policies in Chapter 6, Community Design

Lighting:.....20' max height (16' preferred)

Main Street will serve as the District's primary commercial corridor.

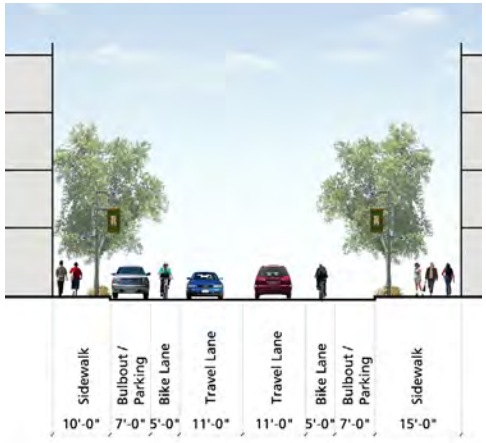
*Parallel parking provided on both sides on blocks surrounding East End Commons with wider northern sidewalk.

Note: The section of Main Street immediately west of Grand Avenue is depicted in Specific Plan graphics in an interim condition that would allow construction of the southern half of the Main Street cross section (southern sidewalk and parking and travel lanes) plus an interim northern sidewalk without redevelopment of existing commercial development to north; when this northern area redevelops, Main Street shall be constructed to the full cross section described in these standards.

Creekside Drive [Secondary east-west street]*

Creekside Drive will have bike lanes, parking, and wide sidewalks.

*These standards also apply to the north-south entry road connecting Main Street with San Marcos Boulevard at the west end of the District.



Creekside Drive provides a secondary east-west route through the Creekside District. Smaller in scale than Main Street, Creekside Drive is intended as a local mixed-use corridor that responds to the adjacent Creekside Promenade. A wider pedestrian zone with a continuous planter is provided on the south side of the street, and, at street intersections, the sidewalk will take on the appearance of the adjacent Creekside Promenade entry parks and plazas. Additionally, bicycle lanes will be striped the length of the street, providing a dedicated east-west bicycle route through the District.

Corridor Type:.....Mixed-use corridor

R.O.W. Width:.....71'

Vehicular Zone

Movement:.....Two-way / Slow

Maximum Posted Speed: 25 mph

Pavement Width:.46'

Traffic Lanes:.....11'

Bicycle Lanes:.....5'

Parking Lanes:.....7'

Curb Type:.....Vertical curb with gutter

Curb Radius:.....Smallest context-sensitive radius that allows for sufficient emergency access

Pedestrian Zone

Sidewalk Width:..15' (south side of Creekside Drive) / 10' (elsewhere)

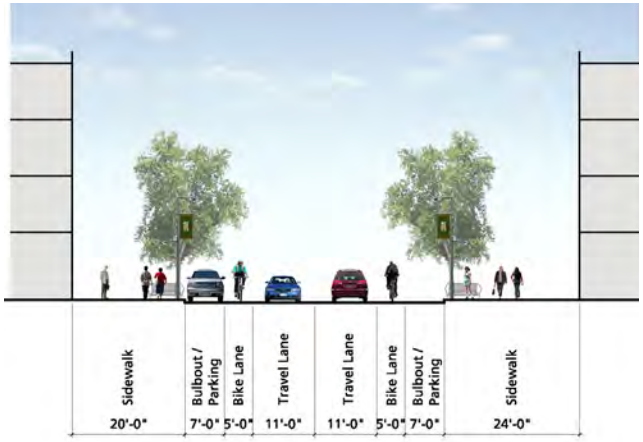
Planters:.....5' continuous planter (south side of Creekside Drive) / 4' continuous planter (elsewhere)

Planting:.....Canopy shade trees / Plaza treatment (where applicable)

Tree Species:.....See recommended species and Master Streetscape Plan policies in Chapter 6, Community Design

Lighting:.....20' max height (16' preferred)

"Local Street" [Intermediate north-south through streets]



Local Streets provide through connections to existing arterial streets serving the District and enhance internal circulation and direct, local access to individual properties. These streets are designed for low vehicular travel speeds and comfortable bicycle and pedestrian use. Bike lanes and parallel, on-street parking are provided along both sides of the street. The north-south streets are envisioned to be distinctive mixed use commercial corridors that connect San Marcos Boulevard to the Creek corridor. As such they have larger rights-of-way to accommodate broad pedestrian zones (see Chapter 6, Community Design for more detail).

Corridor Type:.....Mixed-use corridor

R.O.W. Width:.....90', plus additional 20' on east side of R.O.W. extending 120' south from San Marcos Boulevard

Vehicular Zone

Movement:.....Two-way / Slow

Maximum Posted Speed: 25 mph

Pavement Width: .46'

Traffic Lanes:.....11'

Bicycle Lanes:.....5'

Parking Lanes:.....7'

Curb Type:.....Vertical curb with gutter

Curb Radius:.....Smallest context-sensitive radius that allows for sufficient emergency access

Pedestrian Zone

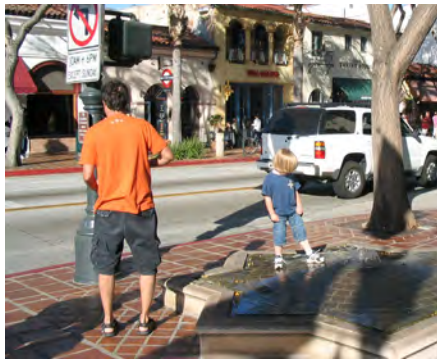
Sidewalk Width:..20' west side / 24' east side

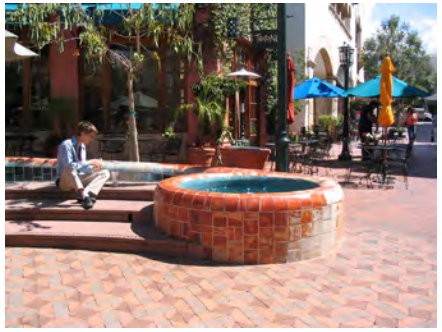
Planters:.....4' x 6" tree wells

Planting:.....Canopy trees, ornamental trees and plantings

Tree Species:.....See recommended species and Master Streetscape Plan policies in Chapter 6, Community Design

Lighting:.....20' max height (16' preferred)

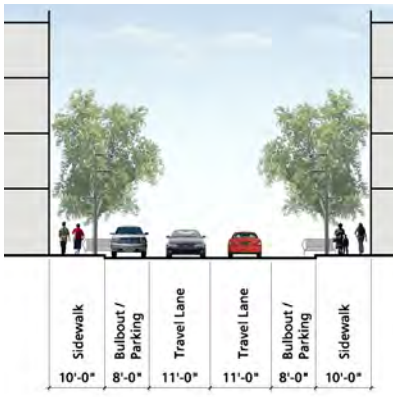




Wide sidewalks on local streets will provide space for water features and other landscape elements.

"Neighborhood Street" [Non-through north/south streets]

Neighborhood streets are intended to promote slow travel speeds.



Neighborhood Streets are intended to enhance internal circulation and provide direct, local access to individual properties. These streets are designed for low vehicular travel speeds and comfortable pedestrian use. Parallel, on-street parking is provided along both sides of the street.

Corridor Type:.....Mixed-use corridor

R.O.W. Width:.....58'

Vehicular Zone

Movement:.....Two-way / Very slow

Maximum Posted Speed: 25 mph

Pavement Width: .38'

Traffic Lanes: .....11'

Bicycle Lanes:.....None

Parking Lanes:.....8'

Curb Type: .....Vertical curb with gutter

Curb Radius: .....Smallest context-sensitive radius that allows for sufficient emergency access

Pedestrian Zone

Sidewalk Width: ..10'

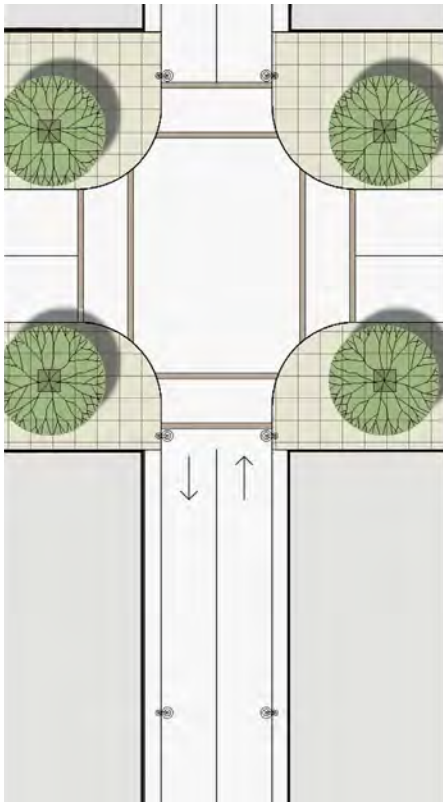
Planters: .....4'x6' tree well or 4' continuous strip

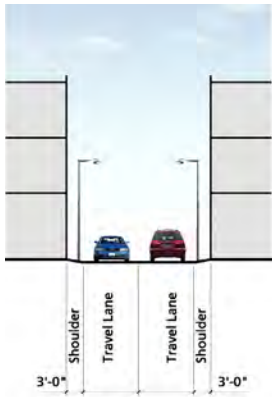
Planting:.....Canopy shade trees

Tree Species: .....See recommended species and Master Streetscape Plan policies in Chapter 6, Community Design

Lighting:.....20' max height (16' preferred)

"Alley" [to be incorporated east/west through blocks as appropriate]





Alleys, which are through streets that bisect a block lengthwise, are used to provide access to the rear of commercial and residential properties in order to reduce the number of driveways and the presence of service vehicles along the primary street frontages. Typically they provide access to parking, loading docks, and garbage collection areas in commercial areas and garages in residential areas. Parking is prohibited along alleys.

Corridor Type: ---.Local Access

R.O.W. Width: .....26'

Vehicular Zone

Movement: .....Two-way / Very Slow

Maximum Posted Speed: 10 mph

Pavement Width: 26'

Traffic Lanes: .....10', plus 3' shoulder

Bicycle Lanes:.....None

Parking Lanes:.....None—on-street parking prohibited

Curb Type:.....Rolled curb with gutter

Curb Radius: .....Smallest context-sensitive radius that allows for sufficient emergency access

Pedestrian Zone

Sidewalk Width: .None

Planter Width: ....None

Planters: .....None

Planting: .....None

Tree Species: .....None

Lighting: .....20' max height (16' preferred)

Alleys reduce the number of driveways on primary streets.

Street trees, lighting and other landscape elements separate pedestrians from traffic and foster an inviting atmosphere.

Special paving treatments draw drivers' attention to pedestrian crossings while adding asthetically to the pedestrian environment.

5.5 Pedestrian and Bicycle Circulation

Establishing a truly balanced circulation system is dependent on creating a safe and functional environment for modes of transit other than the automobile. Given the strong automobile orientation and high traffic volumes on San Marcos Boulevard, the intent is to make the Creekside District much more attractive and accommodating to pedestrians and bicyclists by providing well-designed facilities that are integrated with the area's street network in a manner that minimizes conflicts with vehicular circulation.

These facilities will connect the Creekside District internally, but also link the area to surrounding neighborhoods and major destination points such as Cal State San Marcos, Palomar Community College and the Town Center via existing and planned pedestrian and bicycle facilities.

GOAL 5.7: A comprehensive, integrated bikeway and pedestrian system that connects the Creekside District to the broader community, promotes alternatives to the automobile, and enhances the public's enjoyment of the District's open space resources.

Policy 5.7.1: Provide continuous, inter-connected travel corridors for pedestrians and bicyclists that serve the same destinations as automobiles, as well as non-vehicular destinations such as the creek open space corridor.

The Creekside District provides an extensive and continuous system that allows for the safe and efficient movement of pedestrians and bicyclists for both commute and recreational purposes. The circulation system incorporates two levels of pedestrian and bicycle facilities: street-related (Class II) and non-street-related (Class I).

5.5.1 Pedestrian Facilities

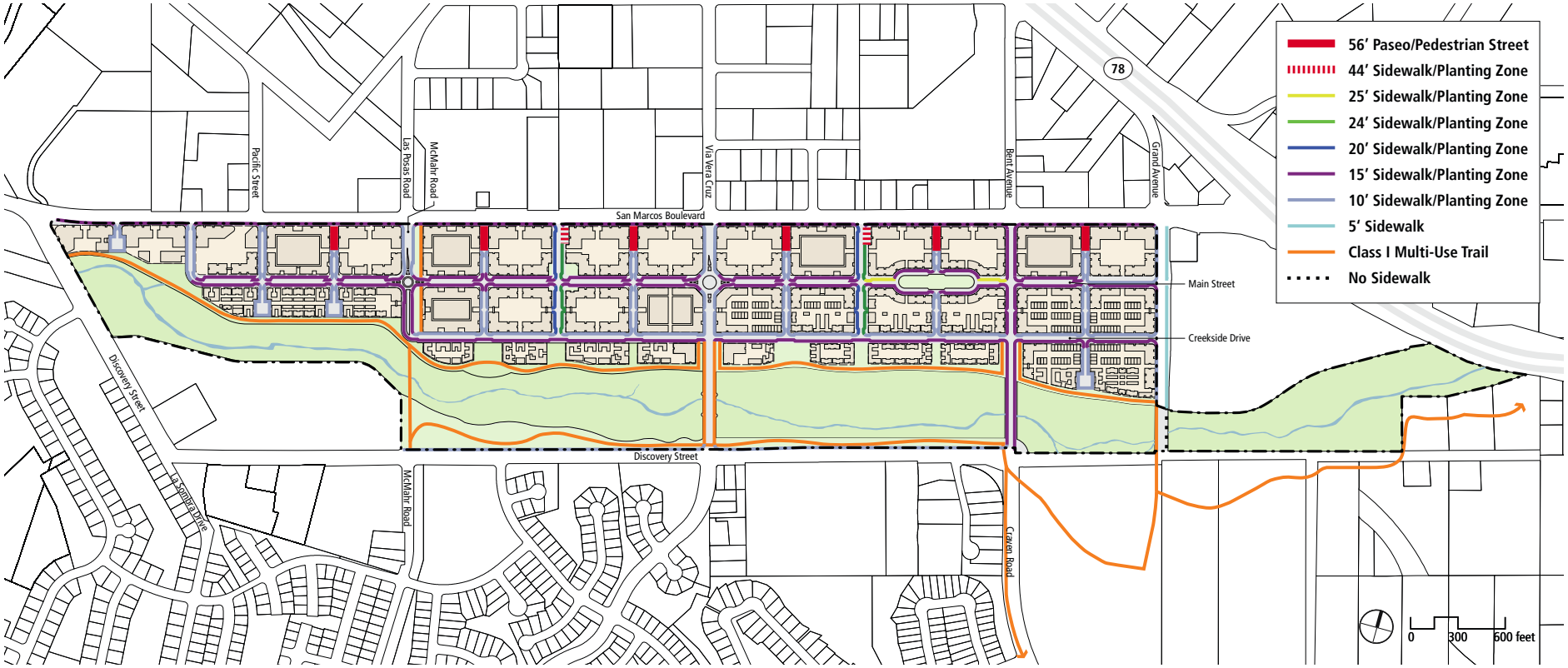
Pedestrian circulation in the Creekside District (Figure 5-3) will be accommodated in three ways:

- Broad, tree-lined sidewalks on both sides of all streets within the developed area;
- Pedestrian streets or "paseos" that provide off-street, pedestrian passages within the developed area; and
- Class I, multi-use trails in the creekside open space corridor that will connect to the street system within the District as well as to existing and proposed facilities outside the District.

Pedestrian-Friendly Streets

To attract and maintain significant pedestrian activity in the Creekside District the streets not only need to accommodate vehicular traffic, but also be safe, attractive, and convenient for pedestrians. The public street rights-of-way in the District will be used as much by pedestrians as vehicles, and so the pedestrian zones have been designed with the same care given to the vehicular travelway. In addition to providing ample area within the pedestrian zone, the District's street standards and streetscape guidelines address the use and location of the many elements that contribute to the character and quality of the pedestrian environment, including sidewalks, on-street parking, street trees and buffer landscaping, street lights, signs, crosswalks, transit stops, benches and other streetscape furniture (streetscape guidelines are contained in Chapter 6, Community Design).

Figure 5-3: Pedestrian Trails and Sidewalks



Traffic calming measures, such as crosswalk refuges, make streets more pedestrian friendly.

Roundabouts at McMahr and Via Vera Cruz will efficiently balance vehicular and pedestrian movement while serving as gateways to the Creekside District.

Traffic Calming

In order to create a comfortable and safe pedestrian environment, the locations at which pedestrians and vehicles come into contact with each other must be carefully designed to manage the flow of vehicular traffic. These locations occur primarily at intersections, but can also occur at mid-block locations. Traffic-calming devices such as roundabouts, traffic circles, curb extensions (i.e., "bulb-outs", "neck downs", etc.), and enhanced crosswalks are recommended throughout the planning area, with special emphasis on Main Street where establishing a free flow of pedestrian traffic and a slow regular flow of vehicular traffic will work together to enhance the commercial environment.

Paseos

In an effort to support walking within the District, the Plan calls for the creation of a series of pedestrian-only streets, or paseos. Located at the north end of the District's six north-south Neighborhood Streets, these paseos will provide pedestrian connections to Main Street and the District's retail core from San Marcos Boulevard and maintain a walkable scale for the blocks fronting San Marcos Boulevard. The paseos will be lined with storefronts and activated with outdoor restaurants and pedestrian amenities such as fountains, sculpture, benches and other street furniture. While these six paseos will be located in public rights-of-way and required as part of the public circulation system, developers also will be encouraged to incorporate the paseo concept into their private developments. Mid-block paseos are an effective means of providing pedestrian access from street frontages to mid-block parking, and for expanding retail frontages.

Class I Multi-use Trails

Given the importance of open space to the character of the Creekside District, a high priority is given to the creation an area-wide system of off-street, or Class I, trails that will allow employees, residents and visitors to fully enjoy the natural beauty of San Marcos Creek while commuting or recreating. Class I trails along the levee tops and within creekside park areas will provide key east-west trail connections through the area. North-south connections will be provided within the street corridors.

GOAL 5.8: Street design that balances the efficient movement of vehicular traffic with the creation of a safe, attractive, and convenient pedestrian-oriented district.

Policy 5.8.1 Provide continuous sidewalk improvements or off-street paths along all street corridors, and close gaps in the existing pedestrian system.

Policy 5.8.2 Provide convenient and direct pedestrian access to all buildings (commercial and residential) from street frontages, rather than through parking lots.

Policy 5.8.3 Encourage developers to provide pedestrian streets (i.e., "paseos") in mid-block areas that provide for pedestrian access through the block and to parking areas located behind buildings.

Policy 5.8.4: Integrate traffic-calming measures, such as roundabouts, traffic circles, curb extensions, textured paving, pedestrian refuges/islands and on-street parking, into the street design in order to create a more pedestrian-friendly circulation system.

Policy 5.8.5: Provide street trees and other landscaping between the street and sidewalk to provide separa-

tion from the travelway, micro-climate control, and aesthetic enhancement.

Policy 5.8.6: Provide pedestrian-scaled lighting to enhance nighttime activity, and add spatial definition and human scale to the pedestrian realm.

Policy 5.8.7: Provide on-street parking on most District streets to enhance parking convenience and provide separation between pedestrians and the travelway; where on-street parking is not provided, use a continuous planter to buffer pedestrians from the travelway.

Policy 5.8.8: Incorporate special paving treatments at key intersection crossings to announce and signify the importance of the pedestrian zone and to aesthetically enhance the crossing. Paving materials, colors and textures can be used to delineate the crosswalk area. Crosswalk materials shall be durable and safe for pedestrian use.

Policy 5.8.9: In order to promote pedestrian movement between the Creekside District and employment and entertainment areas north of San Marcos Boulevard, the City will explore design options for creating safe and attractive pedestrian crossings of San Marcos Boulevard.

Policy 5.8.10: Roundabouts shall be incorporated into the intersection designs of McMahr Road and Via Vera Cruz where they cross Main Street to regulate the flow of north-south traffic both through the District and onto Main Street (without requiring left turn lanes or a traffic signal). The roundabouts will also be designed as gateway features that announce the entry to the Creekside District and the Main Street commercial corridor.

5.5.2 Bicycle Facilities

Safe, convenient and attractive bicycle are an important amenity that will enhance the District's commercial development, reduce vehicle trips and increase the community's appreciation of the open space resource. Figure 5-4 shows the system of Class I (off-street multi-use trails) and Class II (on-street bike lanes) facilities that will serve the Creekside District.

GOAL 5.9: A comprehensive and integrated system of Class I and Class II facilities that supports bicycle use in the Creekside District for commuting and recreation.

Policy 5.9.1 Provide an interconnected system of Class II bicycle lanes that connect to existing and planned bicycle facilities on San Marcos Boulevard, Las Posas Road, Discovery Street, McMahr Road, and Craven Road.

Policy 5.9.2 Provide five-foot–wide (5') Class II bicycle lanes along both sides of the following Creekside District streets to facilitate bicycle commuter access to and from the urbanized area:

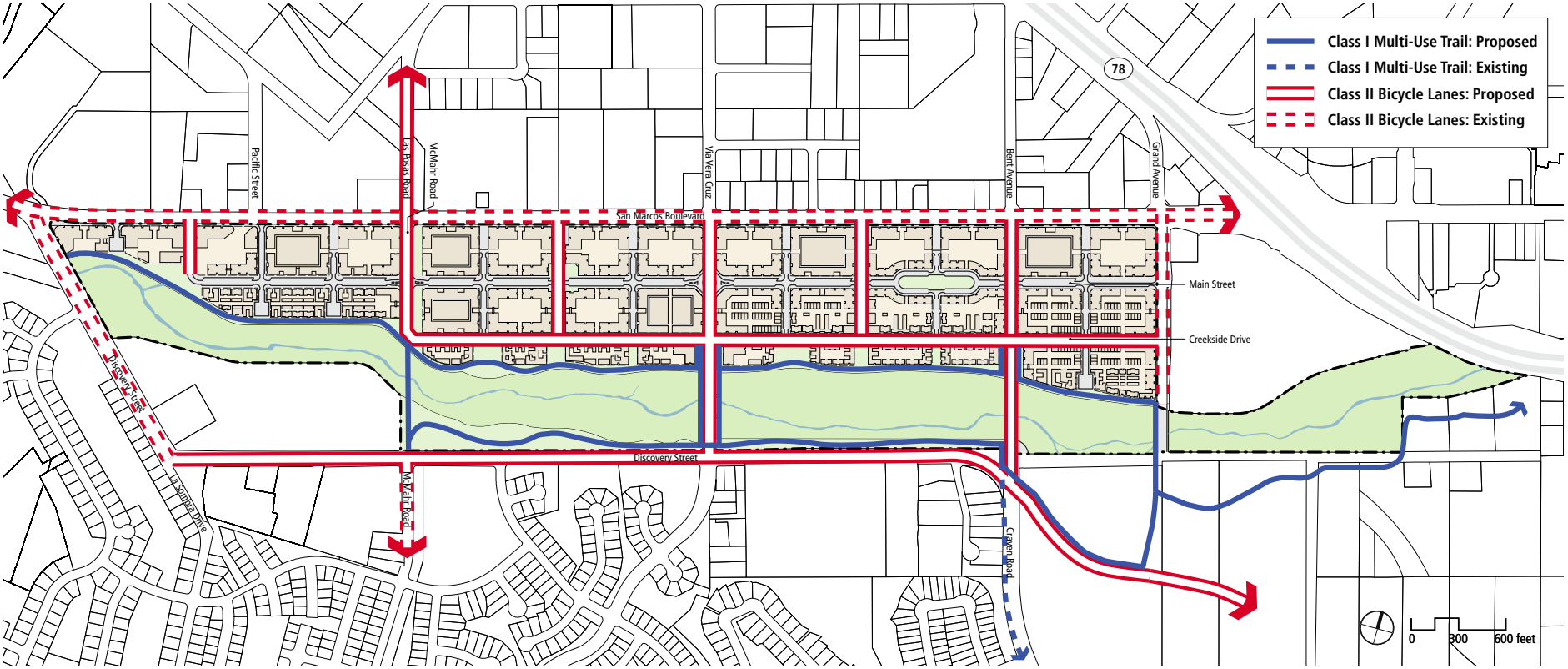
- Bent Avenue
- Via Vera Cruz
- McMahr Road
- Creekside Drive
- All Local Streets

Policy 5.9.3 Complete key linkages between the City's existing bicycle system and the Creekside District bicycle system.

Lively paseos—pedestrian streets—create direct, interesting, and pleasant routes for pedestrians.

Bicycle routes should be clearly marked to alert drivers to the presence of bicycles.

Figure 5-4: Bicycle Lanes and Routes



Policy 5.9.4 Encourage developers to incorporate secure bicycle parking and showering/changing facilities into their developments to support bicycle use by Creekside District employees.

Policy 5.9.5 Establish a system of directional and safety signs that identify bicycle corridors, provide directions and distances to key destinations, and provide safety warnings at intersections. The signage system should be designed to be in scale with pedestrian and bicycle use. Pavement markings and symbols (e.g., "sharrows") should also be used to clarify and announce bicycle use within public streets that lack Class II bicycle lanes.

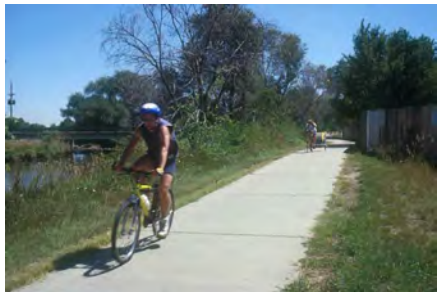
Policy 5.9.6 Provide an inter-connected system of Class I multi-use trails (i.e., not located in a street) along the San Marcos Creek corridor that accommodate non-motorized recreational trail use (e.g., walking, biking, skating, etc.) and allow the public to enjoy this open space resource.

Policy 5.9.7 Construct an all-weather multi-use Creekside Promenade trail along the top of the levee/embankment on the north side of the San Marcos Creek corridor. The trail, which will extend from Discovery Street to Grand Avenue, will be designed to accommodate maintenance vehicles as well as pedestrians, bicyclists, and other non-motorized vehicles (refer to Chapter 5, Open Space & Conservation for more detailed discussion on design of these facilities).

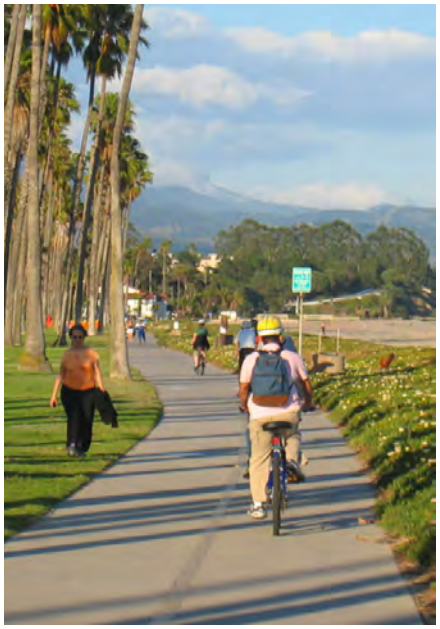
Policy 5.9.8 Construct an all-weather multi-use trail along the top of the levee/embankment on the south side of the San Marcos Creek corridor. The trail, which will extend along the north side of Discovery Street from McMahr Road to Grand Avenue and then onward to SR-78, will be designed to accommodate maintenance vehicles as well as pedestrians, bicyclists, and other non-motorized vehicles (refer to Chapter 5, Open Space & Conservation for more detailed discussion on design of these facilities).

Policy 5.9.9 Special pedestrian/bicycle street crossings shall be developed where the Class I creek trails intersect major north-south streets (i.e., Via Vera Cruz, Bent and Grand). These crossings should be delineated in the travelway, and should also include signage providing safety warnings for both cyclists and motorists of an approaching intersection. Textured paving or warning bumps should be used in the travelways before the crossings to alert traffic that they are approaching a sensitive intersection.

Policy 5.9.10: Construct a north-south pedestrian bridge that spans the creek and natural habitat areas, linking the trails on the north and south sides of the creek corridor. The pedestrian bridge should be located near McMahr Road, providing an additional north-south pedestrian crossing between Via Vera Cruz and Discovery Street and creating, along with the Grand Avenue Bridge, a recreational trail loop internal to the Creekside District.



Off-street and on-street bicycle facilities facilitate bicycle travel, both for recreation and commuting.



The creekside trails will serve both the recreational and transportation needs of pedestrians, bicyclists, and other non-motorized users.

Policy 5.9.11 The new Via Vera Cruz bridge will incorporate multi-use trails along both sides of the bridge, while the Grand Avenue bridge will incorporate a trail along its west side, which faces the main open space area. These trails, which will be physically separated from the roadway by a traffic barrier, will link directly into the Class I trails along the north and south sides of the creek. Each bridge trail will include pedestrian overlooks that provide vista points looking out over the creek and associated open space.

Policy 5.9.12 In order to provide convenient connections between development north of the creek and the multi-use trail of the Creekside Promenade, access points will be developed at the southern terminus of all eleven north-south streets that abut the open space corridor (refer to the Open Space Element for more discussion of the design of these areas).

5.6 Transit Service

Enhancing transit service is a key strategy in the creation of the Creekside District. Providing convenient and affordable transit will allow the City to develop a vibrant, new mixed-use neighborhood while:

- minimizing increases in traffic congestion and air pollution;
- increasing transportation choice and reducing automobile dependency;
- promoting efficient development patterns and pedestrian-friendly environments; and
- minimizing project area costs associated with the provision of parking.

In order to establish effective transit service to the Creekside District, the plan proposes a two-tier transit system that includes: a) improved North County Transit District (NCTD) bus and light rail services to the city and region, and b) creation of a new local shuttle service that will provide internal Creekside District circulation with looped connections to key nearby San Marcos destinations (e.g., employment centers, campuses and transit stations).

GOAL 5.10: Convenient shuttle service that connects the Creekside District with transit stations and other major destinations in San Marcos so as to provide a transportation alternative for persons living, working, or visiting San Marcos.

Policy 5.10.1 Shuttle service should connect the Creekside District to the Civic Center, Palomar College, Cal State San Marcos, the University Place development, University Business Park, Kaiser Hospital, and the three nearby Sprinter stations (Civic Center, Palomar College, and Cal State San Marcos).

Policy 5.10.2 Shuttle headways shall be as small as possible to maximize convenience and encourage ridership. At build-out, headways should not exceed 15 minutes and preferably should be 10 minutes or less. Shuttle operating hours should accommodate commuting to and from the Creekside District as well as evening and weekend shopping and entertainment.

Policy 5.10.3 To encourage ridership, the shuttle service should be offered free of charge. Potential funding sources to be considered include, but are not limited to a fraction the parking fee revenue stream bonded and/or an annual parking and transportation assessment on Creekside District property owners (as part of an assessment district).

Policy 5.10.4 The San Marcos Creek Parking and Transportation District shall provide this shuttle service with a small fleet of medium-duty transit coaches that are operated and maintained by a qualified contractor.

Policy 5.10.5 The shuttle service shall use a fleet of coaches that are energy efficient (e.g., electric, hybrid, natural gas, etc.) and appropriately sized to the District (e.g. 25-passenger, 30-foot coaches).

Policy 5.10.6 Shuttle bus stops shall be clearly signed and include an attractive shelter with seating and clearly posted route and schedule information. For the comfort and convenience of shuttle riders, bus stops should also include street furnishings such as night lighting, trash receptacles, and newspaper racks.

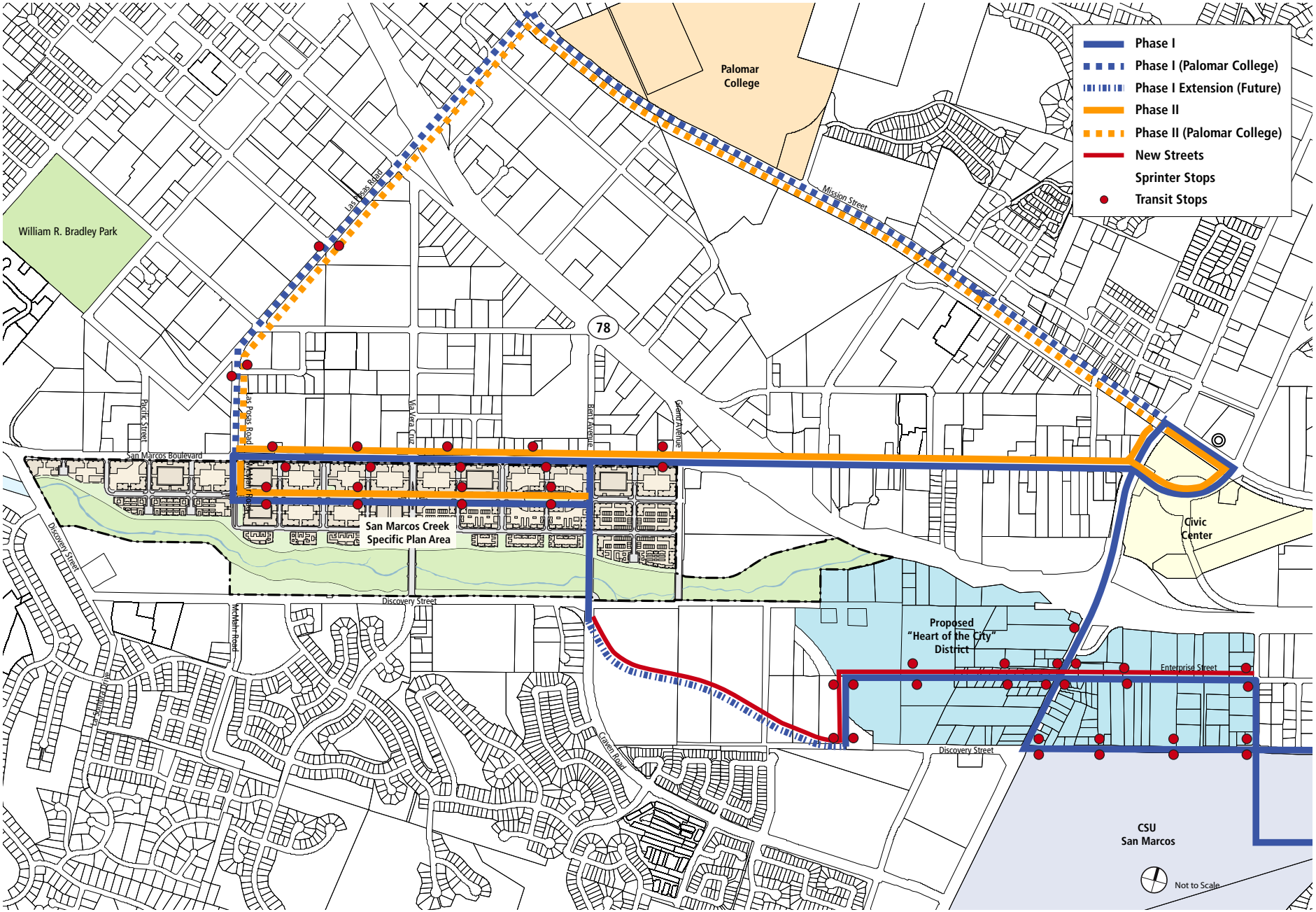
Policy 5.10.7 Shuttle buses should incorporate, if feasible, real-time arrival prediction systems that inform riders of anticipated bus arrival times through shelter-mounted electronic displays or via the internet or cellular telephone messages.

Figure 5-5 illustrates the conceptual routing for the proposed shuttle service, though actual routing and scheduling will need to respond to the phasing of development and unforeseen changes in surrounding traffic and development patterns. As conceived, the shuttle service will be implemented in two phases:

The Phase I routing will connect the Creekside District to the Civic Center via San Marcos Boulevard. This one-way circulator route should originate at the Civic Center Sprinter station and bring riders to the Creekside District's core Main Street area while also serving Restaurant Row and the other retail destinations along San Marcos Boulevard. A variation of the routing would also serve Palomar College and its NCTD Transit Center and Sprinter station via Los Posas and Mission Roads (i.e., instead of returning via San Marcos Boulevard). This alternative routing to Palomar College would only operate on every other run. Phase I service

Attractive transit facilities, such as comfortable shelters with posted route information, encourage transit use.

Figure 5-5: Transit Routes and Facilities



would start at 50% build-out (or 25% build-out if demand warrants service) with service every 30 minutes. As development proceeds, service frequency should be gradually increased to every 10 minutes on-peak and 15 minutes off-peak.

The Phase II routing would connect the Creekside District to both the Civic Center and the Heart of the City area once the latter begins to develop. This proposed bi-directional route would originate at the Civic Center Sprinter station and travel down San Marcos Boulevard to serve the Creekside District but then use Bent Avenue and the planned Discovery Street extension to reach Heart of the City commercial and residential areas, Cal State San Marcos and its Sprinter Station, and the University Business Park. A variation of this route would serve Palomar College and its Transit Center on every other trip using Los Posas and Mission Roads instead of San Marcos Boulevard. Service should be provided every 30 minutes at 50% build-out (or 25% build-out if demand warrants service). At full build-out, service would be provided every 10 minutes on-peak and 15 minutes off-peak.

This phased shuttle service, is projected to need two vehicles at initiation of service, with an increase to approximately 12 vehicles at buildout of the Creekside District.

GOAL 5.11: NCTD transit services that are convenient and frequent enough to make the Creekside District a regionally-accessible commercial, recreational, and residential destination via transit.

Policy 5.11.1 Work with the NCTD to provide more regular, more frequent, and more convenient transit service to the Creekside District as it redevelops. Specifically, the City should encourage NCTD to:

- Reduce Breeze headways to 15 to 20 minutes at buildout;
- Extend Breeze hours of service into the evenings and on weekends—particularly Sunday—to support retail and entertainment activities in the area; and
- Coordinate, to the greatest degree possible, the schedule of local shuttle bus service and NCTD Sprinter service to make this intermodal connection as seamless as possible.

Policy 5.11.2 Establish transit stops at regularly-spaced intervals not exceeding one-half mile (i.e., a quarter mile radius for each stop) along the District's main east-west street. Where feasible, NCTD transit stops should be co-located with shuttle stops.

Nearby Sprinter light rail stations will be accessible via the shuttle service.


Shuttle vehicles should be energy efficient and appropriately sized to the Creekside District.

Structured parking conserves valuable land for more productive and active uses; retail, offices, and housing can be wrapped around a parking structure's exterior to further add to the public realm.

5.7 Parking Management

Creating an optimal balance between demand for and supply of parking is essential to creating an active mixed-use district. The Creekside District strives to implement a "park once" strategy that will allow District visitors to park in a single location and then be able to conveniently walk to their area destinations. A key component of this strategy is providing available short-term parking within reasonable walking distances of District destinations. In addition to provision of private on-site parking by individual developers, two approaches will used to ensure convenient parking: on-street parking and public parking structures. Paid on-street parking, using meters or other appropriate technologies, creates regular turnover that provides readily available short-term parking at the "front door" of area businesses. Creating a few strategically placed public parking structures will allow for more efficient and higher intensity use of the District's land—namely through reduced parking requirements that reflect the efficiencies of shared parking—while still ensuring parking within convenient walking distance of most area destinations. Figure 5-6 conceptually shows how parking structures could be distributed throughout the District to implement the "park once" strategy.

Parking pricing will be implemented in the District to further promote more efficient use of the parking supply and to provide an incentive to use alternate means of traveling to and from the District, including public transit, carpooling/vanpooling, walking, and bicycling. Greater use of these alternatives to the single occupant automobile will, in turn, reduce traffic congestion and associated air emissions, as well as the expense of providing for parking, which would be higher if transportation alternatives were not used.

Institutional mechanisms will be established to efficiently manage and finance District parking as well as broader site access issues. Parking management is a critical part of managing overall access and circulation so that transportation enhances, rather than detracts from, place-making.

GOAL 5.12: A parking management system that enhances the vitality of the Creekside District by providing for efficient use of parking resources as part of a menu of access options.

Policy 5.12.1 Off-street parking supply shall be provided in structures rather than on surface lots to conserve land for more productive uses. Parking structures should be located conveniently to support a "park-once" environment that transforms parkers into pedestrians (and activates street life) once vehicles are stored. Wayfinding and electronic space counting signage systems shall be used to assist drivers in finding an available off-street space.

Policy 5.12.2 On-street parking shall be provided throughout the Creekside District in order to supplement structured parking, provide convenient access to storefronts and other building entrances, and buffer pedestrians from moving traffic. On-street parking should serve those visiting the Creekside District, such as business customers and clients, and so parking periods should be limited to a maximum of two (2) hours. Some on-street spaces with shorter limits (e.g. 15 or 30 minutes) should be reserved for special uses, such as loading and visitor pick-up/drop off.

Policy 5.12.3 Both on-street and off-street parking shall be priced to create an optimal balance between parking supply and demand; to generate revenues for parking facility construction, operation, and maintenance, as well as for Shuttle and transportation demand management programs; and to provide an incentive to use alternatives to the single occupant motor vehicle in accessing the Creekside District, including public transit, carpooling/vanpooling, walking, and bicycling.

GOAL 5.13: A parking management system that is self-financing, efficiently administered, and undertaken through a partnership between civic decision-makers and Creekside District stakeholders

Policy 5.13.1 A San Marcos Creek Parking and Transportation Benefit District shall be created to oversee Creekside District parking and transportation programs. The District's responsibilities should include setting parking charges for off-street and on-street parking, annual Shuttle and Transportation Demand Management (TDM) assessment levels, and parking in-lieu (a one-time fee) amounts; allocating parking structure revenues and parking in-lieu fees to the construction, operation, and maintenance of parking facilities and, in the case of parking structure revenues, to related TDM measures; and allocating curbside parking revenues and revenues from an annual Shuttle and Transportation Demand Management (TDM) assessment.

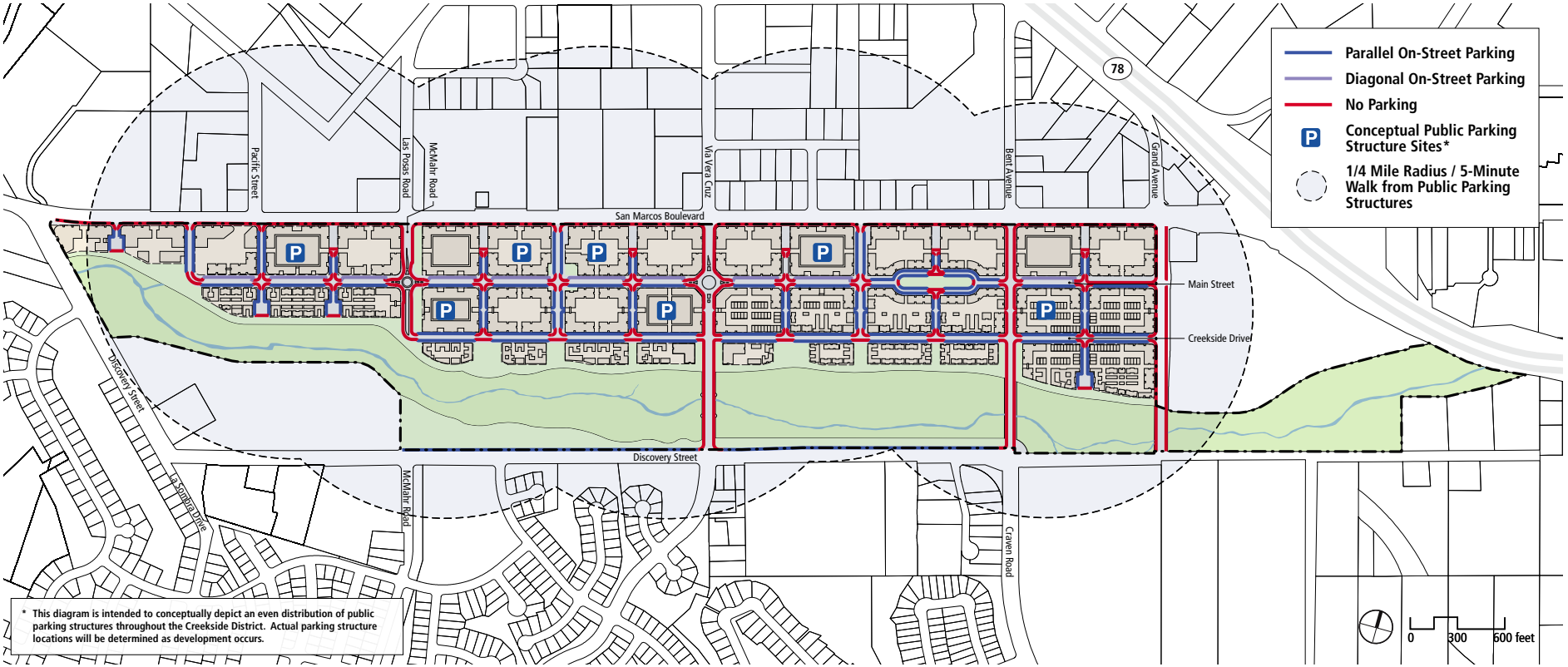
Policy 5.13.2 The San Marcos Creek Parking and Transportation Benefit District shall be created by municipal ordinance. Under this ordinance, the San Marcos City Council should establish an initial parking occupancy target of 85%. Off-street and on-street parking charges shall be set and adjusted to meet this target. Under the ordinance, the City Council shall also establish parking in-lieu fee levels and the annual Shuttle and Transportation Demand Management (TDM) assessment level.

Policy 5.13.3 A San Marcos Creek Parking and Transportation District Management Commission shall advise the San Marcos City Council regarding District policy and administration. The Commission shall be appointed by City Council and should include property owners subject to payment of the annual Shuttle and Transportation Demand Management assessment. The Commission shall set off-street and on-street parking charges such that the target percentage of parking occupancy established by ordinance is met. The Commission shall issue an annual report to the City Council regarding parking charges and recommended allocation of transportation assessment fee revenues to Shuttle and Transportation Demand Management programs.

Policy 5.13.4 A Parking and Transportation Coordinator position shall be established to administer Creekside District parking, Shuttle, and Transportation Demand Management programs and to advise both the San Marcos City Council and the San Marcos Creek Parking and Transportation District Management Commission regarding these parking and transportation programs.

On-street parking is convenient for shoppers and buffers pedestrians from traffic.

Figure 5-6: On-Street and Structured Parking Facilities



5.8 Transportation Demand Management

Reducing traffic congestion and the demand for parking facilities in the Creekside District will require the synergy that comes from a mixture of proximate land uses, good walking conditions between and among land uses, convenient and reliable transit services, and providing a menu of choices and incentives to use alternatives to the single-occupant motor vehicle. Transportation Demand Management programs (TDM) comprise this menu of choices and incentives. Promoting greater use of alternatives to the single-occupant automobile is a cost-effective strategy for addressing traffic congestion and associated air emissions, as well as the expense of providing for parking demand typically associated with areas where transportation alternatives are not used.

The institutional mechanisms established to manage District parking will also be used to manage transportation demand.

GOAL 5.14: A Transportation Demand Management program that supports the viability of the Creek District by reducing the impact of vehicular traffic and the expense of providing parking capacity.

Policy 5.14.1 A San Marcos Creek Parking and Transportation Benefit District shall be created to oversee Creekside District Transportation Demand Management programs. The District's responsibilities should include setting annual Shuttle and Transportation Demand Management (TDM) assessment levels, and administering the allocation of the resulting revenues as well the revenues from on-street parking as well as District-owned off-street parking facilities.

Policy 5.14.2 The San Marcos Creek Parking and Transportation Benefit District shall be created by municipal ordinance. Under this ordinance, the San Marcos City Council should establish annual Shuttle and Transportation Demand Management (TDM) assessment levels and allocate on-street and off-street parking revenues as well as Shuttle and TDM assessment proceeds to TMD programs and the San Marcos Creekside District Shuttle.

Policy 5.14.3 A San Marcos Creek Parking and Transportation District Management Commission shall advise the San Marcos City Council regarding District policy and administration. The Commission shall be appointed by City Council and should include business owners subject to payment of the annual Shuttle and Transportation Demand Management assessment. The Commission shall issue an annual report to the City Council recommending allocation of transportation assessment fee revenue and parking fees to Shuttle and Transportation Demand Management programs.

Policy 5.14.4 A Parking and Transportation Coordinator position shall be established to administer San Marcos Creek District parking, Shuttle, and Transportation Demand Management programs and to advise both the San Marcos City Council and the San Marcos Creek Parking and Transportation District Management Commission regarding these transportation programs.

GOAL 5.15: A Transportation Demand Management program that provides a menu of travel and access alternatives to Creek District employees, residents, customers, and visitors.

Policy 5.15.1 The San Marcos Creek Parking and Transportation District Management Commission Transportation Demand Management Program should consist of provision and marketing of a free Creekside District Shuttle; free transit passes for residents and employees for regional bus and rail services; carpool and vanpool matching services; preferential carpool/vanpool parking spaces; provision of secure bicycle parking, shower and changing facilities for employees who walk or bike to work; transportation information kiosks; and the services of a transportation coordinator.

Policy 5.15.2 The Creekside District Parking and Transportation Coordinator should administer the Creekside District Shuttle operation and carry out marketing outreach to employees, residents, customers, and visitors regarding alternatives to the single-occupant vehicle including the Creekside District Shuttle and regional bus and rail transit services. The Parking and Transportation Coordinator should also advocate for regional transit service enhancements on the behalf of the Creekside District.

Chapter 6

Community Design

6.1 Introduction

The Creekside District design guidelines and development standards will direct the design of future public and private improvements with the intent of transforming the District from its current uncoordinated and underutilized condition into a vibrant commercial mixed-use town center and a unique destination. In order to realize this goal, the guidelines and standards focus on achieving a series of specific objectives relative to the area's physical form and character. Overall, the design guidelines and development standards are intended to promote:

- Well-designed buildings that contribute a sense of quality and permanence to the District;
- A pattern and scale of development that creates a well-defined, human-scale public environment that incorporates active, pedestrian-oriented street level uses that animate and enliven the public realm;
- A safe and attractive system of streets, parks, and civic spaces that provides graciously scaled public spaces that support and promote an active pedestrian environment;
- A visually and aesthetically distinctive identity that incorporates water as a thematic element in the design of public and private open spaces in order to symbolically link the urban area to San Marcos Creek and the creekside open space amenity; and

- A system of public and private parking structures and rear-loaded parking areas that reduce the visual and spatial prominence of the automobile.

In recognition that these objectives address public as well as private property and will be implemented by both the City and private developers, the design guidelines in this chapter are organized in two broad categories: the public realm and the private realm. The public realm design guidelines address the design of improvements within public right-of-ways associated with the District's systems of streets and paseos. The private realm guidelines address the design of all improvements on privately-owned parcels. The distinction between the public and private realms also recognizes that the challenge of creating a distinctive identity and sense of place for the District will be equally dependent on the design of both public and private realms.

Given that the District is likely to build out over many years and under many different developers, the design of the public realm is especially important. The network of public street and paseo rights-of-way, public parks, plazas, and civic spaces that comprise the public realm is the unifying element that will establish a consistent design character and quality for the entire district. The publicly-owned and controlled land that comprises the system of public realm improvements should provide an attractive, well-designed physical framework that can graciously accommodate and connect the diverse array of privately developed buildings that are likely to be introduced to the District over time. In addition, since streetscape improvements frequently precede private development, they also present the opportunity to establish a design standard that sets the tone for subsequent private development.

The public realm design guidelines in this chapter primarily address public streetscape improvements, since improvements to public parks and plazas are addressed in Chapter 4, Open Space and Conservation. While Chapter 5, Circulation and Transportation establishes the basic dimensions and standards for District streets, the concepts and guidelines presented here address the more detailed design of the public streetscape, focusing on the elements that will contribute to an attractive, comfortable, and dynamic pedestrian environment, including paving, planting, lighting, and streetscape furnishings.

The private realm guidelines address two broad design concerns: the creation of attractive, human-scale buildings and site planning that contributes to an active and well-defined public realm. Rather than recommending specific architectural styles, the guidelines focus on the appropriate scale, massing, and detailing of buildings and on how individual architectural elements can be organized to create visual interest, maintain human scale, and produce a well-ordered and satisfying whole. The site planning guidelines focus on reinforcing the spatial definition of the public realm by creating a closer and more consistent orientation of buildings to the street and reducing the visual prominence of parking lots by relocating parking into structures and behind buildings. They also address the creation of private and semi-public open space features that contribute to the vitality of the pedestrian environment, including the use of privately-owned paseos (i.e., pedestrian streets), courtyards and plazas.

The design guidelines in this chapter complement, and are intended to be used in conjunction with, the development standards set forth in Chapter 7, Form-Based Code. Whereas the development standards in the code provide fixed or quantified direction that will be required of future projects, the guidelines provide more general design direction that has greater flexibility in its implementation. The guidelines respond to key design issues that future projects will need to address, but recognize that the desired design objectives can be achieved in more than one way depending on the specific nature of the project.

6.2 Public Realm Design Guidelines

A key component of all successful downtowns is having a vibrant and well-populated street scene. This public life is dependent on creating both the proximity, density and types of uses that will bring people together and the outdoor space that is conducive to pedestrian activity: room for walking and strolling, places to sit and linger, activities and objects to observe, and places in the sun and in the shade. Generous sidewalk widths are necessary to accommodate the convenient flow of pedestrian traffic, but so are the amenities that will attract pedestrians and cause them to linger. In addition to pedestrians, the public realm also needs to be designed to accommodate facilities for other modes of travel, such as bicycles and buses.

6.2.1 Streetscape Concept

The District streetscape concept calls for an efficient, interconnected network of multi-purpose streets that provide ample pedestrian zones that facilitate convenient pedestrian movement and provide, in conjunction with the area's parks, plazas, and courtyards, the social space to accommodate the District's public life. The streetscape pedestrian zone will be designed as visually inviting and comfortable places to spend time, meet friends, and peruse the shopping and entertainment options in a setting predominantly free of conflicts with vehicular traffic.

The design concept for the public streetscape promotes the following objectives:

- Create a series of "gateways" that announce and draw visitors into the District,
- Provide amenities that animate and add visual interest to the streetscape,
- Provide facilities, planting, and other improvements that make the streetscape comfortable for pedestrians,
- Design individual streets to have a distinct design character and identity that reflects the corridor's land use character and function,
- Limit conflicts between pedestrians and motor vehicles by restricting driveways and the location of utilities, and
- Provide visual cues and design features that physically and symbolically connect the urbanized area to the creekside open space areas.

The Role of Water

San Marcos Creek is the single most important feature in the Creekside District, yet due to elevation differences created by flood control improvements and habitat restrictions required by resource agencies, the District's urban area receives limited direct amenity value from the creek. To overcome this situation, the streetscape concept calls for the introduction of water as an element in the design of the District's streetscapes and open space areas that will evoke the creek's presence and symbolically and physically extend the creek into the urban area.

A range of water features will be used to symbolically extend the Creek into the urban area

Gateway elements can take a variety of forms and scales

The streetscape design calls for a range of water features or elements including fountains, pools, basins and runnels—some more typically urban in character, others more naturalistic and interpretive in character. Water features are intended to engage and delight the public visually, aurally, and tactilely, some passively and others more interactively. The design of these features should also engage the imagination and the intellect to decipher potential symbolic connections, such as the use of native species, e.g. Sycamores, Poplars and Live Oaks, as street trees.

Gateways

A series of enhanced gateway treatments will be implemented throughout the District to reinforce the District's identity as a unique destination, identify key District entry points, and invite passersby to stop in and visit. Since development along the south side of San Marcos Boulevard will block views into the heart of the District for those approaching along the Boulevard or from the north, and the creekside open space and development will block views from the south, it will be critical to the success of Main Street that there are clearly defined gateways along the District's perimeter that announce the presence of this new commercial district.

A hierarchy of gateway treatments will be developed that respond to the significance of the entry point and the volume of potential traffic (see Figure 6-1). This hierarchy includes Primary Gateways, which are located primarily along San Marcos Boulevard; Major Gateways, which mark the southern entry points and three secondary northern entries; and Minor Gateways, which are pedestrian gateways at the paseos off San Marcos Boulevard and into Creekside Promenade from Creekside Drive.

Figure 6-1: Gateways

A variety of improvement strategies will be employed to define these gateways, including distinctive landscape features (plantings, boulders, earth forms, etc.), water features, monuments, architectural features, public art, and signage. The scale of the gateway treatment will be in proportion to the gateway's significance as an entry point. As the first element that people see when entering the District, the gateway features will play an important role in making a positive first impression and conveying the quality and character of the District as a whole. The design character should emphasize simplicity and elegance and avoid overstatement and commercialization.

The intersections of San Marcos Boulevard with the three north-south "Connector Streets" that bisect the District—McMahr Road, Via Vera Cruz, and Bent Avenue—are the primary northern gateways into the area. Given the projected volumes of through and pass-by traffic, these gateways are envisioned as being grander and more urban in character than those located elsewhere in the District.

The other two primary gateways are located at the intersections of McMahr Road and Via Vera Cruz with Main Street. These intersections serve as the primary gateways to Main Street and the District's retail core, and will set the tone for Main Street and serve as visual bookends to the most intensely developed portion of the District. Each of these intersections is designed as a roundabout to facilitate the movement of traffic onto Main Street from its primary north-south flow. The gateway features at these two intersections will be located primarily in the center of the intersections, in the roundabouts. Water will be an important element in the design of both gateways. Visual clearance for drivers will also be an important consideration in the design of these gateways.

Smaller, secondary gateway features will be developed at the north end of the two "Local Streets" with San Marcos Boulevard, at the north end of the Main Street entry road, at the two intersections of Discovery Street with the north-south "connector" streets (Via Vera Cruz and Bent Avenue), at the Discovery Park pedestrian bridge landing, and at Grand Avenue intersections with San Marcos Boulevard and Creekside Drive. The gateway treatments for each of these entries will differ in response to their context, but will generally be smaller in scale and lower in profile than the primary gateways.

The two local street gateways represent important secondary vehicle entries to the District from San Marcos Boulevard. Both gateways bring visitors into the core of the neighborhoods defined by the busy north-south connector streets, and are more local in character. The treatments, while urban, will be less elaborate and lower profile than at the primary gateways off San Marcos Boulevard, with the primary feature being an urban plaza, for which expanded right-of-way is provided.

The Main Street entry road provides a similar secondary vehicle entry along San Marcos Boulevard, though at the west end of the District. Given the surrounding area's lower development intensity and its proximity to the West End Gateway Park, this gateway should be more understated and relate to the terminating views of the park and promenade.

The three southernmost gateways along Discovery Street are adjacent to the natural creekside open space corridor. These gateways will help to link the natural open space area to the urban area in the visitor's mind, and establish the identity of the District as the combination of the two. The entry treatment design should reflect this juxtaposition of natural and urban in gateway features that are refined and urbane while using natural materials and having naturalistic characteristics. The pedestrian bridge gateway will be smaller than the other two, and it should be integrated into the larger design of the bridge and Discovery Park.

The two eastern gateways from Grand Avenue will respond to their development context. Given the existing development along Grand Avenue, the gateway treatments at these entry points may be no more elaborate than simple signage.

Finally, the paseos along San Marcos Boulevard and the plazas and parks along the Creekside Promenade will serve as minor, yet important, gateways into the District. Unlike most of the primary and secondary gateways, which mark vehicle entrances to the District, these are all pedestrian gateways. The paseo gateways will include pedestrian-scale entry plazas and water features. At the south end of the corresponding "Neighborhood Streets," the gateways will consist of the series of parks and plazas (described in Chapter 4) that provide access to the Creekside Promenade. The development has been held back from these key points to provide physical and visual access into the creekside open space. The proposed park and open space improvements will serve as the only gateway treatment.

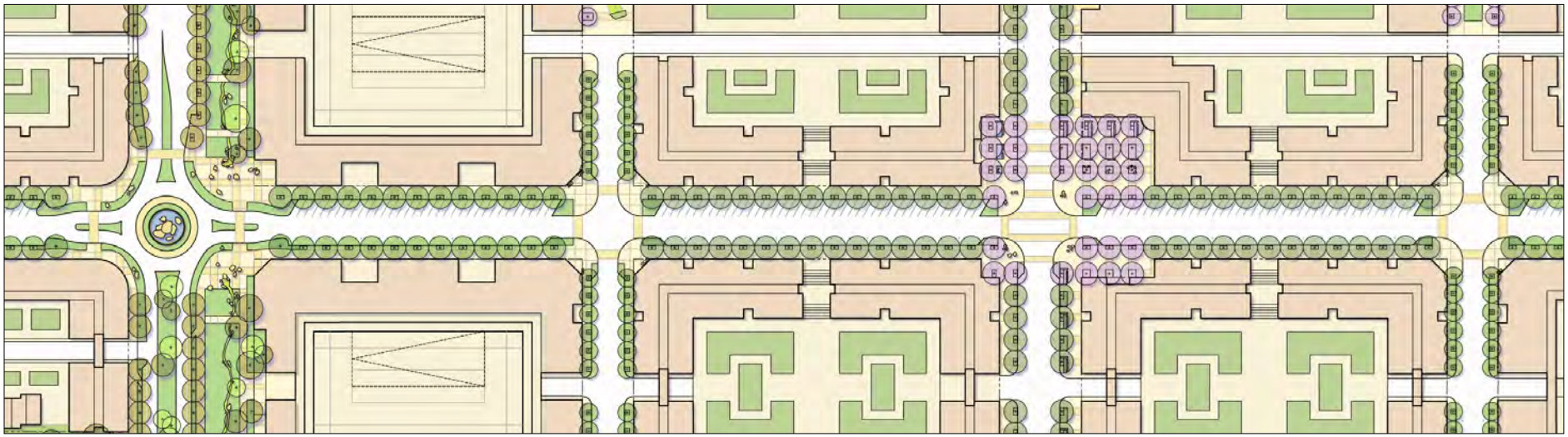
Main Street

Main Street is the District's primary retail corridor, and its streetscape should be conducive to retailing, entertainment, and related pedestrian activities, such as strolling, window shopping, sidewalk cafes, and people-watching. As the primary shopping street, the design of Main Street focuses on creating an attractive and generously scaled pedestrian zone (see Figure 6-2). The street's fifteen-foot sidewalks will provide space for outdoor cafes, transit shelters, water features, accent planting areas, wayfinding signage, and benches and other street furniture. Street trees will be regularly spaced along the length of the corridor to establish a consistent and unifying rhythm, though species may be varied to provide visual interest and to help define the various sub-districts.

Streetscape elements should make frequent reference to San Marcos Creek. At the intersections with the two Local Streets, Main Street's pedestrian and vehicular zones will be paved with

Main Street will be the District's primary retail corridor.

Figure 6-2: Main Street Concept



Creekside Drive will have a gracious, tree-lined character.

Connector Streets will be designed as formal boulevards that create a sense of arrival into the Creekside District.

etched porous paving that will figuratively depict natural drainage patterns and help to functionally manage stormwater. At intersections with Neighborhood Streets, interactive water features, such as a water basin with a seat wall or a drinking fountain, should occupy one or two of the street corners. Along the entire length of Main Street, seating walls, planters, basins and similar structural elements should incorporate local stone that reflects the natural beauty of the creek corridor.

While serving all travel modes, Main Street is designed to protect and comfort pedestrians and encourage drivers to drive slowly and appreciate their surroundings. Curb extensions (i.e., "bulb-outs") will be used at all intersections to calm traffic, reduce pedestrian street crossing distances, and provide additional area for streetscape amenities, such as water features, newsstands, kiosks, or wayfinding signage. Curb extensions and the corresponding crosswalks should be paved with distinctive materials, such as precast concrete pavers, local stone pavers, or stabilized decomposed granite or resin pavement. Within the vehicular zone, on-street parking lanes should be paved with a different type or color of material to reduce the perceived width of the travel lanes and add variety and visual interest to the streetscape. To manage and further emphasize natural drainage, such paving should be porous, such as unit pavers or pervious forms of concrete or asphalt.

Creekside Drive

Creekside Drive, the east-west street just north of the Creekside Promenade, is a smaller-scale street with lower traffic volumes that transitions from the activity of Main Street to the calm of San Marcos Creek (see Figure 6-3). The streetscape will have a simple, gracious character, with native canopy trees lining both sides of the street, except at frontages along the entry plazas and parks that access the Creekside Promenade. In these locations, street trees will give way to the plaza and park landscapes to open up views to the promenade and creekside open space beyond. Where Creekside Drive intersects the two north-south Local Streets, the stylized porous paving patterns used on the Main Street/Local Street intersections should be repeated. The Main Street's use of distinctive, porous paving materials for on-street parking lanes should also be repeated in the parking lanes along the length of Creekside Drive.

North-South Connector Streets: McMahr Road, Via Vera Cruz, Bent Avenue, Grand Avenue

As the primary vehicular entries into the District, the connector streets will be designed as wide, formal boulevards that establish a clear sense of arrival (see Figure 6-4). These north-south streets will include a planted median, and native canopy trees will form a high arching allée that defines the corridor and establishes a visual link between the north and south edges of the District.

The primary gateway intersections along San Marcos Boulevard will feature distinctive, thematically unified elements, such as stone piers or walls of integral-color concrete and local stone. The gateways might also include public art, unique lighting, fountains, arches, and other vertical elements. Special signs, such as monument signs, hanging signs, flags, or banners, placed within the public right-of-way may literally announce these entrances to the District. Situated along heavily trafficked San Marcos Boulevard, these gateway features should be substantial enough to be understood by passing motorists, but small and finely detailed enough to complement the pedestrian zones in which they will be placed.

The two roundabouts, located at the intersections of McMahr and Via Vera Cruz with Main Street, will form the gateways to Main Street and visually terminate the central section of the Main Street corridor. To emphasize the District's connection to the creek, a water feature will be the central focus of each roundabout, and the

Figure 6-3: Creekside Drive Concept

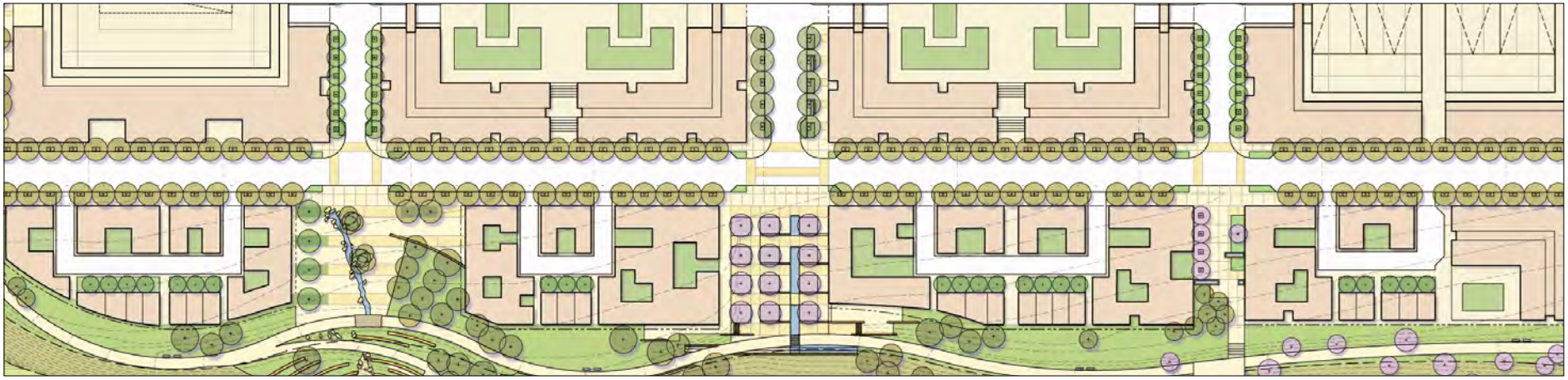
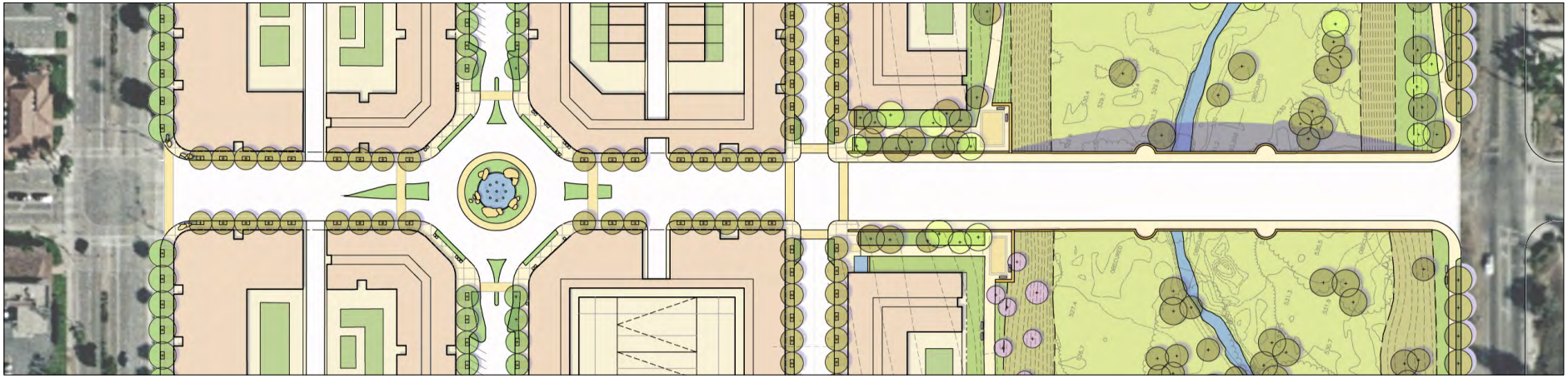


Figure 6-4: Connector Street Concept



Local Streets will feature small entry plazas at San Marcos Boulevard.

fountains will be accented by plantings of succulents and other native or drought-tolerant plant materials. These and other elements placed within the roundabouts will be designed to preserve sight lines and meet all other requirements necessary for traffic safety. While there will not be pedestrian access to the roundabout, the fountains and planting should be visually engaging from the surrounding sidewalks. To extend the design outward, planting in the roundabouts' channelizing medians, which will also serve as pedestrian refuges, should reflect the roundabouts' landscape vocabulary.

The gateway intersections with Discovery Street will announce both the District's commercial core and the creekside open space corridor. To recognize the creekside location, the gateway design should reflect the riparian corridor and interpret the flood control measures that make possible the district's development. For example, the bridge abutments at Via Vera Cruz and Grand Avenue should feature local stone accents, while the stop logs or flood gates at Bent Avenue should demonstrate the levees' function. Trees planted at these gateways will be native riparian species that reflect the adjacent creek habitat while contrasting with the species used elsewhere on the connector streets.

Local Street between McMahr Road and Via Vera Cruz

The north-south "Local Street" through the Downtown Core is envisioned as a pedestrian-oriented retail corridor with small plazas and other public spaces (see Figure 6-5). The sidewalks will be the widest in the District, and the eastern sidewalk will be wider still to allow additional room for public space amenities, such as cafes, planting, seating areas, and fountains. Pedestrian-scaled water features and gardens along the length of the street will thematically connect the streetscape to the creek beyond. Water features will be urban in character and could include rills, channels with spillways into basins, and areas of porous paving. Street trees will be broadleaf evergreens of high ornamental value that will frame the street's southern terminating view of the pedestrian bridge and plaza along the Creekside Promenade.

At the street's intersection with San Marcos Boulevard, the right-of-way will widen to form a gateway plaza. This plaza will include pedestrian seating and a water feature scaled to appeal to both plaza users and passing motorists. Planting will feature structured groupings of ornamental shade trees and accent planting of succulents and other native or drought-tolerant plant materials.

Local Street between Via Vera Cruz and Bent Ave

The north-south "Local Street" through the Midtown neighborhood (between Via Vera Cruz and Bent) will be a community-serving retail street (see Figure 6-6). The sidewalks will have the same wide widths as the other local street, accommodating cafes, seating areas, and other public spaces that will serve as informal community meeting places. Patterned pedestrian paving suggesting a stylized dry creek bed and tranquil, naturalistic gardens will run the length of the street, connecting physically and thematically to the creek corridor. Landscape elements will have a rustic character, such as native boulders and plant materials that reflect the District's natural setting, that is complemented by broadleaf evergreen street trees.

A gateway plaza will be located in an expanded right-of-way at the street's intersection with San Marcos Boulevard. Native boulders will be artistically installed as a central feature that is visually appealing to both passing motorists as well as plaza users. Informal groupings of a native canopy tree will be planted and accented with native plant materials. At the street's southern end, this theme will be mirrored at the Creekside Promenade with a linked series of small, naturalistic water features.

Figure 6-5: Local Street Concept (between McMahr and Via Vera Cruz)

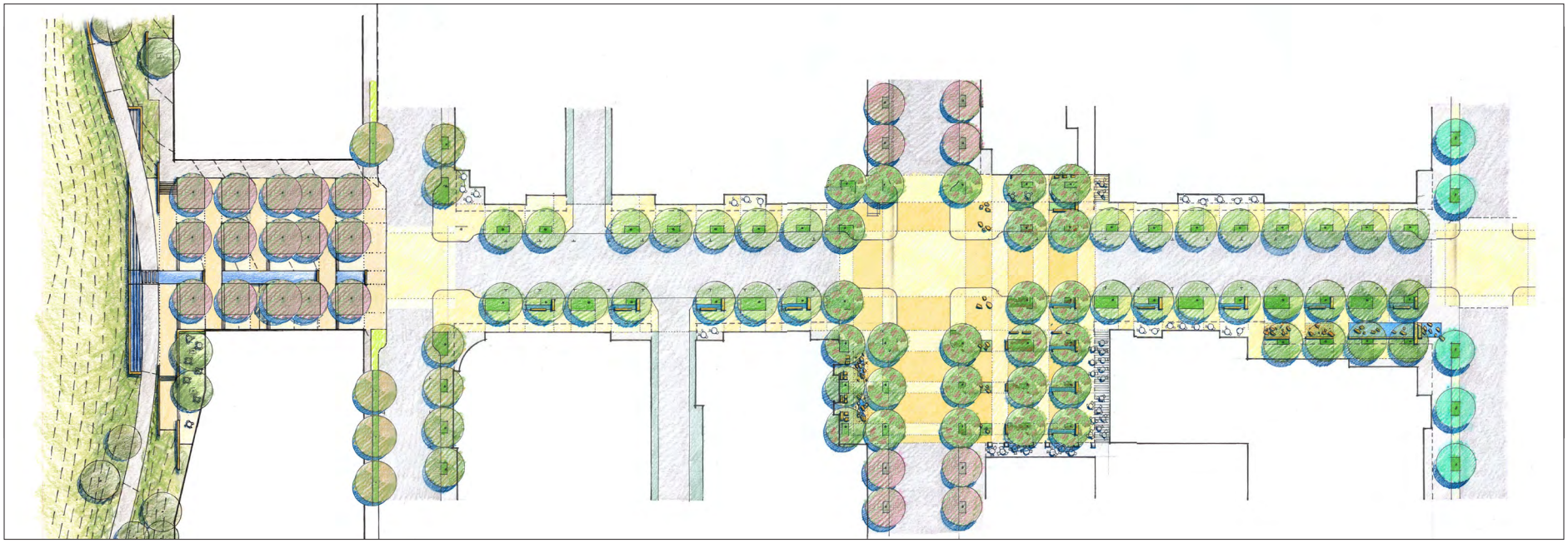
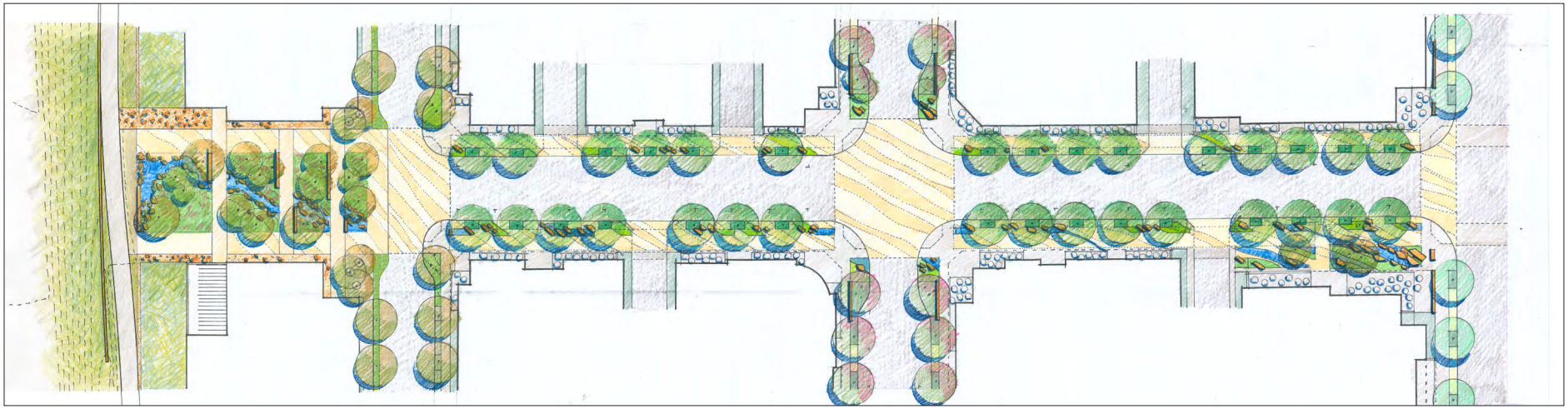


Figure 6-6: Local Street Concept (between Via Vera Cruz and Bent Avenue)



Paseos will function as plazas and entry forecourts to the District

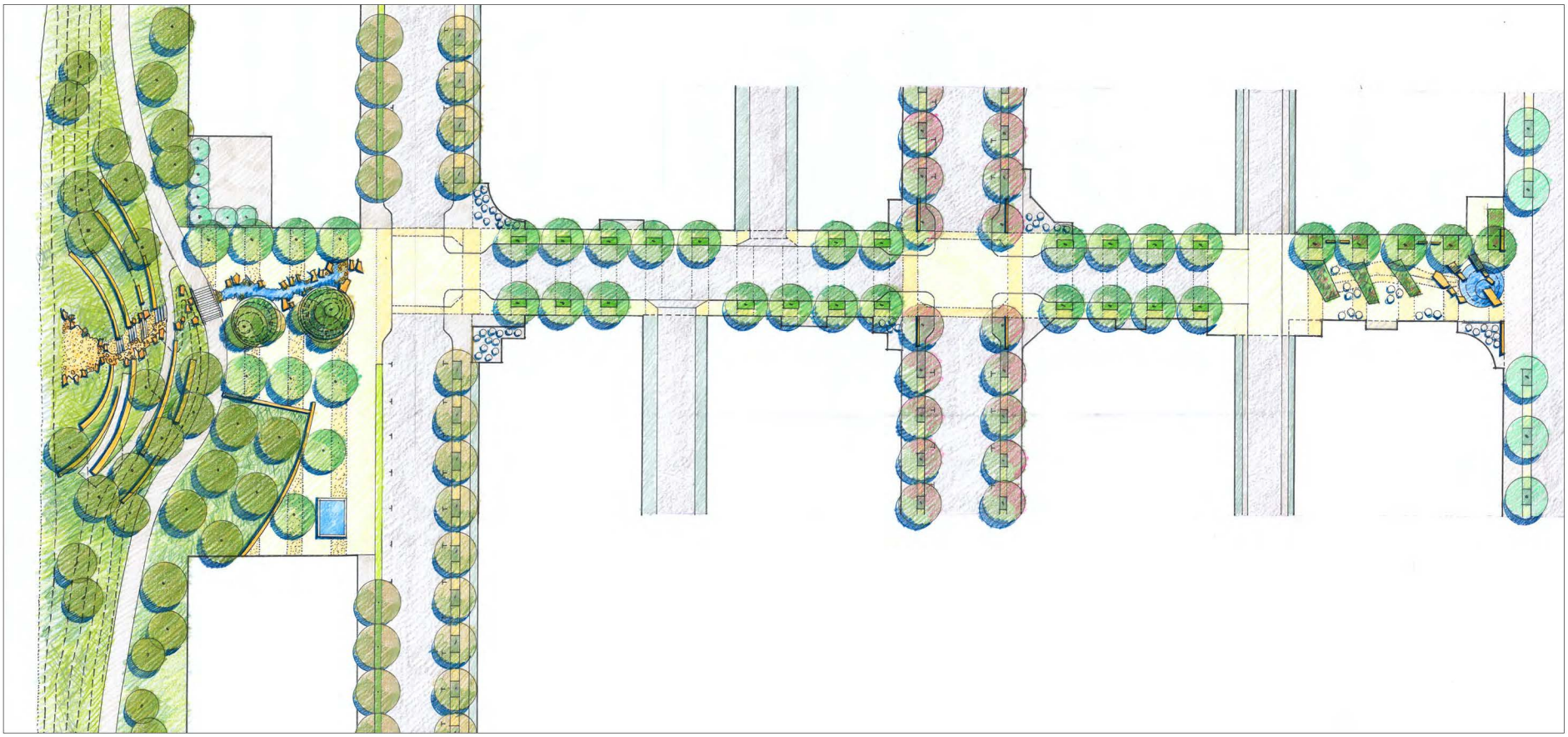
Neighborhood Streets and Paseos

The north-south "Neighborhood Streets" will be the most intimately scaled and residential in character (see Figure 6-7). Street trees will line these streets, but the species' size and spacing will reflect these streets' smaller dimensions. Neighborhood streets will be lightly furnished, except where they become "paseos" (i.e., pedestrian streets), in the half block south of San Marcos Boulevard. The paseos will function as plazas and entry forecourts into the Creekside District from San Marcos Boulevard. The paseos may include a small garden or water feature. At the south end, the neighborhood streets will terminate with views into the pocket parks and plazas adjacent to the Creekside Promenade.

Implementing the Streetscape Concept

A Master Streetscape Plan shall be prepared to implement the Specific Plan's streetscape concept, providing continuity between these various streetscape elements as the District develops over a period of years. This plan should establish more detailed design direction regarding streetscape elements, including an allowable palette of plants and materials. The plan should focus particular emphasis on the gateways, Main Street, and the north-south "Local Streets"—those areas which are intended to be the most intense zones of pedestrian activity—by providing schematic designs for envisioned improvements. While fixing certain design elements to implement the Specific Plan's overall concept, the Master Streetscape Plan will need to be flexible enough to be implemented through a variety of separate projects over a number of years. To maximize the effectiveness of the plan, it should be prepared prior to the final design of the District's initial roadway improvements.

Figure 6-7: Neighborhood Street & Paseo Concept



Tree species with showy flowers or fruit should be used to enhance the most pedestrian-oriented streets.

6.2.2 Streetscape Design—Pedestrian Zone

To guide the preparation of the Master Streetscape Plan and the implementation of the Specific Plan's streetscape concept, the following standards and guidelines are provided for the elements that will comprise the streetscape's pedestrian zone.

Landscape

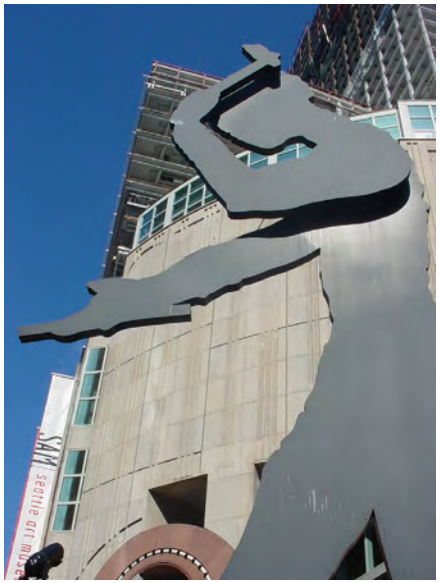
Street Trees

Street trees contribute significantly to the character, identity, and comfort of the District's streets. The District's Master Streetscape Plan should expand on and add detail to the concepts set forth herein. Specifically, the Master Streetscape Plan should incorporate the following features:

- Identify specific tree species that can be used to distinguish the function of different streets. Specifically:
  - A single species of native canopy tree should be used along the north-south connector streets—McMahr Road, Via Vera Cruz, Bent Avenue, and Grand Avenue—except at the intersections with Creekside Drive and Discovery Street, where a native riparian species should be used.
  - A second species of native or locally adapted tree should be used along the north-south local streets that terminate at Creekside Drive. Since these streets are intended to have a strong pedestrian emphasis, a tree species that has a distinctive flower, bark, or other special characteristic should be used.
  - On Main Street, a consistent street tree pattern should be employed along the entire length of the corridor, from Grand Avenue to the entry road leading to San Marcos Boulevard, although different species may be employed to identity specific sub-districts and to highlight key intersections. If different species are used, a single species should be used for the entire length of a given segment—at least one or more complete blocks—to avoid discontinuity.
  - Along Creekside Drive, a native riparian species should be used to emphasize the proximity to the creek corridor.
  - A single species should be used for all neighborhood streets as a means of providing a unifying element.
  - A single species should be used as a street tree along the sections of Discovery Street between McMahr and Via Vera Cruz, in order to provide structure and screening to the adjacent park area. Species selection should be coordinated with the native tree species that will be introduced as part of the park and open space designs.
  - Table 6.1 identifies appropriate examples of tree species recommended in the District. The Master Streetscape Plan shall make the final determination of which particular species should be used on any given street or category of streets.
- In order to reduce the build up of radiant heat in paved surfaces and create a comfortable pedestrian experience, the Master Streetscape Plan should specify trees that have sufficient canopy to provide shading to the pedestrian zone. Spacing of trees will be dependent on species selected, but should be based on the ability to reasonably achieve shading of at least 50% of the public right-of-way within ten (10) years of planting, and provide a nearly continuous canopy at maturity.

Table 6.1: Recommended Street Tree Species

Street / Plaza	Tree	Common Name	Mature Size (H. x W.)	Preferred Spacing	Description
Neighborhood Street	Schinus Molle	California Pepper	35' x 35'	20' – 25'	Evergreen; narrow willow-like leaf
	Rhus lancea	African Sumac	30' x 30'	20' – 25'	Evergreen; narrow willow-like leaf
Local Street	Arbutus 'Marina'	NCN	35' x 35'	25' – 30'	Broad leaf evergreen; small white-pink flowers; distinctive fruit
	Platanus racemosa	California Sycamore	50' x 30'	25' – 30'	Deciduous; ornamental bark
	Schinus Molle	California Pepper	35' x 35'	25' – 30'	Evergreen; narrow willow-like leaf
Connector Street	Platanus racemosa	California Sycamore	50' x 30'	25' – 30'	Deciduous; ornamental bark
	Populus fremontii	Western Cottonwood	50' x 30'	25' – 30'	Deciduous; fall color
	Quercus agrifolia	Coast Live Oak	50' x 50'	25' – 30'	Broad leaf evergreen; dense shade
Main Street	Arbutus 'Marina'	NCN	35' x 35'	25' – 30'	Broad leaf evergreen; small white-pink flowers; distinctive fruit
	Jacaranda mimosifolia	Jacaranda	35' x 35'	25' – 30'	Feathery foliage; briefly deciduous; showy purple flowers
	Magnolia grandiflora	Southern Magnolia	35' x 35'	25' – 30'	Broad leaf evergreen; showy white flowers
Creekside Drive	Platanus racemosa	California Sycamore	50' x 30'	25' – 30'	Deciduous; ornamental bark
Discovery Street	Platanus racemosa	California Sycamore	50' x 30'	25' – 30'	Deciduous; ornamental bark
San Marcos Boulevard	Tipuana tipu	Tipu Tree	40' x 60'	30' – 35'	Broad canopy tree; briefly deciduous; showy yellow flowers
	Ulmus parvifolia	Evergreen Elm	50' x 60'	30' – 35'	Broad canopy tree; briefly deciduous; distinctive bark
Paseos	Arbutus unedo	Strawberry Tree	25' x 25'	15' – 20'	Broad leaf evergreen; small white flowers; distinctive fruit
	Cercis candensis 'Forest Pansy'	Eastern Redbud	25' x 25'	15' – 20'	Deciduous; showy pink flowers; bronze leaves
	Lagerstroemia indica 'Natchez'	White Crape Myrtle	25' x 25'	15' – 20'	Deciduous; fall color; distinctive bark and branching structure
	Jacaranda mimosifolia	Jacaranda	35' x 35'	25' – 30'	Broad leaf evergreen; showy white flowers
Connector Street at San Marcos Blvd. & Creekside Dr.	Platanus racemosa	California Sycamore	50' x 30'	25' – 30'	Deciduous; ornamental bark
	Populus fremontii	Western Cottonwood	50' x 30'	25' – 30'	Deciduous; fall color
	Quercus agrifolia	Coast Live Oak	50' x 50'	25' – 30'	Broad leaf evergreen; dense shade
Local Street Plaza: B/t McMahr Rd. and Via Vera Cruz	Schinus Molle	California Pepper	35' x 35'	25' – 30'	Evergreen; narrow willow-like leaf
Local Street Plaza: B/t Via Vera Cruz and Bent Ave.	Quercus agrifolia	Coast Live Oak	50' x 50'	25' – 30'	Broad leaf evergreen; dense shade



Public art should be engaging, either through physical movement or public interaction.

- Street trees should be selected that have a high enough branching pattern and canopy—generally thirteen (13) feet or higher—so that trees do not obscure commercial signage and storefront windows or conflict with truck access. Lower branching heights may be appropriate in plazas and paseos.
- To maintain long-term health, street trees located in tree grates and/or within paved areas should be planted in a structural soil medium that extends from the street curb to the full width of the adjacent property line or, if narrower, the extent of the mature canopy; this larger growing area improves a tree's stability and lifespan by ensuring that its roots are properly aerated and have room to grow.

Accent Planting

Accent planting should be drought tolerant and require minimal, if any, irrigation once established, though ornamentals with higher water demands may be used for visual impact in key areas. The Master Streetscape Plan should include standards for accent planting so that accent species are aesthetically and environmentally compatible with adjacent street trees and planned irrigation systems for the district.

Street Elements & Furnishings

Many elements contribute to the character of the streetscape, including paving, light fixtures, and street furnishings such as benches, news racks, trash receptacles, planters, and banners. The Master Streetscape Plan should identify the specific fixtures, furnishings, and paving that shall be used within the public right-of-way, and their appropriate location and spacing. In particular, specifications should be provided for the following elements: water features, public art, paving materials (including color and texture), benches and seating areas, transit facilities, wayfinding signage, news racks, tree grates, trash receptacles, bollards, bicycle racks, and light standards and fixtures. The Master Streetscape Plan should recognize that the various portions of the streetscape may be developed over a span of many years, and so care should be taken to specify products or styles of products that are likely to be continuously available as the District develops.

The following element-specific guidelines are provided as a foundation for the Master Streetscape Plan:

Water Features

- In order to conserve water, water features should be designed to use minimal amounts of water to maximum affect. For instance features with simple dripping, brimming or riffling water can be quite effective.
- Large flat bodies of water or water features that utilize spray or mist-type fountain jets that lose water to evaporation and suffer "wind-carry" are discouraged.
- Re-circulating water shall be used for all water feature elements.
- Interactive features that are flush with the ground plane and can be turned on during hours of active pedestrian use and turned off during other hours are encouraged.

Public Art

- Public art should be placed near street corners, in plazas, and in medians.
- Interactive art is encouraged; examples include pieces that either invite user participation or provide sensory stimulation through touch, movement, or sound.
- Local artists and themes should be highlighted to emphasize the unique cultural assets of San Marcos and northern San Diego County.
- Public art may consist of both permanent and temporary installations.

Paving

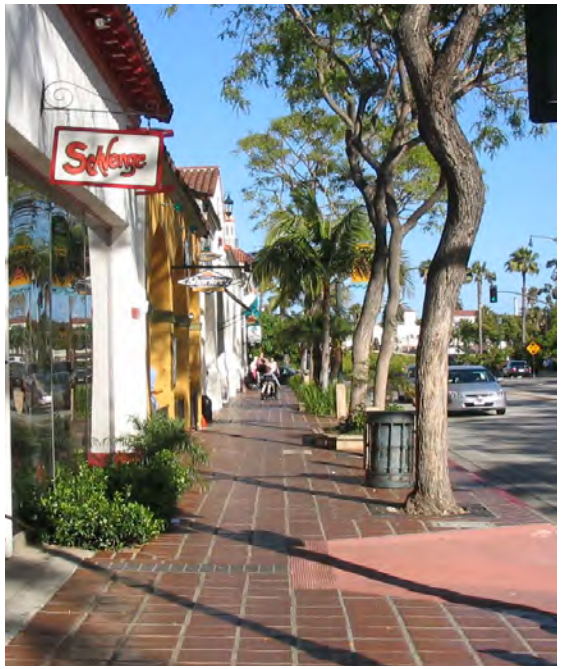
- Decorative paving materials, patterns, textures, and colors should be used to highlight important pedestrian zones, such as gateways and other important street intersections.
- Concrete that is stamped or formed to simulate another material (e.g. stone or brick) is discouraged.
- Stone accent paving should use a regionally quarried stone to reinforce visual connections to the surrounding natural context.
- All surfaces should be accessible and slip resistant.

Benches, Planters, & Other Seating

- Benches and other forms of seating should be provided throughout areas with ground-level commercial frontages.
- Permanent above-ground planters should serve as seating walls by being designed with seat-like heights and widths. Planters and other seating walls should be designed using local stone and other materials that establish a connection with the creek.
- Individual, movable seats are preferable to fixed seating in plaza spaces provided that a local organization is available to secure the seats at night.

Transit Stops and Shelters

- All transit stops should be prominently signed and all pertinent route and schedule information, including major connecting services, should be posted.
- Transit shelters should be provided at heavily used transit stops; all other stops should provide seating.



Decorative paving should highlight key pedestrian zones.

Advertising-supported shelters should only be considered if the design and quality is consistent with the District.

Permanent above-ground planters should also serve as seating.

Attractive wayfinding signage should be used to help occasional visitors navigate the District.

Consolidated newspaper racks are encouraged to avoid visual clutter.

Tree grates that can accomodate tree guards and electrical fixtures for holiday lighting should be used as appropriate.

Bollards should be used to demarcate and protect pedestrian areas.

Single-loop, in-ground-mounted bicycle racks should be used throughout the District.

- Transit shelters should be designed to provide protection from sun, wind, and rain; additional amenities, such as real-time arrival information, nighttime lighting, and trash receptacles, should be provided.
- Advertising-supported shelters should only be considered if the design and quality of the shelters is consistent with the overall Master Streetscape Plan.

Wayfinding Signage

- An attractive wayfinding signage system should be developed for the District to serve the needs of out-of-town visitors.
- Wayfinding signage should identify key destinations and facilities, e.g., public parking structures, parks and open space areas, transit routes and stops, etc.; comprehensive business directories, such as those typically found in private malls, are discouraged.

Newspaper Racks

- Consolidated newspaper racks are encouraged to reduce the physical and visual clutter of individual newspaper boxes.
- Newspaper racks should be co-located, when possible, with transit stops to provide an amenity to transit riders.

Tree Grates

- Tree grates should be used in all tree wells that are surrounded by paving, unless the wells are specifically designed for accent planting.
- Tree grates should be cast iron and placed in metal frames set into poured-in-place concrete.

- Grates that allow for integrated tree guards, decorative up-lighting, or auxiliary power (for special events, holiday lighting, or maintenance) should be used as appropriate.

Trash Receptacles

- Trash receptacles should be located regularly at intersections, near major building entrances, and adjacent to outdoor seating areas.
- Each receptacle should accommodate recycling, prevent wind and rain from entering the container, facilitate side access to the liner, and have the option of being anchored to the pavement.

Bollards

- Bollards should be used to prevent vehicles from entering pedestrian zones, such as at the entrances to paseos and on sidewalks at street corners.
- Bollard placement and design should be coordinated with emergency vehicle access; in certain locations, removable bollards may be appropriate to balance pedestrian protection with emergency access.

Bicycle Parking

- Single-loop-style designs placed individually or in a series are recommended over long bicycle racks. While circular tube racks are encouraged, they should be in-ground-mounted and highly resistant to cutting and other forms of vandalism.
- On-street bicycle parking should be distributed throughout the commercial areas of the district and placed conveniently near building entrances without obstructing pedestrian movement.
- Uniquely designed bicycle racks can act as sculptural as well as functional landscape elements.
- If demand warrants, additional bicycle parking areas may be created by replacing one or more on-street parking spaces; on-street bicycle parking areas should be clearly demarcated and protected through the use of bollards and distinctive paving.

Street Lights

Street lighting should be used to create a unifying scheme of illumination throughout the Creekside District and to ensure that public safety and security criteria are met while adjacent properties are protected from undesirable light spillage or unnecessary lighting of the night sky.

- A single consistent style and size of fixture should be used along a given street.
- Light fixtures should be cut-off type fixtures that focus light down toward the ground and shield the lamp from surrounding areas not intended to be illuminated.
- Levels of illumination should be responsive to the type and level of anticipated activity, without over illuminating the area (i.e., bright, uniform lighting of all public right-of-ways is not desirable). Higher lighting levels should be provided in areas where there is potential for conflict between pedestrians and vehicles, such as intersections and crosswalks, and where there is a great deal of nighttime activity. Thus, as the primary commercial shopping street, Main Street, should have higher levels of illumination than side streets that are more residential in character and have lower levels of nighttime activity.
- Color-balanced lights that do not cast a tinted light are preferred.

Street lights should have cut-off fixtures to protect neighboring properties and the night sky.

Curb extensions slow traffic, reduce pedestrian crossing distances and expand the pedestrian realm.

Decorative paving materials increase the visibility of pedestrian crossings.

6.2.3 Streetscape Design—Vehicular Zone

In order to create a comfortable and safe pedestrian environment, the locations at which pedestrians and vehicles come into potential conflict must be carefully designed to balance the flow of vehicular traffic with the protection of pedestrians. These locations are primarily intersections, but can also occur at mid-block locations. Traffic-calming devices such as traffic circles, curb extensions, and enhanced crosswalks are recommended throughout the District (see discussion in Section 5.5 Pedestrian and Bicycle Circulation), especially along Main Street where creating a free flow of pedestrian traffic and slowing vehicular traffic will work together to enhance the commercial environment. The following design guidelines address specific design elements within the vehicular zone, and these issues should be further addressed, as appropriate, in the proposed Master Streetscape Plan:

Curb Extensions

Curb extensions—often called "bulb-outs" or "neckdowns"—should be designed into all intersections in order to reduce the crossing distance for pedestrians and to slow traffic speeds. Curb extensions should also be installed wherever mid-block crosswalks are provided. Curb extensions can also be used independently of pedestrian crossings as traffic calming "chokers." In addition to slowing traffic, curb extensions increase the space available for pedestrian amenities, such as planting, water features, and street furniture.

Crosswalks

Decorative crosswalks that signify the importance of the pedestrian zone are encouraged. Paving materials, colors and textures can be used to delineate the crosswalk area, though all crosswalk materials shall be durable and safe for pedestrian use. Special lighting—either flashing pavement markings or overhead fixtures focused upon the crosswalk—can be used to further enhance pedestrian visibility during evening hours. In areas with particularly heavy pedestrian travel, mid-block crossings should be considered. Raised crosswalks and intersections, which bring the roadway to the sidewalk level, should be considered where there is a desire to further slow traffic, as these elements also act as speed humps.

Traffic Circles

Traffic circles are the smaller-scale cousins of the larger roundabouts that are planned for McMahr Road and Via Vera Cruz. Unlike roundabouts, traffic circles are designed for the intersections of streets with lower traffic volumes and can fit within a standard intersection right-of-way (i.e. wider lane and median configurations are not needed). Traffic circles slow traffic by horizontally deflecting traffic—forcing traffic to turn from a straight line—and they can be used with or without stop signs. As with roundabouts, traffic circles present the opportunity for additional landscaping, though the traffic circles need to be carefully designed to ensure adequate turning radii for emergency vehicles (i.e. long fire trucks).

Turn Lanes

Unless absolutely necessary to accommodate the safe flow of vehicular traffic, turn lanes are generally discouraged because they increase the width of the pedestrian crossing and create more potential for pedestrian/vehicle conflict.

Transit Slabs

A slab of thicker or denser paving should be used at transit stops, because normal asphalt paving tends to deform under the pressure of frequently stopping buses. Using a pavement that is distinct from that used for the travel and parking lanes may also discourage illegal stopping in front of transit stops.

6.3 Private Area Design Guidelines

6.3.1 Commercial and Mixed Use Development

Overall Character & Design Principles

The effect of the District's existing predominantly strip commercial development pattern on the physical environment is one of fragmentation caused by driveways and parking lots, an excessive array of signs competing for the driver's eye, and predominantly single-story structures that are not in scale with the street. The development standards and design guidelines for the private realm focus on promoting private development that will result in an attractive, vibrant and pedestrian-oriented commercial mixed-use district. Key physical changes promoted by the Plan include:

- Construction of attractive, well-designed buildings that establish a distinctive, high-quality character for the District;
- Creation of a denser, more compact pattern of development that mixes uses vertically, positively defines the public realm, and supports a vibrant, walkable commercial mixed-use district;
- Reduction in the use of surface parking lots and the relocation of off-street parking into parking structures and behind buildings; and
- Creation of safe, attractive and generously proportioned private and semi-public open space that complements the public streetscape and promotes an active pedestrian environment.

Site Planning

New development should contribute to the creation of a coherent, well-defined and active public realm that supports pedestrian activity and social interaction and to the creation of a well-organized and functional private realm that supports the needs of tenant businesses. New development also should contribute to a visually and functionally integrated pattern of development that reads as a consistent and attractive whole. Thus, the general building forms and functions and how they are organized on the site and in relation to surrounding development have as much to do with the area's character and function as a building's aesthetic characteristics.

Building Orientation

An important element in the creation of a dynamic, pedestrian-oriented retail district is establishing and supporting the civic life of the street. Rather than having buildings oriented to parking lots, as now occurs, all buildings will directly address the public street. Rather than dispersing public activities between individual parking lots and storefronts, locating building entrances on the primary street ensures that pedestrian activity is focused on the public streetscape along which numerous businesses reside. Having building entries and windows front on the street creates a complementary and dynamic tension between the public and private realms that is essential to a successful retail district.

- Buildings shall be sited to positively define the public street and open space network, with façades aligned parallel to adjoining street and open space frontages.
- Buildings located on corner lots should site 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.
- Buildings located adjacent to both public open space amenities (e.g., plazas, parks, and the Creekside Promenade) and public streets should be designed with a dual orientation so that they provide access and a public face to both the primary street frontage and to the public open space.

Buildings should be sited at the property lines to create a continuous building street wall.

Buildings at street corners should be oriented to both intersecting streets with a building entrance fronting directly onto the corner.

Buildings may be set back to create small plazas provided that these setbacks do not substantially disrupt the street wall's continuity.

At street corners, the street wall may be set back diagonally to emphasize the intersection and to extend the public realm.

Street Walls and Street-front Setbacks

The siting of buildings will play a critical role in establishing the character and sense of place for the District. Siting buildings at the street's edge gives spatial definition to the public realm that is critical to supporting pedestrian activity. It also establishes a visual connection between businesses on opposite sides of the street that is an important ingredient of a successful shopping street.

- Buildings should be sited at property lines or designated frontage lines adjacent to public street frontages in order to establish consistent and continuous building street walls that give scale and definition to adjacent streets and civic spaces.
- Portions of the building street wall may be setback from the public right-of-way to accommodate key features such as a recessed storefront entrance, an entry forecourt, or a plaza, as long as such features do not substantially interrupt the continuity of the street wall.
- Gaps in the street wall (i.e., street frontage with no building) should be limited to those areas needed to accommodate pedestrian and, in limited instances, vehicular access (see guidelines for "Parking and Vehicular Access").
- On corner parcels, the corner of the building may be recessed from front and side property lines on a diagonal. The recessed corner may include just the ground level, or ground floor and upper levels.

On-site Open Space

The provision of on-site open space such as plazas, courtyards, and paseos is an integral component of the pedestrian-oriented, mixed-use district that complements the parks, plazas, and streetscapes of the public realm. These semi-public spaces provide a finer-grained, more intimate setting that encourages pedestrians to gather and linger, and can be designed specifically to complement and enhance the commercial function of adjoining private-sector uses.

- The creation of semi-public outdoor spaces such as on-site plazas, patios, courtyards, paseos, terraces and gardens that support pedestrian activity and community interaction is strongly encouraged, particularly in larger projects.
- On-site open space areas should be designed to complement and enhance the function and character of adjacent commercial uses by providing a transition from the public streetscape to the private business, and providing outdoor areas that can accommodate commercial activity (e.g., outdoor dining, display areas, etc.).
- Building frontages adjacent to semi-public outdoor spaces should include building entrances and storefront windows that face onto the open space and architectural and landscape features that activate the façades.
- Plazas and open space areas intended for public use should have clearly defined visual and physical connections that promote a comfortable transition from the public to the private realm.
- Paseos are an important element of the District's urban open space system and are strongly encouraged as connective elements and open space features. They promote pedestrian activity by creating spaces scaled to pedestrian use, reducing conflicts with automobile traffic, and providing more direct routes between off-street parking areas and primary street frontages. They also provide the benefit of increasing the amount of potential retail frontage.
- To promote user comfort, plazas and courtyards should be well-defined by buildings and landscaping, comfortably scaled, landscaped for shade and ornament, furnished with areas for sitting, and lighted for evening use.
- Water is intended as a defining feature of the District, so water features such as fountains, pools, and runnels should be incorporated into the design of urban open spaces where possible, to enhance their character and to symbolically link private open space to the design of the broader District.
- Landscaping should be used to activate building façades, soften building contours, highlight important architectural features, screen less attractive elements, provide shade, and add color, texture, and visual interest. Landscape materials should be of high quality and suitable for the Southern California Mediterranean climate. Given the general lack of precipitation, naturalized and low-water-use plant species are preferred.

On-site open space is encouraged to have a semi-public character that transitions from the public to the private realm; windows, doors, and commercial activities (e.g. café seating or display areas) should be used to activate these spaces.

Parking should be accomodated in above- or below-grade structures; parking structures should be wrapped with active ground-level uses and articulated to screen vehicles parked in upper stories .

Parking and Vehicular Access

- Parking will be a critical factor in the successful redevelopment and revitalization of the Creekside District. In order to be successful, the District needs to not only ensure that adequate parking is provided to support proposed development, but that the location and design of that parking also supports the creation of an attractive, pedestrian-friendly mixed use district. The current prevalence of sites with front-loaded surface parking lots and driveways crossing public sidewalks is functionally and aesthetically antithetical to the vision for the District. The Plan promotes a fundamental re-thinking of on-site parking that reduces its visual prominence and the potential for pedestrian/vehicle conflicts by placing it on the interior of blocks, in structures, or below ground. The Plan's parking management strategy (see Chapter 5, Circulation and Transportation for a more detailed discussion) also promotes a "park once" environment that encourages individuals to walk to all their District destinations after they have parked their car.
- In order to accommodate proposed development intensities and create an attractive pedestrian environment, surface parking is discouraged and should be kept to a minimum. Where it occurs, surface parking should be located behind buildings and on the interior of blocks where it is screened from public view.
- Generally, off-street parking should be located in above- and below-grade parking structures. New development is encouraged to take advantage of the fill that will be required over much of the area to provide parking below grade (either fully or partially).

- Parking structures should be located on the interior of the block where feasible.
- Parking garages adjacent to public streets should be wrapped with liner space for retail and commercial uses that activate the street frontage and screen parking. At the very least, retail and other pedestrian-oriented uses should line the street-level façade of parking structures fronting on public streets.
- Upper floors of parking structures that are visible from the street should be designed to screen views of cars and parking structure lighting, and to reflect a level of articulation and design character consistent with the rest of the building façade.
- Access to off-street parking should be provided primarily from mid-block alleys or from the District's north-south streets. Driveways and curb cuts should not occur on Main Street, and should be limited to no more than one or two per block on Creekside Drive to serve areas not accessible from north-south streets. Where feasible, driveways on north-south streets should be limited to a single mid-block curb cut.
- Existing curb cuts and driveways with access off San Marcos Boulevard, McMahr Road, Via Vera Cruz, Bent Avenue and Grand Avenue ultimately should be phased out as subject properties are redeveloped and alternative access can be provided.

Service Areas, Loading, and Building Equipment

As a functioning commercial area, it is essential that retailers and commercial tenants can efficiently obtain the supplies and services needed to operate. It is just as important, however, that these functions and their related facilities are carefully integrated into the design of new development so that they do not compromise the quality or character of the District.

- Service, loading and storage areas should be located to the rear of buildings and on the interior of blocks where they are away from public view.
- Wherever possible, service access should be provided via alleys.
- Loading docks, storage areas, trash bins, and other service areas and facilities should be located away from public streets and screened from public view in a manner that is consistent with the architectural style and character of the associated building.
- On-site infrastructure, such as back-flow devices, irrigation controls, electrical panels, etc., should be located in interior utility closets or on the interior of blocks, away for public streets, where they are out of public view.

Building Design

Building Massing

Allowing for more compact development and larger buildings makes it important that future buildings are designed so that their scale and massing does not overwhelm the public realm and make it unattractive or inhospitable. Large buildings can be attractive and dramatic and yet still preserve a pedestrian scale at street level. They do not have to be either monolithic or imposing. There are many design techniques for adding visual interest and mitigating a building's apparent bulk and scale.

Building Façades

Building façades are the "walls" of the public realm, and will do much to establish the character of the District. The doors, windows, and detailing that animate their surfaces both activate the streetscape and establish a pleasing sense of order and proportion.

Trash bins and other service areas should be located away from public streets and be screened from view.

Buildings should be scaled and proportioned to create a pedestrian-friendly development pattern.

Commercial buildings should be simple in form and massing; this building has a storefront base and a detailed parapet

Buildings may be stepped back above the third story to reduce apparent bulk

Turrets and towers can be used to emphasize important locations, such as street intersections

It is important that they be neither too dull nor too busy, and that they present a perceptible unity without sacrificing variety.

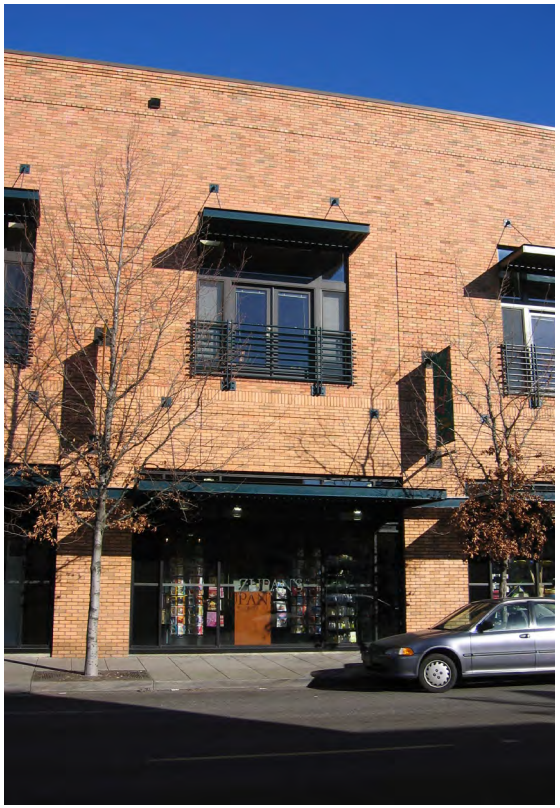
- Building façades should incorporate a hierarchy of vertical and horizontal features and articulation that establish a sense of order and reflect changes in building form.
- Façades that face public streets and open space areas generally should be architecturally subdivided with some form of modulation or articulation every twenty-five (25) to fifty (50) feet to promote visual interest and a comfortable pedestrian scale that is reminiscent of traditional pedestrian-oriented shopping and residential districts.
- Façade increments should be defined at both the ground floor and at upper stories.
- Buildings with longer frontages should be subdivided to accommodate multiple individual storefronts with a regular pattern of storefront entrances along the street. Preferably, individual storefronts should not exceed fifty (50) feet in width. With larger tenants, it is desirable to locate the majority of their floor area behind a smaller frontage (e.g., wrap floor area behind "liner" storefronts along the street frontage).
- Strategies for varying façades and defining distinct modules may include: articulation of building volumes, changes in rooflines and fenestration patterns, introduction of vertical architectural features such as columns and pilasters, the use of decorative detailing and architectural elements, and changes building materials and color.
- Changes in architectural character, façade materials or color should be associated with a change in building plane or separated by a vertical feature (e.g., a column or pilaster).

- Building façades that face public streets, sidewalks, trails, and open space should incorporate architectural features such as building entrances, display windows, awnings, overhangs, balconies, light fixtures, and other design features that add human scale and visual interest to the façades.
- Buildings should maintain a consistent quality and character in terms of the articulation, detailing, and finishes on all elevations visible from public streets and open spaces, not just the primary façade.
- Avoid the creation of uninterrupted blank wall surfaces on all building façades.

Building Entrances

- Primary building entrances and lobbies shall be clearly visible and directly accessible from the primary street. Buildings that front onto multiple streets should provide an entrance along each street.
- In mixed-use buildings, retail storefront entrances should be clearly distinguishable in form and character from entrances to upper-floor office and residential uses or to a building's main lobby.
- Secondary building entrances from paseos, alleys, and parking structures are encouraged as long as they do not detract from the primacy of the main building entrance and street frontage (i.e., buildings should not have primary orientation to parking lots). The design of secondary entrances should be related to that of the primary entrance and the building as a whole.

Facades of larger buildings should be divided into pedestrian-scaled modules



The scale and module of building articulation should extend to the upper floors; this building uses windows, brickwork, and awnings to create a horizontaly and vertically consistent module.

Building entrances should be easily identifiable through façade articulation, architectural detail, and use of materials; in this building, a recessed bay was combined with architectural ornament to accentuate the building entrance

Building entrances to upper-floor offices or residences should be clearly distinguishable from entrances to retail storefronts.

- Building entrances should be well-defined and accentuated through use of façade articulation, architectural detail, and use of materials. Appropriate strategies for architecturally defining building entries include:
  - creating a recessed entry bay;
  - incorporating the entrance into a taller vertical mass (e.g., a small tower) that is differentiated from the rest of the building;
  - sheltering the entrance with a canopy, awning, or overhang;
  - employing architectural features such as columns, pilasters, clerestory windows and sidelights, decorative tiles and light fixtures; and
  - enhancing ground surface with decorative paving.
- To the degree feasible, service entrances, loading docks, and storage areas should be located and screened so they are not visible from public streets and open spaces or interfere with public use of the District.
- Service entrances and loading docks should be located to the rear or side of buildings, and preferably take access from alleys or driveways from the District's north-south streets.

Roofs

- The roofs and rooflines of buildings should be designed to complement and complete the building design. Distinctive, sculpted roof forms that contribute to a visually interesting skyline and to the overall character of the District are encouraged.
- Flat roofed buildings should incorporate a strong, attractively detailed cornice or parapet that screens rooftop equipment and creates a distinctive silhouette.
- Roofs with vertical surfaces visible from public streets, open spaces, and adjoining areas should use high quality roofing materials consistent with the building's other exterior finishes.
- All rooftop mechanical equipment, appurtenances, and stair towers should be grouped and located so that they are not visible from streets and other public areas, architecturally integrated into the building and clad with materials consistent with the building's overall design character.
- Creation of accessible terraces and open space on rooftops is encouraged, particularly to take advantage of views of the creekside open space.

Unique roof forms can be used to create an interesting skyline.

Accessible rooftop terraces are encouraged to advantage of the open space views.

Durable building materials, such as brick, stone, and tile, should be used, particularly at ground level where they are highly visible.

Primary building colors should be more nuetral or restrained in hue with darker or brighter colors reserved for accents.

Building Materials and Colors

- Durable, high quality exterior building materials should be used to convey the sense of quality and permanence desired for the District, minimize maintenance concerns, and promote buildings that will last over time. Use of such materials is especially important at the street level where they are more visible to the public. Examples of appropriate materials include: stone, tile, terra cotta, brick, metal, and glass.
- Architectural features should be designed to be integral to the building, and not just surface ornamentation that is artificially thin or simply tacked or painted onto the building's surface. Artificial materials such as "Dryvit" and other applied foam ornamentation (e.g. Exterior Insulation and Finish Systems, "EIFS") should not be used at street level.
- Building materials 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.
- Primary building colors should be more restrained and neutral in hue. Bright and highly saturated colors should be used sparingly, as accents or as part of a balanced and carefully executed color scheme.
- Exterior trim and architectural detail, such as cornices and window and door trim, should be painted a contrasting color to distinguish them from wall surfaces. The use of subtly contrasting, but complementary colors is appropriate.

Windows, Doors and Other Openings

- Ground-level façades should incorporate generous windows and street-oriented glazing that create a high degree of transparency along the street and reveal activity within shops and restaurants and engage the interest of passersby.
- Windows on retail and commercial storefronts should generally occupy a minimum of sixty (60) percent of the street-level façade surface.
- Windows on upper floors should be smaller than street-level windows and occupy a smaller proportion of the façade surface area, generally about 30 to 50%.
- Enclosed display window areas should be provided on street-oriented façades where actual windows cannot be provided.
- Windows should consist of discrete openings in the wall surface, rather than large, continuous walls of glass.
- Window and door frames should not be flush with exterior wall surfaces. Building openings for doors and windows should employ deep insets that create visual relief and shadow lines on the façade, giving the building a sense of solidity and substance.
- Tinted, reflective, or obscure glazing should not be used. Solar shade control should be accomplished using exterior shading devices such as awnings or sun shades.
    - Street-fronting, ground-floor glazing should have a sill height not exceeding 30 inches as measured from the adjoining sidewalk surface.
    - Doors in commercial storefronts should include windows that permit visual access into the establishment.

Ground-level façades should create a high level of transparency along the street.

Doors and windows should be inset from the façade to create shadows and visual interest.

Lighting should add drama and character to a building while being consistent with the building's character.

Building Lighting

- Building lighting should be used to add drama and character to buildings, ensure public safety, and enhance nighttime activities within the District.
- Lighting should be designed as an integral part of the building that is consistent with its architectural character.
- Illumination of buildings should be focused on building entries, signs, and distinctive architectural features, but overly bright and indiscriminate illumination of building façades should be avoided. Over-illumination tends to reduce the desired dramatic effect by visually flattening the building façade, in addition to wasting energy and contributing to night sky impacts.
- Careful consideration should be given to aspects of lighting design such as color of light, intensity of light and overall visual impact of night lighting.

6.3.2 Residential and Residential Mixed Use

Residential and residential mixed-use buildings in the District are intended to offer a more urban lifestyle to those who want to live within walking distance of the Downtown Core. Like non-residential buildings in the District, residential buildings will have an urban character and be required to be of high-quality design that contributes to the overall character of the District. Buildings will define and reinforce the public space of streets and maintain a comfortable pedestrian scale. The primary distinction in the design of residential buildings will be the incorporation of details that are more typical of residential buildings, such as, porches, raised building entries, bay windows, roof overhangs, balconies, and, in certain instances, front-yard setbacks. Much of the preceding direction provided by the guidelines for commercial mixed-use development also applies to residential development, and therefore has not been repeated.

Building Siting and Orientation

- Building façades should be aligned parallel with adjoining street frontages.
- Buildings should maintain a relatively uniform setback from the street frontage, with variation provided through the use of front porches, entrance porticos, and other architectural features.
- Where possible, streets should be bordered by livable space, rather than expanses of blank wall that can reduce the vitality and visual quality of the adjacent streetscape.
- The primary entrance to multi-unit buildings should front onto the primary street.
- Entrances to individual ground floor units should front on and take access from the street.

Residential buildings should have their main entrances facing the street.

Ground-floor units should be accessed from individual street-fronting entrances.

First-floor units should be raised two to three feet above sidewalk grade to protect tenant privacy.

Building massing should reflect the scale of individual units or groups of units.

Building Massing and Façade Treatment

- In larger projects, unit plans and façade designs should be varied to avoid visual monotony and create recognizable identity for buildings.
- Larger residential buildings should be vertically and horizontally modulated to mitigate the apparent scale of the building. Building massing should reflect the size of individual units or groups of units. Building façades generally should not exceed 100 feet in length.
- Façade articulation, architectural features such as porches, windows, bays, and balconies, and roof form modulation are strategies that should be used to make building segments read as individual units or groups of units.
- Active façades with windows, doors, and other architectural features should face all streets, sidewalks and paths.
- First=floor units should have finished floor elevations approximately 2-3 feet above the grade of the public sidewalk to protect tenant privacy.
- Porches and stoops should be used to announce unit and building entrances, and provide a transition from the public street to the residential building/dwelling unit.

Roofs

- Roof forms should be consistent with the rest of the building in terms of architectural style, level of detailing, and quality of materials.
- Variations in rooflines should be used to reduce the perceived scale of larger buildings.
- Large roof surfaces shall incorporate features such as parapets, overhanging eaves, and variation in the slope of roof planes to add variety.
- All rooftop mechanical equipment should be screened from public views.

Parking

- No parking should be located between the public street and the adjacent residential façade.
- Parking should be located behind buildings away from public view, and accessed from rear alleys whenever possible.
- Curb cuts and driveways should only be allowed to provide access to multiple units, except along alleys (i.e., street-fronting driveways for individual units are not allowed). Whenever feasible, curb cuts should be limited to the north-south streets, and preferably no more than two per block (total).
- Generally, off-street parking should be located in tuck-under garages, podiums, or above- and below-grade parking structures. New development is encouraged to take advantage of the fill that will be required over much of the area to provide parking below grade (either fully or partially).
- Parking podiums adjacent to public streets should be wrapped with residential units or partially submerged to reduce visual impact on adjoining streetscape.
- Parking strategies that reduce space requirements for parking, such as tandem parking and parking lifts, are encouraged.

Landscaping

- Landscaping should be used to highlight important architectural and site features (e.g. building entries), soften building contours, and mitigate building scale.
- Landscaping for residential buildings should reflect a finer scale and a wider range of plant species that reflects a more personal style.
- Low hedges and special landscape materials should be used to define front yard spaces and/or accent the entry sequence.
- Landscape materials should be of high quality and typically suitable for the Southern California Mediterranean climate. Given the general lack of precipitation, native and low-water-use plants are preferred.

Building Equipment and Service Areas

- Mechanical equipment, trash and recycling bins, and infrastructure, such as back-flow devices, irrigation controls, meters, and electrical panels, etc., should be located in interior utility closets, screened by architectural enclosures and/or landscaping, or located on the interior of blocks, away for public streets, where they are out of public view.

Rear alleys should be used to access residential parking, such as these tuck-under townhouse garages.

Signs within the Creekside District should be oriented to pedestrians rather than drivers.

6.3.3 District Signage Design

The signage regulations and guidelines for the Creekside District are intended to promote a lively, interesting, and attractive pedestrian environment while also facilitating local commerce. While signage is sometimes associated with unattractive visual clutter, thoughtfully designed signage can enhance the aesthetic character and identity of a place. The Creekside District is intended to be a place for walking and strolling, and the allowed types, sizes, and placements of signs are intended to reaffirm this character in a way that also allows for local businesses to effectively communicate with potential customers.

General Standards and Guidelines

- Only the following sign types shall be allowed within the Creekside District: Wall Signs, Window Signs, Projecting Signs, Canopy Signs, Marquee Signs, and Portable Signs.
- A combination of no more than two types of signs—wall, projecting, window, canopy, or marquee, but not including portable signs—is permitted per each frontage of a business; signs may only be placed on street-facing frontages or open-space-facing frontages with a related business entrance.
- Projecting, Wall, Canopy, and Marquee signs consistent with this Plan may project into the public right-of-way, and Portable Signs may be placed in the public right-of-way.
- Sculptural Signs—three-dimensional signs where the shortest side of the smallest rectangular prism encompassing a sign is greater than 18 in.—shall have their sign area measured relative to such a rectangular prism placed parallel to the sidewalk or finished grade. The sign area shall be the area of one face parallel to the building façade and perpendicular to the sidewalk, plus the area of one face perpendicular to both the sidewalk and the façade.
- Signs shall not be internally illuminated, unless they have an opaque or dark background and only the letters are illuminated or unless specifically excepted. All internally illuminated cabinet signs shall be prohibited. External lighting shall be shielded so as not to produce off-site glare.
- Exempt Signs and Temporary Signs may also be permitted per Section 20.120 of the San Marcos Zoning Ordinance.
- Where there is a conflict between these standards and the requirements of Chapter 20 of the San Marcos Zoning Ordinance, the standards of the Specific Plan shall govern. Any requirements of Chapter 20.120 not specifically addressed herein shall apply.
- Signage placed in the public right-of-way by the City or its designee under the Master Streetscape Plan shall be exempt from Chapter 20.120 of the San Marcos Zoning Ordinance; such signage may promote the district as a whole but should not advertise individual businesses.

Signs should:

- Complement their associated building, being consistent with its architectural style, scale, articulation, proportions, materials, and color.
- Be located in areas of the façade specifically designed to serve this function and should align horizontally, where possible, with major architectural features, such as building entries.
- Not cover architectural details or ornamental elements.
- Be constructed out of high quality, durable materials.
- Use icons, symbols or logos rather than words whenever possible (e.g., a shoe for a shoe store, or a bicycle wheel for a bi-

cycle shop); iconic or symbolic signs are encouraged to be three dimensional.

- Have a contrast between content and background so as to optimize legibility while still maintaining compatibility with building colors.
- Be designed to high professional standards.

Permitted Signs: Standards and Guidelines

Wall Signs

Wall signs shall:

- Be no larger than 70 square feet in sign area per individual sign.
- Have a total sign area of no more than two (2) sq. ft. per lineal foot of tenant street frontage.
- Not project more than 18 in., except for Sculptural Signs, which may project a total of 30 in.

Wall signs should:

- Be installed in a slender band between the first-story and second-story windows.
- Be encouraged to be applied as individual letters or icons directly onto building faces, rather than having a separate background and frame.
- Emphasize horizontality, with a width-to-height ratio of at least 2:1.

Signs that use icons, symbols, or imagery are encouraged.

Signs should be integrated into a building's architecture

Signs should have a contrast between content and background to optimize legibility.

Wall signs should be applied as individual letters in a horizontal band between the first- and second-story windows.

Windows signs are consistent with a pedestrian scale.

Small projecting signs are encouraged as they help to blend the public and private realms and add visual interest to the streetscape.

Canopy signs should be designed so that they maintain an awning's primacy function as a shading device.

Window Signs

Window signs shall:

- Be limited to no more than 30 percent of the ground-floor window area.
- Be considered part of the allowable wall sign area.
- Not be construed to mean items for sale, internally-oriented displays, or other temporary displays that do not substantially obstruct views into a building.

Projecting Signs

Projecting signs shall:

- Have a minimum clearance of eight (8) feet and maximum height of fifteen (15) feet above the sidewalk.
- Extend no more than six (6) feet out from the main wall surface, and have a 6-inch minimum space between sign and building.
- Be placed perpendicular to building façades, except at street corners where they may be placed at a 135-degree angle to both of the two intersecting façades.
- Have a maximum sign area of fifteen (15) square feet.
- Be self-supporting without use of cable or similar surrounding supports. Ornamental brackets designed as a part of the sign design may be allowed if they are complementary with both the building and sign designs.

Projecting signs should:

- Be encouraged to be used at street corners so as to emphasize intersections.
- Emphasize verticality for vertical messages, with a height-to-width ratio of at least 2:1 and horizontality for horizontal messages, with a width-to-height ratio of at least 1:1.

Canopy Signs

Canopy signs shall:

- Be located on canopies or awnings that have a minimum clearance of eight (8) feet and a maximum height of fifteen (15) feet above the sidewalk.
- Be painted directly onto the awning material.
- Be limited to two (2) awning surface types: vertical front, vertical sides, or sloping top.
- Not exceed thirty percent (30%) of the total exterior awning/canopy surface area.
- Be considered part of the total allowable wall sign area of the wall to which it is attached.
- Be no more than one (1) foot in height.
- Extend no more than eight (8) feet from the building façade and shall not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.

Canopy signs should:

- Be designed in such a way that the canopy's primary function as a shade device is maintained.

Marquee Signs

Marquee signs shall:

- Only be permitted on parcels containing either live performance theaters or movie theaters.
- Have a minimum clearance of eight (8) feet and a maximum height of fifteen (15) feet above the sidewalk for the primary overhanging structure.
- Be permitted to be backlit.

- Be permitted to be, at least in part, a changeable copy sign.
- Extend no more than ten (10) feet from the building façade and not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.

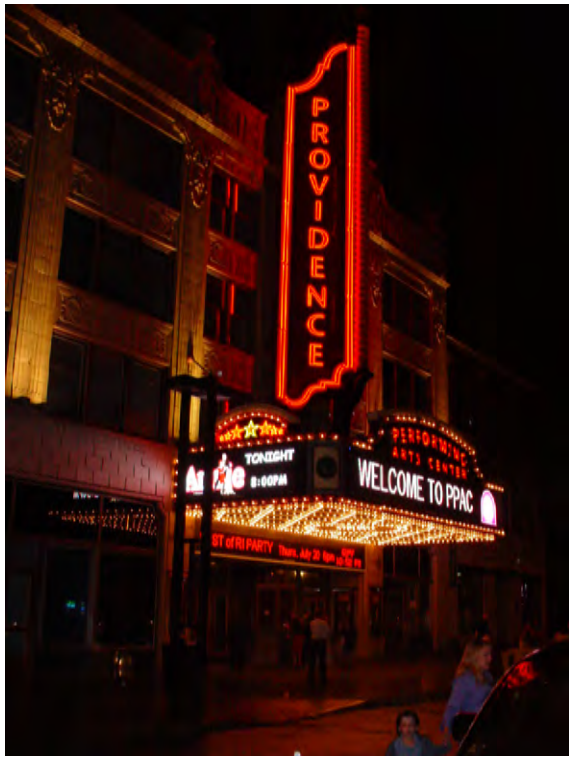
Marquee signs should:

- Be used in a limited manner so as to emphasize major destinations.

Portable Signs

Portable signs shall:

- Be allowed on a temporary basis only for sales and/or special events.
- Be limited to a single sandwich or menu board sign per business that may be placed upon a public sidewalk or plaza directly in front of the business's frontage during operating hours.
- Not exceed ten (10) square feet in sign area, three (3) feet in width, four (4) feet in height, or six (6) feet in ground area.
- Meet any requirements established by the City Engineer, such as those related to construction, placement, or insurance, to ensure that such signs do not obstruct the free movement of pedestrians or otherwise constitute a public hazard.



Marque signs, a common feature of traditional "main street" theaters, are encouraged for performance and movie theaters.

Small, temporary sandwich and menu board signs can enliven a sidewalk.

6.4 Sustainable Neighborhood Design

The City has a unique opportunity to develop the Creekside District as a model of sustainable development that demonstrates how to build responsibly within the limits of our resources, and not compromise the ability of future generations to enjoy at least the same quality of life that we have today. The sustainability agenda for the Creekside District is multi-faceted, and as such has been incorporated in goals, policies, and guidelines in the appropriate chapters throughout this document. The key elements of the City's agenda include:

- protecting and enhancing the site's natural habitat and function,
- creating a multi-modal transportation system that reduces automobile dependency and associated traffic congestion and air pollution,
- establishing a diverse and stable blend of retail, employment and service uses that supports the basic needs of the community,
- providing a mix of housing types that accommodates a variety of household groups (families, seniors, young couples, singles, etc.) and household income levels, and
- building in a manner that conserves resources.

6.4.1 Resource Conservation and Green Building

The Specific Plan establishes a framework that ensures that the first four of the above elements will be achieved as the District builds out. The fifth element, building in a manner that conserves resources, will require the on-going and active participation of the City and each individual developer as they conceive and build their projects. In order to support and promote such participation the City should:

- Develop a set of policies and a program of incentives that will encourage developers to build in a more energy and resource efficient manner including:
    - reducing total water consumption (potable and non-potable) by introducing features such as low-flow fixtures and drought-tolerant landscaping:
    - reducing stormwater runoff by implementing features that promote groundwater infiltration (e.g., bioswales) and reuse of stormwater (e.g., rainwater harvesting) for non-potable uses such as irrigation and toilet flushing;
    - reducing the use of non-renewable energy by incorporating elements such as photovoltaic panels and the new generation of smaller, low-impact wind turbines;
    - reducing energy consumption by designing buildings that take advantage of features such as better insulation (e.g., green roofs), natural ventilation, natural daylighting, florescent rather than incandescent light fixtures, and solar rather than gas water heaters; and
    - using recycled, rapidly renewable, and locally-sourced materials that reduce impacts related to materials extraction, processing, and transportation.

- Submit the Creekside District to the U.S. Green Building Council (USGBC) for a LEED (Leadership in Energy and Environmental Design) rating under their new LEED for Neighborhood Development program as a way of:
    - demonstrating the City's commitment to responsible development,
    - raising the bar for District developers and encouraging them to embrace green design technologies, and
    - creating a distinct and marketable identity for the District that will make it more attractive to developers, businesses, and residents, and enhance property values.

LEED for Neighborhood Development is a new product being developed by the USGBC in conjunction with the Natural Resources Defense Council (NRDC) and the Congress for the New Urbanism (CNU) to provide a set of standards for assessing and rewarding environmentally superior development practices at the scale of the neighborhood within the framework of the LEED Green Building Rating System. The LEED rating system is a voluntary, market-driven system grounded in accepted energy and environmental principles that strikes a balance between established practices and emerging concepts. The program has a proven track record of encouraging builders to utilize green building practices, and of creating a distinct advantage for such development in the marketplace.

The U.S. Green Building Council's LEED rating system provides a way of measuring and rewarding sustainable development practices

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Chapter 7

Form-Based Code

7.1 Introduction & Applicability

The following form-based development code provides detailed regulations for all new development within the Creekside District—including all new subdivisions, construction, and land uses. This code provides the guidance needed to implement the District's intended urban form and character, as described in detail in Chapter 6, Community Design. While many of the code's development standards are contained in this chapter, other pertinent standards, guidelines, goals, and policies included elsewhere in the Specific Plan are incorporated by reference. As such, this chapter (i.e., the code) cannot be understood or applied without the rest of the Plan, and therefore, the term "code" may be used interchangeably with "Specific Plan."

7.1.1 Applicability of the Code

No development plan, subdivision, use permit, or other entitlement for use shall be approved by the City of San Marcos and no public improvement shall be authorized by the City for construction in the Creekside District until the City finds that the proposed entitlement or public improvement is in substantial conformance with this Specific Plan, including all applicable standards, guidelines, goals, and policies.

More specifically, the code shall be understood and applied as follows:

Regulating Plan and Zones

The Regulating Plan, Figure 7-1, identifies the spatial zones to which different regulations and standards shall apply. The regulating plan, which reflects and implements the area-wide and sub-district land use concepts outlined in Chapter 3, establishes the following zones:

- Downtown Core (DTC)
- Bent Avenue Center (BAC)
- San Marcos Boulevard (SMB)
- Creekside (C)
- West End / Midtown / East End (WME)
- Parks (P)
- Open Space (OS)

While most standards are applied relative to these zones, standards regulating building height, development intensity, and the location of residential use are guided by separate spatial frameworks. Specifically, building height, development intensity and the location of residential uses are guided by the maps in Figures 7-2, 7-3, and 7-4 respectively.

Land Use Regulations

Land uses permitted within the Creekside District are identified in Section 7.2 Land Use/Building Function Regulations. Land uses are regulated by zone to achieve the intended mixed-use character across the District while reflecting subtle differences between the sub-districts and providing adequate parks and open space.

Urban Standards

All development within the Creekside District shall conform to the requirements of Section 7.3 Urban Standards. Specific to each zone, these prescriptive standards regulate lot design, building placement and setbacks, building profile and height, and parking and loading location in order to achieve the desired relationship between development and the surrounding public realm.

Parking Standards

All development shall be required to provide the applicable number and type of parking spaces stipulated by Section 7.4 Parking Standards.

Thoroughfare Standards

Chapter 5, Circulation and Transportation establishes the location and design criteria for all roadways within and adjacent to the Creekside District. As new development occurs, all roadways shall be constructed in conformance with the alignments depicted in Figure 5-2 and street standards set forth in Section 5.4.4 Functional Classifications and Development Standards. All streets and rights-of-way will be public and will be dedicated to the City of San Marcos. In order to provide interior vehicular access to new blocks, mid-block alleys may be incorporated within individual blocks according to the “Alley” street standards.

Sign Standards

All signs shall be constructed, erected, and maintained in accordance with the standards set forth in Section 6.3.3 District Signage Design.

Design Guidelines and General Goals & Policies

All development shall substantially conform to the guidelines in Chapter 6, Community Design, as well as other applicable goals and policies of the Specific Plan that describe the physical form and character intended for the District.

Figure 7-1: Regulating Plan

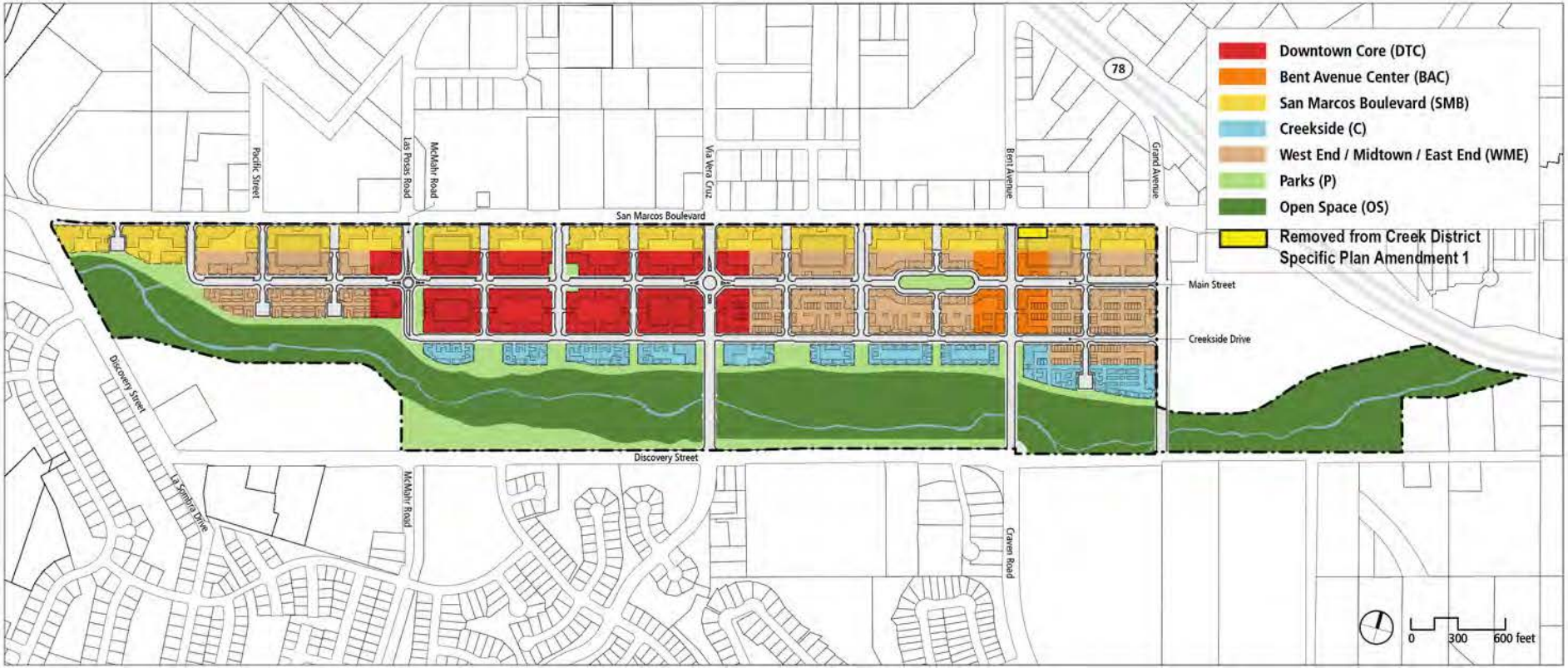


Figure 7-2: Permitted Building Heights

Figure 7-3: Permitted Development Intensity

Figure 7-4: Permitted Location of Residential Uses

7.2 Land Use/Building Function Regulations

7.2.1 Applicability

Land uses allowed within the Creekside District are identified by applicable land use zone in Table 7.1, and the corresponding land use zones are delineated in Figure 7-1, Regulating Plan. The Glossary in Section 7.6 defines each land use classification set forth in Table 7.1. Additionally:

a. Multiple land uses identified in Table 7.1 as allowable within a specific zone may be established on any parcel or within any building in that zone, subject to all other applicable requirements, including special use permits associated with a particular use classification and zone.

b. Any use not specifically listed in Table 7.1 shall not be allowed unless the Director of Planning (Director) makes the following findings:

    1. The characteristics of, and activities associated with the proposed use are similar to one or more of the listed permitted uses;

    2. The use will be compatible with the other uses allowed in the district, and will not involve a greater intensity than the uses allowed in the sub-district; and

    3. The proposed use will be consistent with the purposes of the applicable zone and consistent with the intent of this Specific Plan.

When the Director finds that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in terms of where it is allowed, what permits are required, and what other standards and requirements of this Specific Plan apply.

7.2.2 Permit Requirements

Table 7.1 allows for uses that are:

a. Permitted subject to compliance with all applicable provisions of this code: denoted as "P" uses in the table;

b. Permitted subject to the approval of a Director's Permit; denoted as "d" uses in the table (see section 7.5.3 Development Review & Requirements);

c. Permitted subject to the approval of a Minor Use Permit: denoted as "m" uses in the table (see section 7.5.3 Development Review & Requirements);

d. Permitted subject to the approval of a Major Use Permit: denoted as "M" uses in the table (see section 7.5.3 Development Review & Requirements);

e. Permitted subject to a specific limitation: denoted as "LX" in the table, where "X" refers to a particular numbered limitation; and

f. Not permitted within a particular zone: denoted as "-" uses in the table.

Additionally, any use that:

a. Involves the use of controlled hazardous materials, as defined by either the County of San Diego or the State of California,

b. Includes welding, machining, or similar activities; or

c. Would generate noise, dust, vibration, smoke, odor, or glare either extending beyond a unit or located in a building containing residential uses

shall require a minor use permit to ensure the health and safety of district residents, workers, and visitors.

Table 7.1: Allowed Land Uses/Building Functions

Land Use Classification	DTC	BAC	SMB	C	WME	P	OS
Public and Semi-Public Uses							
Clubs and Lodges	M	M	M	M	M	-	-
Colleges, Public or Private	M	M	M	M	M	-	-
Cultural Institutions, Non-Performing	P	P	P	P	P	P	
Cultural Institutions, Performing	P	m	m	m	m	m	-
Day Care, Large	d	d	d	d	d	-	-
Day Care, Small	P	P	P	P	P	-	-
Government Offices & Facilities	P/ L2	P / L2	P	P	P	-	-
Habitat Preserves	-	-	-	-	-	-	P
Parks and Recreation	-	-	-	-	-	P	-
Religious Institutions	d	d	d	d	d	-	-
Residential							
Multi-Family Housing	P / L1	P / L1	P / L1	P / L1	P / L1	-	-
Townhouse Housing	-	-	-	P / L1	P / L1	-	-
Live-Work Housing / Home Occupations	P / L1	P / L1	P / L1	P / L1	P / L1	-	-
Lodging							
Hotel	P	P	P	P	M	-	-
Bed and Breakfast	P	P	P	P	P	-	-
Commercial							
Artist Studios	P	P	P	P	P	-	-
Banks and Other Financial Institutions	P	P	P	P	P	-	-
Eating and Drinking Establishments							
Full Service	P	P	P	P	P	-	-
Limited Service	P	P	P	P	P	d / L4	-
With Live Entertainment	M	M	M	M	-	-	-
With Outdoor Seating	d	d	d	d	d	d / L4	-

Table 7.1: Allowed Land Uses/Building Functions (cont.)

Land Use Classification	DTC	BAC	SMB	C	WME	P	OS
Commercial (cont.)							
Food and Beverage Sales	P	P	P	P	P	-	-
Offices	P / L2	P / L2	P	P	P	-	-
On-Premises Alcoholic Beverage Sales	M	M	M	M	M	-	-
Personal Instructional Services	P	P	P	P	P	-	-
Personal Services	P	P	P	P	P	-	-
Recreation and Entertainment	P	M	M	M	-	-	-
Retail Sales	P	P	P	P	P	d / L4	-
Transportation & Infrastructure							
Minor Utilities	P	P	P	P	P	P	P
Parking Facilities	M / L3	M / L3	M / L3	M / L3	M / L3	-	-

Additional Limitations

L1: Allowed per Figure 7-4

L2: Not permitted as a ground-floor use, unless customer service oriented.

L3: Parking Facilities shall comply with the applicable Urban Standards for "Parking and Loading Location" AND shall be wrapped at the ground floor with one or more permitted and viable public and semi-public, residential, lodging, or commercial uses along **all** street frontages, excluding alleys and permissible vehicular entry points.

L4: Intended to allow for a limited number of vendors in public spaces.

Notes

P = Permitted by Right
m = Minor Use Permit
d = Director's Permit
M = Major Use Permit

All use classifications are specifically defined in Section 7.6 Glossary under 7.6.2 Use Classifications.

7.2.3 Inclusionary Housing Requirement

All residential development shall comply with the City's Inclusionary Housing Ordinance, Chapter 20.129 of the Zoning Ordinance, with the following additional stipulations:

1. All projects, including both rental and for-sale units, of more than six (6) units shall reserve at least 15% of constructed units as affordable to targeted households—no in-lieu fee may be paid to satisfy the inclusionary housing requirement. All projects of six (6) units or fewer shall pay an in-lieu fee.

2. Affordable units shall be located on-site, except that the City, upon making certain findings, may allow units to be provided on another site within the Creekside District. These findings shall include:

    a. Locating units off-site will not lead to an over concentration of affordable housing in a particular area within the District, and

    b. The proposed off-site provision of affordable housing is more beneficial than on-site provision in meeting the City's affordable housing needs.

7.2.4 Temporary Uses

Uses that would not otherwise be permitted within a given zone may be permitted on a temporary basis following the issuance of a Minor Use Permit. Minor use permits for temporary uses shall only be issued if the Director finds that such a use furthers the goals and policies of the Specific Plan. Temporary uses shall not cumulatively occur for longer than four (4) weeks within any twelve (12) month period.

7.3 Urban Standards

The following development standards have been formulated to implement the pedestrian-oriented development character envisioned by the Specific Plan. In particular, these standards seek to establish a positive and deliberate relationship between buildings and the adjacent public realm, the human-scaled streetscapes and parks described in prior chapters. Standards are established by regulating plan zones to reflect intended differences in scale and feel between the sub-districts. To achieve the intended built form, standards may include minimums and maximums to ensure a specific range of physical outcomes; in other cases, no standard may be provided to allow for variety and flexibility. Certain terms have specific meanings in how they are used in this section; refer to Section 7.6 Glossary for definitions.

7.3.1 Downtown Core (DTC) and Bent Avenue Center (BAC)

Intent

The Downtown Core (DTC) and Bent Avenue Center (BAC) zones will be the most active, intense, and urban areas within the Creekside District. The Downtown Core is intended to be a city-wide and regional retail and entertainment destination in the form of a traditional "Main Street" corridor, while the Bent Avenue Center will form a secondary mixed-use commercial center that is both complementary and distinct from the Downtown Core.

Lot Design

Lot Area: ..... 2,000 sq. ft. minimum

Lot Coverage:..... 100% maximum

Building Placement

Setbacks

a. Front: ..... 0 ft. minimum / 5 ft. maximum

b. Side Street: ..... 0 ft. minimum / 5 ft. maximum

c. Side Yard:..... No required setback

d. Rear:..... No required setback

e. Alley: ..... 3 ft. minimum

Additionally:

1. Balconies, bay windows, cantilevered rooms, eaves and decorative features may encroach up to a maximum of 3 ft. into required setbacks, while light-weight, street-level awnings may encroach up to 8 ft. Inhabitable or usable encroachments may be no longer than 8 ft., plus an additional 3 ft. for returns, and shall be spaced at least 6 ft. apart.

2. Allowable encroachments may project into the public right-of-way provided that the encroachments are 10 ft. above the sidewalk height, except for street-level awnings which may be placed between 8 ft. and 15 ft. above the sidewalk. Awnings shall not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.

Building Profile and Height

Required Building Frontage

Primary:..... 90% / frontage line at minimum setback*

Secondary:..... 90% / frontage line at minimum setback

Allowable Frontage Types: .... Storefront, Forecourt & Stoop (see Figure 7-5)

Building Height

Overall: ..... See Figure 7-2

Additional building height up to an additional 15 ft. may be permitted by the Director to allow for special architectural features and roof line variation as long as such variation does not exceed 15% of the area of the building floorplate and is not used to create additional leaseable/habitable space.

Ground Floor: ..... 15 ft. minimum / 10 ft. minimum with ground-floor residential

Development Intensity: ..... See Figure 7-3

Parking & Loading Location

Setbacks

a. Front: ..... 20% minimum of lot depth / No required setback if fully below grade

b. Side Street: ..... 10 ft. minimum / No required setback if fully below grade

c. Side Yard:..... No required setback

d. Rear:..... No required setback

e. Alley: ..... 3 ft. minimum

Additionally:

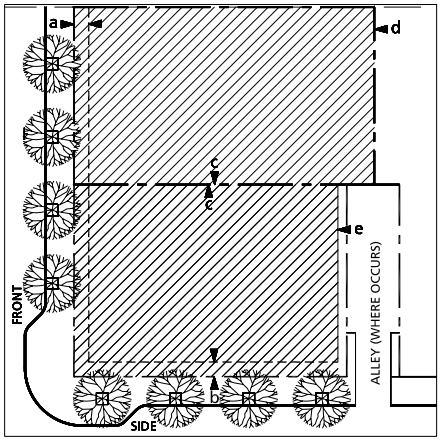
1. No parking or loading access shall be provided directly from Main Street, Bent Avenue, or San Marcos Boulevard—properties with frontages solely along these streets shall have alley-loaded vehicular access or off-site parking with on-street loading.

2. No off-street automotive parking space shall be generally visible from a public right-of-way or a public park, excluding parking visible from alleys.

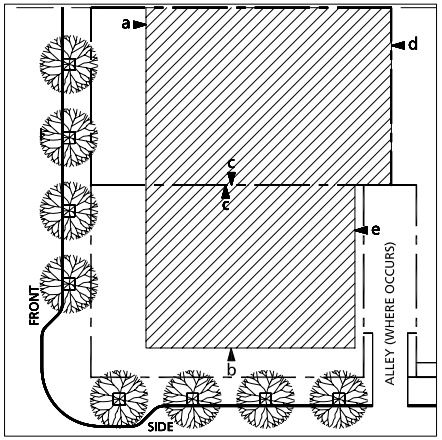
3. No drive-through service facilities (e.g. restaurant take-out windows, automated teller machines, etc.), excepting those related to payment of parking fees in structures or lots, shall be permitted.

*Frontage line may be anywhere within allowable setback for ground-floor residential uses

Building Placement



Parking & Loading Location

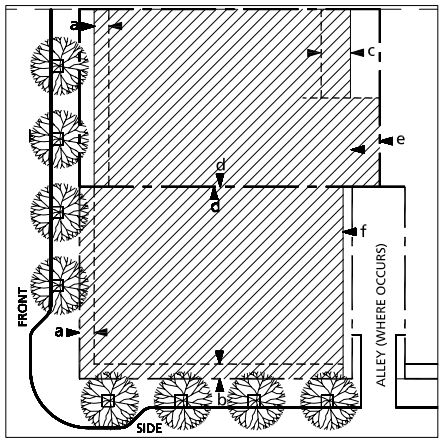


7.3.2 San Marcos Boulevard (SMB)

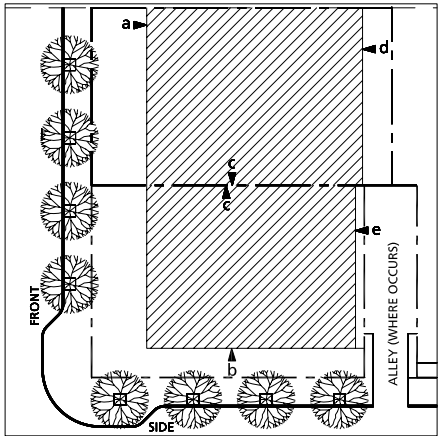
Intent

The San Marcos Boulevard (SMB) zone will establish a consistent and inviting District edge along this heavily trafficked corridor while responding to the roadway's scale and width.

Building Placement



Parking & Loading Location



Lot Design

Lot Area: ..... 2,000 sq. ft. minimum

Lot Coverage:..... 100% maximum

Building Placement

Setbacks

a. Front: ..... 5 ft. minimum* / 10 ft. maximum along San Marcos Boulevard

0 ft. minimum / 5 ft. maximum along other streets

b. Side Street: ..... 0 ft. minimum / 5 ft. maximum

c. Creekside Promenade: . 10 ft. minimum / 20 ft. maximum

d. Side Yard:..... No required setback

e. Rear:..... No required setback

f. Alley: ..... 3 ft. minimum

Additionally:

1. Balconies, bay windows, cantilevered rooms, eaves and decorative features may encroach up to a maximum of 3 ft. into required setbacks, while lightweight, street-level awnings may encroach up to 8 ft. Inhabitable or usable encroachments may be no longer than 8 ft., plus an additional 3 ft. for returns, and shall be spaced at least 6 ft. apart.

2. Allowable encroachments may project into the public right-of-way provided that the encroachments are 10 ft. above the sidewalk height, except for street-level awnings which may be placed between 8 ft. and 15 ft. above the sidewalk. Awnings shall not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.

Building Profile and Height

Required Building Frontage

Primary:..... 75% minimum / frontage line at minimum setback

Secondary:..... 50% minimum / frontage line at minimum setback

Allowable Frontage Types[+]:.. Storefront & Forecourt (see Figure 7-5)

Building Height

Overall: ..... See Figure 7-2

Additional building height up to an additional 15 ft. may be permitted by the Director to allow for special architectural features and roof line variation as long as such variation does not exceed 15% of the area of the building floorplate and is not used to create additional leaseable/habitable space.

Ground Floor:..... 15 ft. minimum

Development Intensity: ..... See Figure 7-3

Parking & Loading Location

Setbacks

a. Front: ..... 20% minimum of lot depth / No required setback if fully below grade

b. Side Street: ..... 10 ft. minimum / No required setback if fully below grade

c. Side Yard:..... No required setback

d. Rear/Creekside Promenade: 10 ft. minimum

e. Alley: ..... 3 ft. minimum

Additionally:

1. No parking or loading access shall be provided from San Marcos Boulevard—properties with frontages solely along San Marcos Boulevard shall have alley-loaded vehicular access or off-site parking with on-street loading.

2. No off-street automotive parking space shall be generally visible from a public right-of-way or a public park, excluding parking visible from alleys.

3. No drive-through service facilities (e.g. restaurant take-out windows, automated teller machines, etc.), excepting those related to payment of parking fees, shall be permitted.

*The area between a property line along San Marcos Boulevard and the required 5' setback shall be established as a public sidewalk easement. Developers shall dedicate the additional 5 feet to accommodate expansion of the publicly accessible sidewalk to provide a 10-foot wide sidewalk and 5-foot wide planting strip along the south side of San Marcos Boulevard as part of the planned widening of San Marcos Boulevard.

[+]Frontages along the Creekside Promenade and associated entry parks and plazas shall conform to the allowable frontage types, with building entrances and active ground-floor uses. If the frontage line is set back from the property line, the frontage yard shall incorporate public, semi-public, or private open spaces that complement public parks: e.g., porches, terraces, plazas, or gardens.

7.3.3 Creekside (C)

Intent

The Creekside (C) zone will provide for a transition between the urban Main Street and the more natural Creekside Promenade and open space corridor. Development will have a dual orientation, actively fronting both Creekside Drive as well as the Creekside Promenade, and a built form that relates to the open space amenities.

Lot Design

Lot Area: ..... 1,000 sq. ft. minimum

Lot Coverage:..... 80% maximum

Building Placement

Setbacks

a. Front: ..... 0 ft. minimum / 5 ft. minimum for ground-floor residential / 10 ft. maximum

b. Side Street: ..... 0 ft. minimum / 5 ft. minimum for ground-floor residential / 10 ft. maximum

c. Creekside Promenade*: 0 ft. minimum / 5 ft. minimum for ground-floor residential / 20 ft. maximum

d. Side Yard:..... No required setback

e. Rear:..... No required setback

f. Alley: ..... 3 ft. minimum

Additionally:

1. Balconies, bay windows, cantilevered rooms, eaves and decorative features may encroach up to a maximum of 3 ft. into required setbacks, while lightweight, street-level awnings may encroach up to 8 ft. Inhabitable or usable encroachments may be no longer than 8 ft., plus an additional 3 ft. for returns, and shall be spaced at least 6 ft. apart.

2. Allowable encroachments may project into the public right-of-way provided that the encroachments are 10 ft. above the sidewalk height, except for street-level awnings which may be placed between 8 ft. and 15 ft. above the sidewalk. Awnings shall not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.

Building Profile and Height

Required Building Frontage:

Primary:..... 75% minimum / frontage line at minimum setback

Secondary:..... 50% minimum / frontage line within allowable setback

Allowable Frontage Types*: .. Storefront, Forecourt, & Stoop (see Figure 7-5)

Building Height

Overall: ..... See Figure 7-2

Additional building height up to an additional 15 ft. may be permitted by the Director to allow for special architectural features and roof line variation as long as such variation does not exceed 15% of the area of the building floorplate and is not used to create additional leaseable/habitable space.

Ground Floor: ..... 15 ft. minimum / 10 ft. minimum with ground-floor residential

Development Intensity: ..... See Figure 7-3

Parking & Loading Location

Setbacks

a. Front: ..... 20% minimum of lot depth / No required setback if fully below grade

b. Side Street: ..... 10 ft. minimum / No required setback if fully below grade

c. Side Yard:..... No required setback

d. Creekside Promenade:. 20% minimum of lot depth / No required setback if fully below grade

e. Rear:..... No required setback

f. Alley: ..... 3 ft. minimum

Additionally:

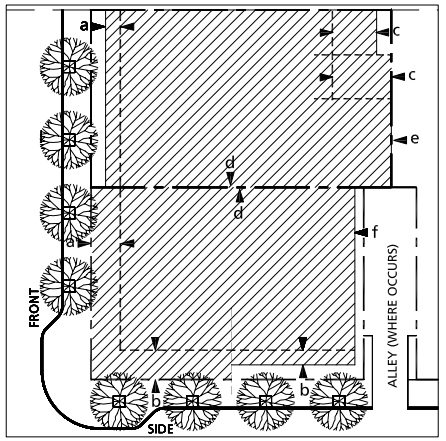
1. No off-street automotive parking space shall be generally visible from a public right-of-way or a public park, excluding parking visible from alleys.

2. Townhouse units with individual garages shall be alley loaded.

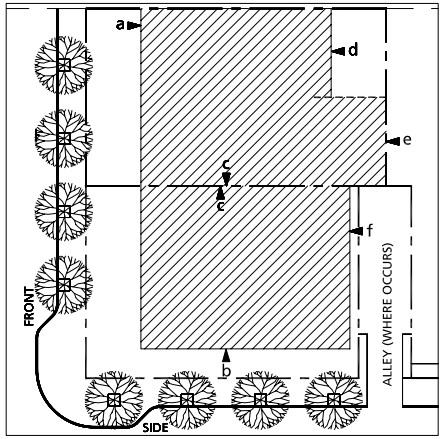
3. No drive-through service facilities (e.g. restaurant take-out windows, automated teller machines, etc.), excepting those related to payment of parking fees, shall be permitted.

*Frontages along the Creekside Promenade and associated entry parks and plazas shall conform to the allowable frontage types, with building entrances and active ground-floor uses. If the frontage line is set back from the property line, the frontage yard shall incorporate public, semi-public, or private open spaces that complement public parks: e.g., porches, terraces, plazas, or gardens. At-grade parking shall not be allowed in the frontage yard setback between the Creekside Promenade and the buildings.

Building Placement



Parking & Loading Location

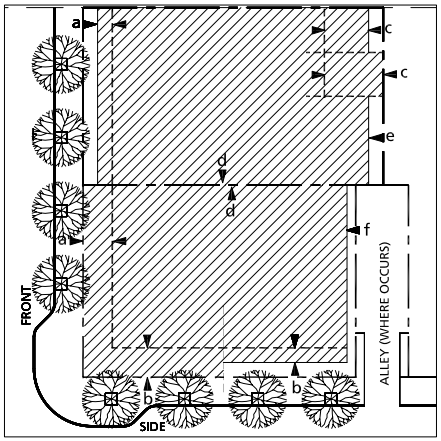


7.3.4 West End / Midtown / East End (WME)

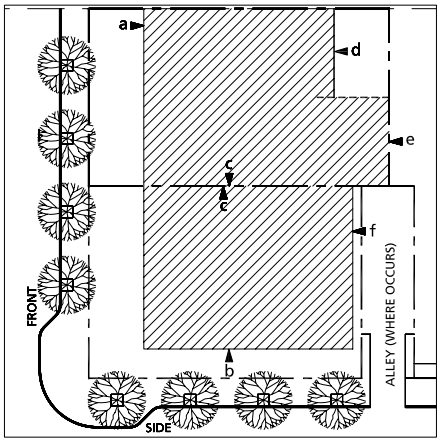
Intent

The West End /Midtown / East End (WME) zones provide for a mix of retail, office, entertainment and residential uses but at slightly lower intensities and with a higher proportion of residential and local service and office uses. Building forms will have a lower, more intimate scale, but will still provide a strong orientation to and definition of the public realm.

Building Placement



Parking & Loading Location



Lot Design

Lot Area: ..... 1,000 sq. ft. minimum

Lot Coverage:..... 70% maximum

Building Placement

Setbacks

a. Front:..... 0 ft. minimum / 5 ft. minimum for ground-floor residential / 10 ft. maximum

b. Side Street: ..... 0 ft. minimum / 5 ft. minimum for ground-floor residential / 10 ft. maximum

c. Creekside Promenade*:0 ft. minimum / 5 ft. minimum for ground-floor residential / 20 ft. maximum

d. Side Yard:..... No Required Setback

e. Rear:..... 5 ft. minimum

f. Alley: ..... 3 ft. minimum

Additionally:

1. Balconies, bay windows, cantilevered rooms, eaves and decorative features may encroach up to a maximum of 3 ft. into required setbacks, while lightweight, street-level awnings may encroach up to 8 ft. Inhabitable or usable encroachments may be no longer than 8 ft., plus an additional 3 ft. for returns, and shall be spaced at least 6 ft. apart.

2. Allowable encroachments may project into the public right-of-way provided that the encroachments are 10 ft. above the sidewalk height, except for street-level awnings which may be placed between 8 ft. and 15 ft. above the sidewalk. Awnings shall not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.

Building Profile and Height

Required Building Frontage

Primary:..... 75% minimum / frontage line at minimum setback on Main Street

75% minimum / frontage line within allowable setback elsewhere

Secondary:..... 50% minimum / frontage line within allowable setback

Allowable Frontage Types*: .. Storefront, Forecourt, & Stoop (see Figure 7-5)

Building Height

Overall: ..... See Figure 7-2

Additional building height up to an additional 15 ft. may be permitted by the Director to allow for special architectural features and roof line variation as long as such variation does not exceed 15% of the area of the building floorplate and is not used to create additional leaseable/habitable space.

Ground Floor: ..... 15 ft. minimum / 10 ft. minimum with ground-floor residential

Development Intensity: ..... See Figure 7-3

Parking & Loading Location

Setbacks

a. Front:..... 20% minimum of lot depth / No required setback if fully below grade

b. Side Street: ..... 10 ft. minimum / No required setback if fully below grade

c. Side Yard:..... No required setback

d. Creekside Promenade:. 20% minimum of lot depth / No required setback if fully below grade

e. Rear:..... No required setback

f. Alley: ..... 3 ft. minimum

Additionally:

1. No parking or loading access shall be provided directly from Main Street—properties with frontages solely along this street shall have alley-loaded vehicular access or off-site parking with on-street loading.

2. No off-street automotive parking space shall be generally visible from a public right-of-way or a public park, excluding parking visible from alleys.

3. Townhouse units with individual garages shall be alley loaded.

4. No drive-through service facilities (e.g. restaurant take-out windows, automated teller machines, etc.), excepting those related to payment of parking fees, shall be permitted.

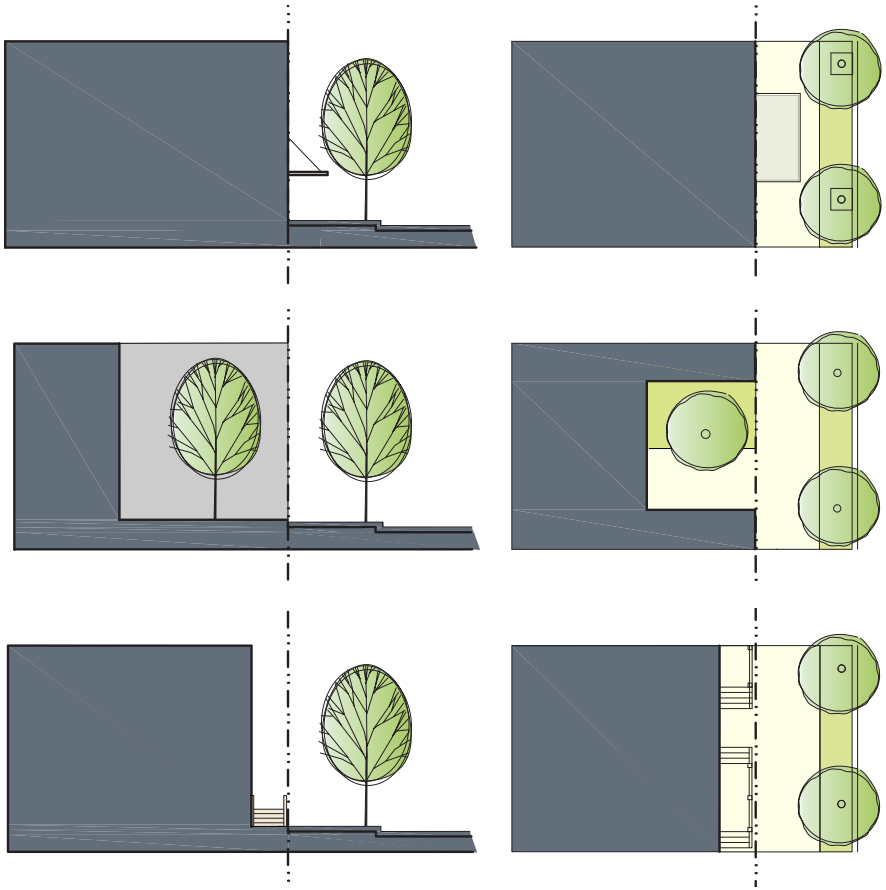
7.3.5 Parks (P) and Open Space (OS)

All buildings and site improvements in the Parks (P) and Open Space (OS) zones shall be regulated according to the goals, policies, and guidelines in Chapter 3, Land Use; Chapter 5, Conservation and Open Space; and other applicable chapters. Given the level of design development for the park and open space areas designated by the Plan, no additional urban standards are deemed necessary for the Parks (P) and Open Space (OS) zones. The one exception is that no off-street parking or loading shall be provided in these zones. All parking needs shall be satisfied through on-street spaces or in public garages.

*Frontages along the Creekside Promenade and associated entry parks and plazas shall conform to the allowable frontage types, with building entrances and active ground-floor uses. If the frontage line is set back from the property line, the frontage yard shall incorporate public, semi-public, or private open spaces that complement public parks: e.g., porches, terraces, plazas, or gardens. At grade parking will not be allowed in the frontage yard setback between the Creekside Promenade and the buildings. Residential uses adjacent to the Promenade will only be permitted to front onto the Promenade (i.e., having residential rear or side yards adjacent to the Promenade is not permitted).

Figure 7-5: Allowable Frontage Types

The following frontage types may be permitted within the Creekside District:



Storefront:

a frontage wherein the façade is aligned to frontage line with the building entrance at sidewalk grade. Conventionally used with ground-floor retail, this type has a substantial glazing on the sidewalk level and may include an awning that may overlap the sidewalk to the maximum extent possible.

Forecourt:

a frontage wherein a portion of the façade is built at the frontage line and a central or side portion is set back to create an entry plaza entry, outdoor dining area, private paseo, or similar feature.

Stoop:

a frontage wherein the façade is aligned to a set back frontage line with the first story elevated from the sidewalk sufficiently to provide interior privacy for ground-floor residential uses. The building entrance is usually access via an exterior stair and landing located within a front setback. This frontage type shall only be used when fronting a ground-floor residential use.

Additionally:

1. The required building frontage may be modified to permit forecourts as wide as one third of the parcel frontage, but no more than 25 feet.
2. All frontages shall incorporate a building entrance or entrances with the primary entrance or entrances located along a primary frontage.
3. Elements of a building façade may deviate from the frontage line up to two (2) feet to allow for architectural articulation; recessed entry bays may be excluded from required building frontage standards.
4. Required building frontage standards shall only apply to the first three (3) floors of a building; additional upper stories may be set back.
5. For determining primary and secondary frontages on corner parcels, Main Street, Creekside Drive, and San Marcos Boulevard shall be considered primary, while frontages along other streets or along the Creekside Promenade, including associated entry plazas and parks, shall be considered secondary frontages.
6. Individual parcels and buildings may be created that solely front alleys; in such cases, "Alley" rather than "Front" setbacks shall apply to the primary frontages.

7.4 Parking Standards

7.4.1 Required Parking for Development with Private Parking

Parking for automobiles, motorcycles, and bicycles shall be provided as part of development according to the ratios in Table 7.2 for developments utilizing private parking, which shall be provided within three-hundred feet of the intended use. These parking requirements represent the maximum parking demand each land use could generate as a single source, and do not account for efficiencies gained from shared parking arrangements. The residential parking standards, however, do account for the mixed-use development context, the District's proposed transit resources, and the availability of on-street parking for visitors. Developers of "commercial" uses are strongly encouraged to take advantage of the shared parking option presented in Section 7.4.2 as a means of reducing the total amount parking provided.

7.4.2 Required Parking for Commercial Development Utilizing Shared Parking

The parking strategy for the Creekside District seeks to accommodate the vast majority of non-residential parking in shared, centrally located parking structures in order to reduce inefficient use of land and development resources and limit the amount of parking to only that which is needed for employees and visitors to the District. To this end, developers who provide shared parking shall provide it directly, through agreement, or via equivalent in-lieu fees according to the ratios established in Table 7.3. Shared parking spaces are to be provided in a publicly accessible lot that may be either publicly or privately owned. Shared parking facilities used to satisfy parking requirements must be located within 1,320 feet of associated development projects.

Table 7.2: Required Parking for Development Providing Private Parking

Use Type	Automotive Spaces	Motorcycle Spaces	Bicycle Spaces
Residential	per dwelling unit	per dwelling unit*	per dwelling unit*
Studio Units (less than 600 sq. ft.)	1	0.1	0.5
One-Bedroom Units and other Studio Units	1.25	0.1	0.5
Two-Bedroom Units	1.75	0.1	0.75
Three-or-more-Bedroom Units	2	0.1	1
Lodging	per room	per room	per room
Hotel / Bed and Breakfast	1.2	0	0
Commercial	per 1,000 sq. ft. +	per 1,000 sq. ft. +	per 1,000 sq. ft. +
Retail Sales and Services	4	0.75	1.25
Full Service Restaurant	17.75	1.75	3
Limited Service Restaurant	7.5	2	4.25
Parks & Recreation	NA	NA	NA
Recreation and Entertainment	6	0.25	1.25
Office	3	0.5	1

*For residential uses, bicycle and/or motorcycle parking may be co-located with vehicular spaces if at least one such space is provided per unit. Bicycle and motorcycle parking are not required if automotive parking is provided in a garage space accessible solely to the tenants of the associated unit.

+For commercial uses, square footages represent Net Floor Area.

Table 7.3: Required Parking for Development Utilizing Shared Parking

Use Type	Automotive Spaces	Motorcycle Spaces	Bicycle Spaces
Commercial	per 1,000 sq. ft. +	per 1,000 sq. ft. +	per 1,000 sq. ft. +
Retail Sales and Services	3	0.5	0.75
Full Service Restaurant	9.5	1.5	4
Limited Service Restaurant	6.5	1	2
Parks & Recreation	NA	NA	NA
Recreation and Entertainment	4	0.25	1
Office	2.5	0.5	1

+ Square footages represent Net Floor Area.

For developers proposing to meet all commercial parking requirements through shared parking, up to five (5) percent of the total shared space requirement may be provided as private, on-site spaces for loading, visitor uses, etc.

On-street parking spaces along adjacent street frontages may be counted in satisfying parking requirements for developments utilizing shared parking as their sole commercial parking supply (on Main Street, spaces on both sides of the street shall be averaged to account for diagonal parking).

7.4.3 Parking In-Lieu Fee

For the purposes of encouraging appropriate land uses and achieving better parking design, a fee to be paid in lieu of providing the required shared parking spaces shall be $18,000 per space required, or such other amount as the City Council shall hereafter set by ordinance.

Fee Calculation and Payment

When the total number of required spaces results in a fractional number of parking spaces, payment of an in-lieu fee shall be made in the amount resulting from multiplying the fraction (to two decimal points) times the in-lieu fee. The fee shall be paid before a building permit or occupancy permit is issued, whichever is earlier.

Fee Revenue Management

In-lieu fees shall be managed by a San Marcos Creek Parking and Transportation Benefit District (see Chapter 5 for further description of the proposed benefit district). In-lieu fee revenue allocations shall be proposed in an annual report to the San Marcos City Council by a San Marcos Creek Parking and Transportation District Management Commission. In-lieu fees shall be used to pay for the costs of construction, operation, and maintenance of parking facilities.

7.5 Code Administration

7.5.1 Relationship to Zoning Ordinance, Subdivision Ordinance, and Code of Ordinances

This Specific Plan will serve as the zoning for the Creekside District and shall be incorporated by reference into the City's Zoning Ordinance. Where there is a conflict between the explicit or implicit provisions of the Specific Plan—both this code and all other relevant sections of the plan, including design guidelines—and the Zoning Ordinance or Subdivision Ordinance, this Specific Plan shall take precedence. In all instances not addressed by the Specific Plan, the City's Zoning Ordinance and all other applicable laws and ordinances shall continue to apply.

7.5.2 Interpretation and Adjustment of the Specific Plan

Language and Terminology

Use of the terms "shall," "will," "must," etc. as well as identified "standards" represent requirements that shall be implemented as stipulated by the Specific Plan. Use of the terms "should," "recommend," "consider," etc. as well as identified "guidelines" represent more general direction that could be achieved in more than one way depending upon the specific circumstances; staff, planning commission, and city council review shall ensure substantial conformance to the guidelines. Use of the term "may" is intended to allow but not require a certain action.

Interpretation and Adjustments of Provisions

The provisions of this Specific Plan, including both standards and guidelines, were carefully crafted and balanced to achieve a prescribed form and character, and shall generally be implemented without alteration. Implementation of this Specific Plan is expected to occur over many years, and during that time, issues or questions may arise that the plan does not completely answer. Or, in certain specific instances, the Specific Plan may present conflicting, inapplicable, or unclear requirements. "Interpretations" and "Adjustments" are provided to address these situations.

"Interpretations" are judgments that apply the stated intent of this Plan to specific situations. Interpretations generally are limited to details where a section of the plan may appear to provide guidance that differs from other sections, other adopted City policies or laws, or the requirements of other agencies. In such cases, the City shall issue, at the request of an applicant, city staff, or interested citizen, an interpretation of particular provisions of this Specific Plan. An interpretation shall be rendered either by the Director if it solely relates to approvals rendered by the Planning Division, or jointly by the Director and all other applicable approval authorities if it relates approvals provided by other City divisions or departments (e.g. the City Engineer). In all instances, however, the Director shall consult with all potentially interested City departments.

"Adjustments" are minor alterations to the provisions of the Specific Plan that do not substantially alter the intent of the Specific Plan and are consistent with its goals and policies. Adjustments may be requested by project applicants as part of development submittals. As with interpretations, adjustments shall be rendered solely or jointly by the Director and other approval authorities following consultation with all applicable City departments. In making an adjustment, the Director shall make a finding that the adjustment is substantially consistent with the Specific Plan and is necessary to either address one or more conflicting, inapplicable, or unclear requirements or would better realize the intent of the Specific Plan. Adjustments of urban and parking standards shall be limited to a 20% change of the applicable numeric standard, excepting those related to building placement and parking standards, which may not be adjusted; greater modifications to such

standards may be considered through the Zoning Ordinance variance process. Adjustments are not intended to address proposals or changes that are clearly inconsistent with the goals and policies of the Specific Plan; these situations must be addressed through formal amendments to the Specific Plan (see Section 9.5 Specific Plan Amendments).

Interpretations and adjustments of the Specific Plan shall be filed and may be appealed under the provisions of Chapter 20.96 "Variances and Special Use Permits" of Zoning Ordinance. All interpretations and adjustments shall be consistent will all applicable prior interpretations or adjustments of the Specific Plan and shall be applied, as applicable, to all future development applications, unless superseded by an amendment to the Specific Plan.

Regulating Plan Zones and other Spatial Designations

Since the current parcelization of the district does not reflect the ultimate street and block pattern envisioned by the Specific Plan, spatial designations are not specific to current right-of-ways and parcel lines. Spatial designations shall apply to entire future blocks or in approximate three-quarter-, half- or quarter-block segments relative to the midpoint of the specific block in question. At the discretion of the Director and solely when such action is consistent with the aims of the plan, the actual extents of these designations may be shifted up to 50' within the planned block pattern to respond to ownership patterns an when application for new development is submitted.

Additionally, a parcel that is regulated by more than a single permitted development intensity (i.e., FAR) can combine the allowable development potential and redistribute it within that parcel as best fits the property and development program, so long as the redistribution occurs within a particular block and the Director finds that the proposed project is consistent with the goals of the Plan and that there is no adverse impact to adjoining uses. Similarly, a parcel that is regulated by more than a single regulating plan zone may be treated as being solely regulated by any one of those zones, so long as zones are not effectively extended beyond a given block and the Director finds that the proposed project or use is consistent with the goals of the Plan and that there is no adverse impact to adjoining uses.[1]

Finally, while all District streets are intended to be constructed as shown in the Specific Plan, minor adjustments in alignment can be made if the planned alignment is deemed infeasible or results in adverse impact. Such adjustments will require the approval of the Director and City Engineer, and findings that such an adjustment will not decrease the connectivity or the capacity of the planned street system, and is substantially in conformance with the overall intent of the Plan.

7.5.3 Development Review & Requirements

All development under the Specific Plan shall be reviewed by the Director or his designee to ensure conformance with the Specific Plan; the Director shall serve as the Specific Plan's administrator, ensuring directly or through a single designee that all changes to the physical realm within Creekside District, including those permitted or undertaken by other departments, conform to the intent of the Plan.

Applications for site development within the Creekside District—the construction of new buildings and other site improvements—shall be processed under Chapter 20.80, "Review Process for Commercial, Multi-Family, Industrial and Residential-Professional Developments," of the City of San Marcos Zoning Ordinance and the Planning Division's corresponding "Site Development Plan"

1. This provision shall only apply to zones established in Figure 7-1: Regulating Plan; it shall not apply to either Figure 7-2: Permitted Building Heights or Figure 7-4: Permitted Location of Residential Uses.

(SPD) review procedure to ensure compliance with the Specific Plan. This process is intended to allow for consistent and efficient administrative review of site development applications by the "Development Advisory Committee," comprising the Director of Planning, the City Engineer, the Building Official, excluding those that are required to be reviewed by the Planning Commission or City Council. This procedure shall apply both to private development as well as all public improvements, including roadways and streetscapes, plazas and parks, and other visible infrastructure.

Other development approvals and permits, such as tentative subdivision maps, special use permits, variances, etc., may be processed concurrently with the SDP process or subsequently and independently thereof. All such permits shall be processed in accordance with standard provisions and procedures, except that the Director or, where applicable, the Planning Commission or City Council shall be required to find that such approvals are consistent with the Specific Plan, excepting permits processed under an approved SDP.

Following a general overview of the SDP review procedure, additional specific requirements for development applications are established.

General Site Development Plan (SDP) Review Procedure[2]

Prior to submitting a SDP application, project proponents are encouraged to schedule an informational meeting with the city staff to discuss the proposed project, applicable Specific Plan requirements, and the application procedure. Applications shall include all necessary information, forms, materials, and fees required by the Zoning Ordinance and internal administrative rules to process the application. In addition to standard submittal requirements, applicants shall be required to submit to the City a three-dimensional computer model that shows the proposed project within the context of adjoining uses; the Director shall determine the appropriate electronic file format.

Once an application is made and deemed complete, the Development Advisory Committee or designated staff shall review the application to determine compliance with all applicable parts of this Specific Plan. As part of this review, the committee shall involve all city departments that could be effected by components of a development application. In reviewing an application, the committee shall establish all conditions necessary to bring the application into compliance with the Specific Plan and other applicable laws and requirements.

When a project has been deemed consistent with this Specific Plan and all conditions of the approved development application have been met or bonded, a final SDP will be filed and approved by the City. Following final SDP approval, the standard City building permit process of plan-check, inspection, and occupancy release shall apply. Decisions of the Development Advisory Committee may be appealed to the Planning Commission, and decisions rendered by the Planning Commission may be appealed to the City Council.

Subdivisions

Any subdivisions in the Creekside District will be governed by the Subdivision Map Act and all related City standards and procedures. Tentative subdivision maps, however, must be consistent with and facilitate the implementation of the Specific Plan, including the dedication of all planned roads and parks. Tentative subdivision maps may be processed concurrently with the SDP process, however, final subdivision maps shall not be filed until pending SDPs have been approved and filed.

2. The procedure described herein is intended as a general overview; all applicable sections of the Zoning Ordinance and standard City administrative procedures shall apply.

Environmental Review

All projects shall comply with the applicable portions of the California Environmental Quality Act (CEQA). The Environmental Impact Report prepared for the Specific Plan analyzed impacts associated with the permitted development, and this analysis may reduce the need for project-specific review. As part of all development review, the City shall determine all necessary actions to comply with CEQA. For further discussion, see Section 9.3.1 EIR Certification

Public Improvement Plans

While the Specific Plan establishes conceptual designs for the public improvements necessary to serve the district, specific detailed designs—Public Improvement Plans—shall be prepared and submitted, as applicable, as part of the SDP review. Applicants shall prepare these plans, which shall consist of detailed engineering designs and documents for all thoroughfare and utilities necessary for the proposed development, for City review and approval. Thoroughfare design shall include full streetscape treatments, consistent with the standards and guidelines of the Plan. For larger, multi-phase projects, these plans shall include an infrastructure sequencing program that will allow orderly development throughout the District. The sequencing program shall identify roads and sewer, water, drainage, and other utilities that must be in place prior to specific levels of development being permitted.

To ensure economic viability, Public Improvement Plans shall include plans for the timely financing of all necessary capital improvements. Potential financing methods are discussed in Chapter 9, Implementation. The City may require implementation of all or part of a financing plan through specific conditions of an SDP approval.

Public Improvement Plans shall be reviewed and approved by the City Engineer, Building Official, the Director of Planning, and the City Manager prior to final SDP approval.

Codes, Covenants, and Restrictions (CC&Rs)

To ensure the cumulative character intended by the Specific Plan, major project developers should maintain architectural, landscape, and site control through Conditions, Covenants, and Restrictions (CC&Rs). Although CC&Rs lay outside City enforcement procedures, this Specific Plan encourages their use for larger multi-tenant projects to enforce the design guidelines of the Specific Plan and to maintain landscape and open space areas within each development project.

All CC&R's should implement the goals and policies of the Specific Plan. In addition, provisions for the design and maintenance of landscaping, open space and common areas, and other facilities within projects, as well as for the abatement of nuisances, should be set forth in the CC&R's.

Special Use Permits and Variances

Special Use Permits and Variances from the provisions of this Specific Plan may be granted consistent with the requirements and procedure stipulated in Chapter 20.96 "Variances and Special Use Permits" of Zoning Ordinance, however no variance or special use permit may be granted that would adversely effect the implementation of this Specific Plan. For efficient and cumulative review, applications for multiple permits or variances may be considered together and/or concurrently with the SDP review process.

Other Reviews and Approvals

All other reviews and approvals required by other agencies (e.g. California Department of Fish & Game, United States Wildlife Service, United States Corps of Engineers, Vallecitos Water District, etc.) that are necessary for the safety and welfare of proposed development shall be completed and received prior to all associated City approvals.

7.5.4 Nonconforming Uses/Buildings and Eminent Domain

This Specific Plan is intended to be voluntarily implemented by property owners within the Creekside District. All legally established land uses and buildings present within the District at the time of Specific Plan adoption shall be considered legal nonconforming uses and buildings under the City of San Marcos Zoning Ordinance if such existing land uses and buildings do not meet the regulations and standards of this Specific Plan. As such, no existing business or residence shall be compelled to leave the area or modify existing legal activities, though all new or modified uses and development, except as otherwise allowed by the Zoning Ordinance, shall comply with the Specific Plan. Moreover, the City of San Marcos shall not use eminent domain to make land available for private development efforts, though the City may condemn land needed for identified or necessary public improvements, such as flood control improvements, street rights-of-way and proposed parkland. Any use of eminent domain shall comply with all applicable laws regarding fair compensation, including those of the State of California and the United States of America.

7.5.5 Severability

If any regulation, condition, or portion of this Specific Plan is held invalid by a state or federal court, those portions shall be deemed separate, distinct, and independent provisions. The invalidity of those provisions shall not affect the validity of the remaining parts of the Specific Plan.

7.6 Glossary

7.6.1 General Terminology

Building Frontage, Required (and "Frontage Line"): The percentage of horizontal dimension of, and linear location relative to, a front lot line to which the building façade shall be constructed, or, in the case of a corner building, the front lot line (i.e. primary frontage) and the corner side lot line (i.e. secondary frontage). The linear location to which this requirement applies is termed a "Frontage Line."

Building Height, Ground Floor: The height of the ground floor story.

Building Height, Overall: Either the number of stories OR the vertical distance from the average finished grade to the highest point of the parapet of a flat roof or from the average finished grade to the midpoint of a sloped roof.

Development Intensity: See "Floor Area Ratio (FAR)"

Director: Director of Planning of the City of San Marcos

Façade: The face of a building, usually along a frontage.

Frontage (or "Building Frontage"): The assemblage of a building façade and the associated area and improvements immediately in front thereof, including building entries and architectural features and elements, on both private property and extending, as permitted, into the public right-of-way or adjacent public parks or open space.

Frontage Line: see "Building Frontage, Required"

Finished Grade: The natural or revised grade exterior to a building or structure created by any proposed development.

Lot Area: The land area within a legally established lot.

Lot Coverage: The percent of lot area that may be covered by buildings or structures; areas covered by either paving and similar materials—either for parking or vehicular access or hardscaped plazas—or by subterranean or podium structures topped by landscaped open areas shall not be considered structures for purposes of calculating lot coverage.

Net Floor Area: The cumulative habitable or leasable floor area of a building, i.e. excluding stairwells, mechanical rooms and shafts, and common entry areas and hallways in multi-unit buildings. Net Floor Area also excludes parking spaces and related access areas as well as exterior balconies and courtyards.

Parapet: An extension of a façade above the primary level of a flat roof that often serves to define and ornament a building top as well as to screen rooftop equipment.

Floor Area Ratio (FAR): The net floor area of a building or buildings on a lot divided by the lot area.

Setback: A line within a lot parallel to a corresponding lot line established to govern the location of buildings, structures, or uses.

Story: A portion of a building between the surface of any floor and the surface of the floor next above it, or, if there is no floor above it, the space between such floor and the ceiling next above it.

7.6.2 Land Use Classifications

Public and Semi-Public

Clubs or Lodges: Meeting, recreational, or social facilities of a private or nonprofit organization primarily for use by members or guests including residential accommodations that are available to members or guests on a temporary basis but excluding residential hotels. This classification includes union halls, social clubs, and youth centers.

Colleges, Public or Private: Institutions of higher education providing curricula of a general, religious, or professional nature and typically granting recognized degrees, including conference centers and academic retreats associated with such institutions. This classification includes business and computer schools, management training centers, and technical and trade schools, but excludes uses classified as Personal Instructional Services. Per all applicable urban standards, this classification is not intended to allow for low-density college "campuses."

Cultural Institutions, Non-Performing: Nonprofit institutions that are engaged primarily in the production, display, or preservation of objects of interest in the arts or sciences and that are open to the public on a regular basis. This classification includes museums; historic sites; art galleries; and libraries.

Cultural Institutions, Performing: Nonprofit institutions that are engaged primarily in performing arts displays for the public, including spaces and venues for theater, dance, and events. Practice, administrative, and other similar spaces related to performing arts that are not typically open to the public may be considered "Cultural Institutions, Non-Performing."

Day Care, Large: Any facility that provides non-medical care to seven (7) or more persons on a less than 24-hour basis. This classification includes nursery schools, preschools, day care centers for children or adults, and any other day care facility licensed or certified by the State of California.

Day Care, Small: Any facility that provides non-medical care to six (6) or fewer persons on a less than 24-hour basis. This classification includes nursery schools, preschools, day care centers for children or adults, and any other day care facility licensed or certified by the State of California.

Government Offices and Facilities. Administrative, clerical, or public contact offices and facilities of a government agency, including postal offices, but excluding maintenance and storage facilities.

Habitat Preserves: Open space areas dedicated primarily to the conservation of sensitive habitats and other natural resources.

Parks and Recreation: Noncommercial parks, playgrounds, recreation facilities, and plazas. This classification includes playgrounds and tot lots, passive green spaces and plazas, playing fields and courts, picnic facilities, public restrooms, community centers, as well as related food concessions.

Religious Institutions: A place of religious assembly, such as a church, synagogue, mosque, temple, or similar facility, and any ancillary use, such as administrative offices, classrooms, event spaces, recreational facilities, and residences.

Residential

Multi-Family Housing: A residential use in which more than one residential unit is located on a single property, either in one or more buildings, or in which a single residential unit exists within a building or on a property containing one or more non-residential units. Multi-Family Housing includes apartment buildings, stacked flats (duplexes, triplexes, etc.), mixed-use buildings, and assisted living facilities.

Townhouse Housing: A single residential unit built on a single lot that either is structurally attached to units on adjacent side lots or is built as an independent structure set immediately against side property lines. A townhouse may include a second and substantially smaller dwelling unit, but this combined use shall still be considered a townhouse.

Live-Work Housing / Home Occupations: A residential unit that is also used for any commercial or public and semi-public activity otherwise permitted in the same zone; the non-residential activity may involve employees other than those residing in the unit and may include areas that are publicly accessible to the non-residential activity's customers.

Lodging

Hotel: An establishment offering transient lodging and which may provide additional services, such as conference and meeting rooms, restaurants, bars, or recreation facilities available to guests or to the general public. This classification excludes motels, motor lodges, and similar lodging establishments that are oriented toward parking facilities or have exterior lobbies or corridors.

Bed and Breakfast: a residential dwelling unit providing overnight accommodations and a morning meal to guests for compensation OR a hotel smaller than twenty (20) rooms and not containing a bar.

Commercial

Artist Studios: Businesses engaged in the production of objects of art or craft produced by individuals or groups of fewer than three (3) individuals that are intended for direct retail sale. This includes private and public art studio spaces, but does not include manufacturing activities that result in goods intended for wholesale distribution.

Banks and Other Financial Institutions: Establishments that provide retail banking, credit, and mortgage services to individuals and businesses. This classification includes banks, credit unions, and savings and loan establishments but excludes businesses primarily engaged in check cashing or short-term (e.g. "payday") loans.

Eating and Drinking Establishments: Businesses that are primarily engaged in serving prepared food or beverages for consumption on or off the premises.

- *Full Service:* Restaurants providing food and beverage services to patrons who order and are served while seated (table service), and pay after eating. Takeout service may be provided.
- *Limited Service:* Restaurants providing food and beverage services to patrons who order and pay before eating. Food and beverages may be consumed on the premises, taken out, or delivered. No table service is provided. This classification includes cafes, fast-food outlets, pizza delivery, snack bars, and take-out eating places.
- *With Live Entertainment:* Musical or theatrical performance for the purpose of amusing a guest or patron on a scheduled basis more than three times a calendar year, regardless of whether the performers are compensated.
- *With Outdoor Seating:* Provision of outdoor dining facilities on the same property, in the adjacent public right-of-way, or on adjacent park land.

Food and Beverage Sales: Retail sales of food and beverages for off-site preparation and consumption. Typical uses include supermarkets, specialty food stores, delicatessens, or convenience markets. This classification excludes large-scale stores that sell food items and beverages in bulk.

Offices: Firms or organizations, or divisions thereof, that primarily provide professional, executive, management, or administrative services, such as accounting, advertising, architectural, city planning, computer software consulting, corporate headquarters, data management, engineering, environmental analysis, finance, graphic design, insurance, interior design, investment, landscape design, law, and real estate offices. This classification also includes offices for a physician, dentist or chiropractor, as well as medical/dental laboratories incidental to the medical office use. This classification excludes offices that are incidental to on-site uses that are not permitted.

On-Premises Alcoholic Beverage Sales: The retail sale of liquor, beer, wine, or other alcoholic beverages for on-premises consumption, such as bars and nightclubs, but excluding full-service restaurants.

Personal Instructional Services: Provision of instructional services and related facilities, including photography, fine arts, crafts, dance or music studios; diet centers; and martial arts, yoga and fitness studios, but excluding uses classified as Colleges, Public or Private.

Personal Services: Provision of recurrently needed services of a personal nature. This classification includes barber and beauty shops, tanning salons, seamstresses, tailors, shoe repair, and dry cleaners (excluding plants).

Recreation and Entertainment: Provision of paying participant or spectator recreation or entertainment. This classification includes movie theaters; for-profit amphitheaters; fitness and recreational sports centers, including fitness centers, gymnasiums, handball/racquetball/tennis club facilities, ice/roller skating rinks, and swimming or wave pools; bowling centers; amusement arcades; etc.

Retail Sales: Establishments engaged in sales of goods, including, but not limited to: furniture and home furnishings; artistic works; electronics and appliances; clothing and shoes; jewelry, luggage and leather goods; sporting goods and hobby materials; books, periodicals, and music; tobacco and related items; department stores; and miscellaneous goods, such as florists, office supplies and stationary, gifts and novelties, etc. This classification includes the retail sale or rental of merchandise not specifically listed under another use classification.

Transportation & Infrastructure

Minor Utilities: Public or regulated utility facilities that are necessary to support established uses and involve only minor structures, such as underground water, sewer, and electrical distribution lines. This use classification also includes flood control improvements necessary for the viability of the Creekside District.

Parking Facilities: Lots and garages, either publicly or privately owned, offering automotive parking to the general public for a fee.

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Chapter 8

Infrastructure, Utilities & Public Services

8.1 Introduction

The provision of infrastructure and public facilities that safely and efficiently serve the Creekside District will be essential to the area's function and quality of life. This chapter describes the infrastructure systems and facilities that will serve the District and additional infrastructure improvements needed to serve the area. Infrastructure systems addressed include: potable water, sanitary sewer, storm drainage and flood control, and dry utilities, such as electricity, natural gas, and telecommunications. Additionally, implications of District development for services, such as solid waste disposal, police service, fire/emergency medical response, and schools, are discussed.

Generally, District infrastructure improvements will be implemented in two phases. Phase I improvements will include infrastructure that is critical to readying the area for projected development. Primary among these are flood control improvements that will resolve historic problems with flooding, but also include upgrades to key trunk lines and bridge and street improvements (see Chapter 5, Circulation & Transportation). The Phase I improvements will be implemented by the City prior to any significant new development (although limited development may be possible before the Phase I improvements are completed), and represent a major public investment to set the stage for development. Subsequent Phase II improvements comprise the remaining infrastructure that will be needed to serve the District at buildout. Generally, these improvements represent extensions of smaller components of infrastructure that will be needed to serve specific areas of the District. Unlike the Phase I improvements which will be implemented concurrently by the City, these improvements will be developed incrementally by individual developers as needed to serve new development. The generalized extents of these phases are illustrated in Figure 8-1, though Phase I improvements in upland development areas will not include local streets and development-specific infrastructure unless specifically identified later in this chapter.

GOAL 8.1: Adequate and appropriate infrastructure, utilities, and public services to ensure the health, safety, and effective functioning of the Creekside District community.

8.2 Potable Water

As in the rest of San Marcos, the Creekside District receives water service from the Vallecitos Water District (VWD), an independent special district that also serves parts of Escondido, Vista, and Carlsbad and the surrounding unincorporated areas. As a member agency of the San Diego County Water Authority (SDCWA), VWD receives its water from the Metropolitan Water District of Southern California, which imports water from the Colorado River and Northern California.

Several existing water lines traverse the District between San Marcos Boulevard and Discovery Street, including a 30-inch VWD water line located in the McMahr Road right-of-way and an 108-inch SDCWA aqueduct line located in a right-of-way adjacent to the east side of McMahr Road. A VWD Pressure Reducing Station is located southeast of the San Marcos Boulevard and McMahr Road intersection. A pair of 16- and 6-inch water lines are located in Via Vera Cruz and an 8-inch water line is located in Bent Avenue.

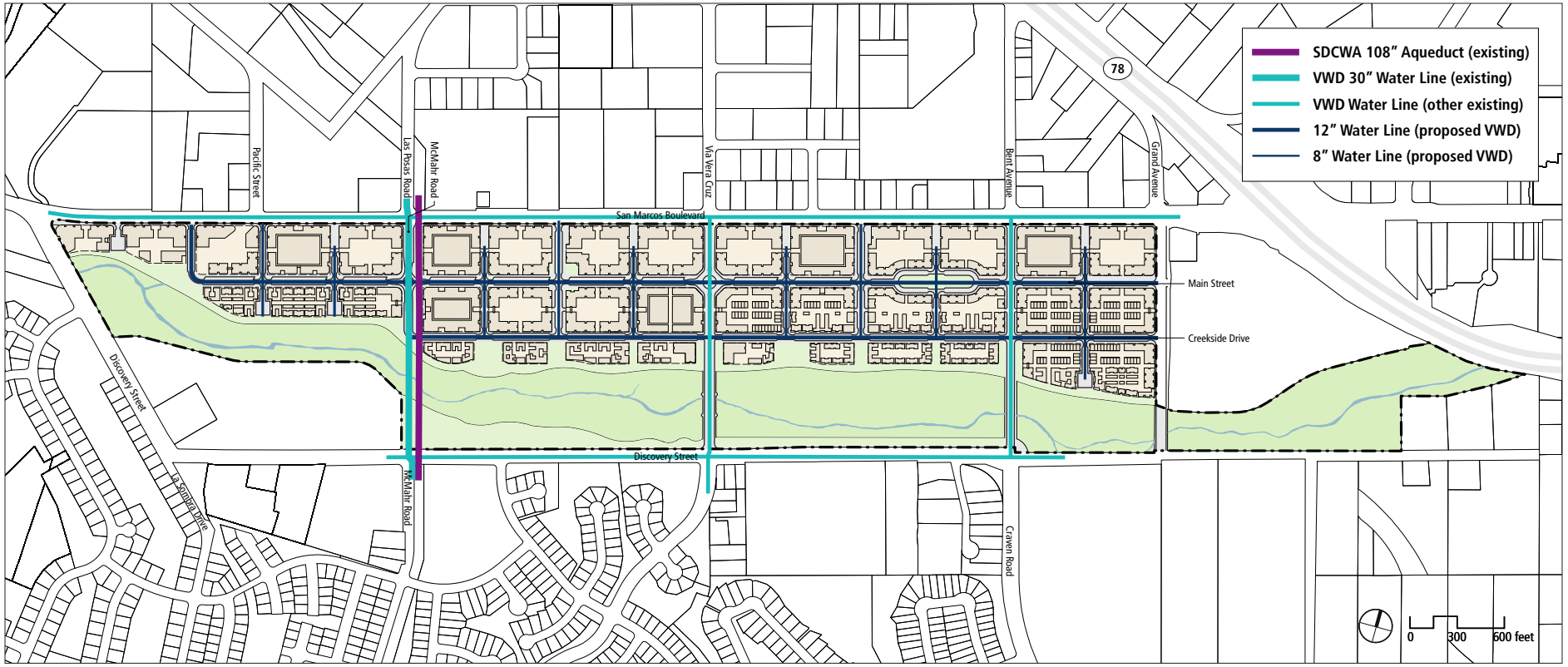
Development of the Creekside District will increase water demand and require expansion of the water delivery system within the District.

Although the demand estimates for the District are somewhat higher than projected in its 2002 Water, Wastewater, and Reclamation Master Plan, the VWD has sufficient current and projected water supplies to serve the development. The Water Supply Assessment and Verification prepared by VWD for the District, indicates that there is adequate upstream water supply available to serve the projected development.

Due to the District's central location, storage and distribution capacity within the broader VWD system is adequate to accommodate the District's increased water demands. However, cumulative citywide development projections currently exceed VWD's 2002 Master Plan assumptions, which could have implications for sys-

Figure 8-1: Generalized Infrastructure and Utilities Phasing

Figure 8-2: Conceptual Water System



tem-wide capacity. If current projections are accurate, increased water storage will need to be provided. In the mean time, in order to ensure adequate water service Creekside District development projections will be incorporated into the VWD master plan, and specific District improvements will be identified as more detailed water supply system designs for the planning area are developed.

Policy 8.1.1: The City shall coordinate with VWD to ensure that Creekside District and citywide development projections are incorporated into VWD's long-range plans for water supply and delivery.

The conceptual water distribution system for the Creekside District is depicted in Figure 8-2. Final pipe sizes, locations, and connections will be determined in compliance with applicable VWD requirements as new development proceeds. New water lines will connect with existing lines under McMahr Road, Via Vera Cruz, and Bent Avenue to equalize water system pressure. Phase I improvements to the water system will include a new 12-inch water line under Creekside Drive that will extend from the existing 30-inch line under McMahr Road to Grand Avenue, though the connection to existing infrastructure under Grand Avenue will be dependent upon pressure requirements. The 12-inch line under Main Street, and the 8-inch lines on the north-south Local and Neighborhood Streets will be added as needed to serve new development.

Policy 8.1.2: All water system improvements shall be designed in conformance with applicable VWD requirements.

Policy 8.1.3: The Creekside District water system shall be designed in conformance with San Marcos Fire Department standards to ensure adequate fire flow for multi-story buildings consistent with Specific Plan permitted building heights.

Policy 8.1.4: Water conservation shall be a key design component considered by the City in approval of all District development, both public and private, commercial and residential. All development will be required to meet the Best Management Practices (BMP's) of the Memorandum of Understanding Regarding Urban Water Conservation in California, of which VWD is a signatory.

Policy 8.1.5: In addition to those measures required by state law, the following measures will be incorporated as conditions for City approval for all development:

- Use of water-conserving devices such as low-flow fixtures, including toilets, faucets, and shower heads;
- Use of low-flow, water-efficient irrigation systems in both public and private areas; and
- Use of native, naturalized, or other drought-resistant species for landscaping in public and private areas.

District development should incorporate water conservation features including drought-resistant landscaping (top), low-flow fixtures (middle), and rainwater harvesting (bottom).

Water and water conservation should be explored as interpretive themes in District design.

Policy 8.1.6: "Rainwater harvesting", i.e., the collection and re-use of rainwater for irrigation, toilet flushing, etc., is encouraged as a strategy for reducing use of potable water both in public and private development. The City should explore the use of rainwater as a supplemental water source for the District's water features.

Policy 8.1.7: The importance of water and water conservation should be explored as a key interpretive theme within the context of the Creekside District. This theme should be expressed explicitly through the incorporation of interpretive signage and exhibits as part of the open space improvements and metaphorically through the design of public streetscapes, parks, plazas and open space.

8.3 Sanitary Sewer

The Vallecitos Water District (VWD) also provides sanitary sewer service to San Marcos, including the Creekside District. Due to the area's low relative elevation, a number of sewer lines and facilities are located within and adjacent to the District. Eight-inch lines currently extend under the major streets within and surrounding the District. In addition, a major transport line, the San Marcos Interceptor, passes through the District, extending along the north side of the creek channel from SR-78 to McMahr Road and then west onto San Marcos Boulevard. Just west of Pacific Street, the interceptor combines with other lines before reaching Lift Station No. 1, which then pumps effluent to the Encina Water Pollution Control Facility in Carlsbad for treatment. The Encina facility is currently being expanded to its maximum possible capacity to accommodate planned growth in the North County.

In 2001, the VWD approved replacement of the San Marcos Interceptor to provide additional capacity, and the replacement of this 21" and 24" line is reflected in the VWD's 2002 Master Plan. Based on cumulative development projections for the Creekside District and other areas of the city that would be served by the interceptor, VWD currently estimates that the interceptor will have to be either a 36" or 39" pipe.

Development of the Creekside District will increase sewage transport and treatment loads and require expansion of the sewerage system within the District. The conceptual sewerage system for the District to accommodate these increases is depicted in Figure 7-3. Final pipe sizes, locations, and connections will be determined in compliance with applicable VWD effluent generation guidelines as new development proceeds.

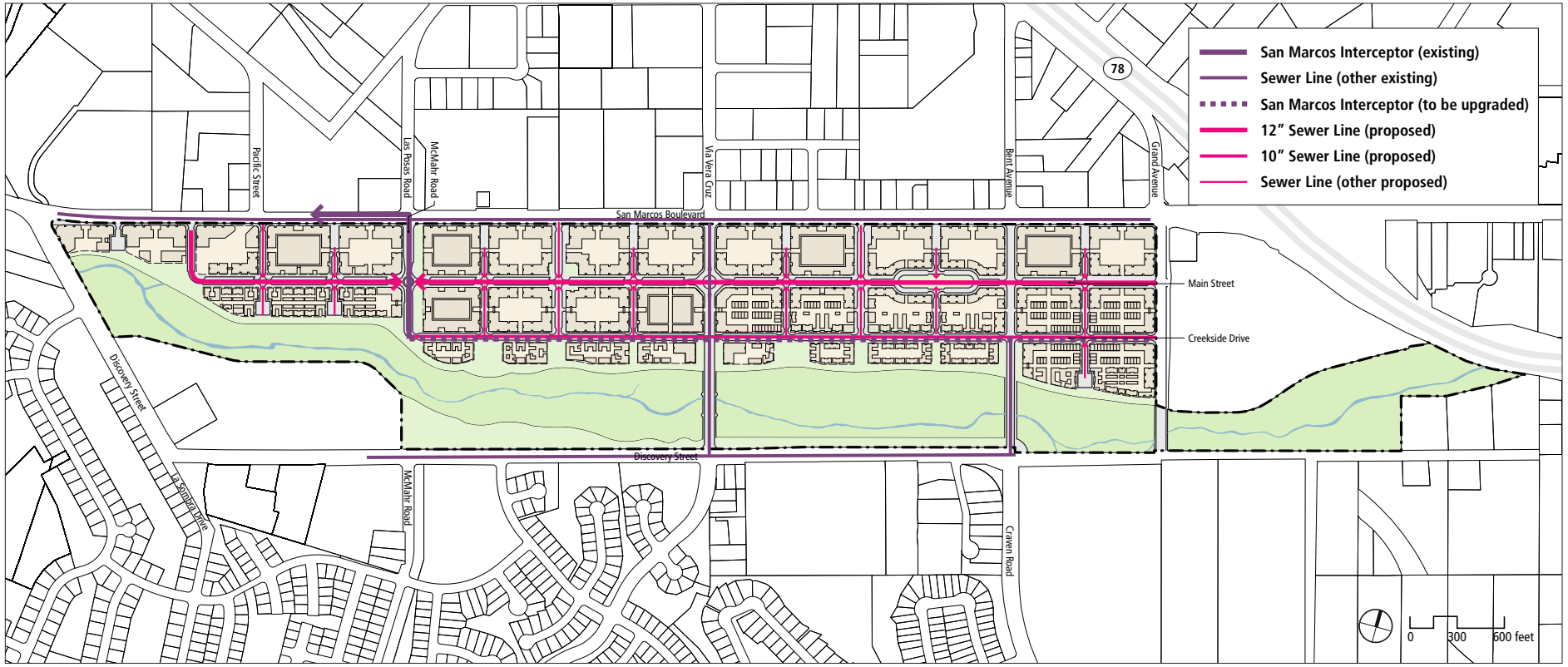
VWD's planned replacement of the San Marcos Interceptor will be implemented by the City as part of the District's Phase I improvements. The new 36" or 39" line will be realigned to conform to District flood control improvements and the new Creekside Drive right-of-way between Bent Avenue and McMahr Road. In addition, an 8" sewer line will also be installed along Creekside Drive as part of Phase I improvements, replacing an existing local collection line in the vicinity. As part of Phase II improvements, a 10-inch line will be installed in the Main Street right-of-way, and lower capacity lines will be installed in the north-south streets.

Policy 8.2.1: All sewerage system improvements shall be designed in conformance with applicable VWD requirements.

Sewage generated by the Creekside District will be treated at the Encina facility. Given the additional cumulative development potential permitted within the Creekside District as well as elsewhere within the City, the VWD ultimately will need to secure additional treatment capacity, either through purchase of excess capacity from another Encina member agency or by developing another treatment plant.

Policy 8.2.2: The City shall coordinate with VWD to ensure that Creekside District and citywide development projections are incorporated into VWD's long-range plans for sewage transport and treatment.

Figure 8-3: Conceptual Sewer System



8.4 Storm Drainage and Flood Control

8.4.1 Flood Control

A primary objective of the San Marcos Creek Specific Plan is to implement improvements that will resolve the flooding that currently plagues the area during significant storms. This flooding results from a combination of conditions, including undersized culverts under State Route 78 (SR-78), and relatively flat, low-lying topography through the midsection of the District. During a 100-year storm event, the undersized culverts beneath SR-78 cause flood waters to overflow the creek banks upstream of SR-78. These waters flow down the westbound San Marcos Boulevard exit ramp, and then west along San Marcos Boulevard, crossing under SR-78, and then overland across the planning area to ultimately rejoin the Creek near Via Vera Cruz (see Figure 4-2 in Chapter 4, Open Space and Conservation). The combination of these flows and those within the creek channel result in the majority of the District west of Bent Avenue—as well as adjacent areas, such as the mobile home park—being inundated during a 100-year storm event (refer to Chapter 4 for more detailed discussion of the hydrologic context).

The Plan provides a comprehensive set of flood control improvements that will alleviate the flood hazard while also enhancing natural open space and public parkland. These improvements will increase the hydraulic capacity under SR-78 and contain the floodwaters generated by a 100-year storm event entirely within a defined flood corridor along San Marcos Creek. These improvements consist of:

- A new bridge along SR-78 across San Marcos Creek just east of the existing culverts. The bridge will increase the opening beneath SR-78 to provide sufficient channel width to accommodate flows from a 100-year storm event within the creek channel.
- Approximately 5,300 linear feet of new levees along the north bank of San Marcos Creek between Bent Avenue and McMahr Road, and approximately 1,800 linear feet of new levees along the south side of San Marcos Creek between Via Vera Cruz and Bent Avenue. These levees, along with some additional fill in the area north of the creek between Grand and Bent avenues, will contain a 100-year storm event within a newly defined creek open space corridor that ranges from 300 to 450 feet in width. The southern levees will be earthen, and range in height from 8 to 12 feet in height. The northern levees, which will range from 5 to 12 feet in height, will be constructed with gabions (rock-filled metal cages) that will be covered with soil and vegetation. The levees also will have a curvilinear alignment and varied slope configuration to create a less engineered appearance. The levees will generally have an inboard (creek-facing) slope of 3:1, though the slope will be flattened to 5:1 in certain locations to create a more varied and natural appearance. The outboard side of the northern levees will be backfilled to provide development pads that raise development to within 3 feet of the top of the flood control system: the fill will be level with the 100-year flood elevation but below the required 3-foot freeboard height. In some locations, the northern levees will be capped by 3-foot floodwalls to provide required freeboard, while in other areas the levees will rise to the full freeboard height.
- Various channel improvements, including re-grading west of McMahr Road, a new bridge crossing at Via Vera Cruz and associated grading, and removal of illegal fill that was placed in the channel just west of SR-78. These modifications remove bottlenecks in the stream channel that constrain flood flows.
- Approximately 1,000 linear feet of a rip-rap, flex-type armor, or other smooth material along the channel bottom at the west end of the District near Discovery Street, and 800 lin-

Flood control improvements will address the present flooding hazard of San Marcos Creek.


Levee banks will be landscaped to create a more attractive and natural-looking improvement.

Structural flood control improvements such as stoplog structures and flood walls should be designed to be attractive as well as functional.

ear feet along the channel bottom at the east end near SR-78. The smooth channel bottom will allow water to flow more efficiently through the creek channel, thereby lowering water levels during a flood.

- Approximately 1,500 linear feet of concrete or sheet-pile floodwall along the north bank between McMahr Road and Discovery Street/La Sombra and approximately 1,300 linear feet of concrete or sheet-pile floodwall along the corresponding south bank adjacent to the existing mobile home community. The floodwalls will provide flood protection within this area without requiring removal of any existing homes or further constricting flows in the already narrow creek channel. Along the north side, the floodwall will be backfilled to allow for planned parks and urban development.
- A stoplog structure or flood gate at the intersection of Bent Avenue with the northern levee. In this area, the levee is briefly interrupted by the roadway, which passes down through the creek channel at grade. Stoplogs—wood or metal beams placed into slots at the edge of the levee openings—or flood gates will be used to temporarily fill this opening during major flood events, thereby closing the roadway and effectively extending the levee across the opening.
- Approximately 600-feet of new reinforced concrete culvert along the Los Posas tributary to San Marcos Creek. The culvert will replace the existing trapezoid channel and will improve hydrologic capacity and enhance development potential.

All of the above flood control improvements, which are schematically depicted in Figure 8-4, will be implemented as part of the Phase I improvements and will be completed prior to any new development within the existing 100-year floodplain.

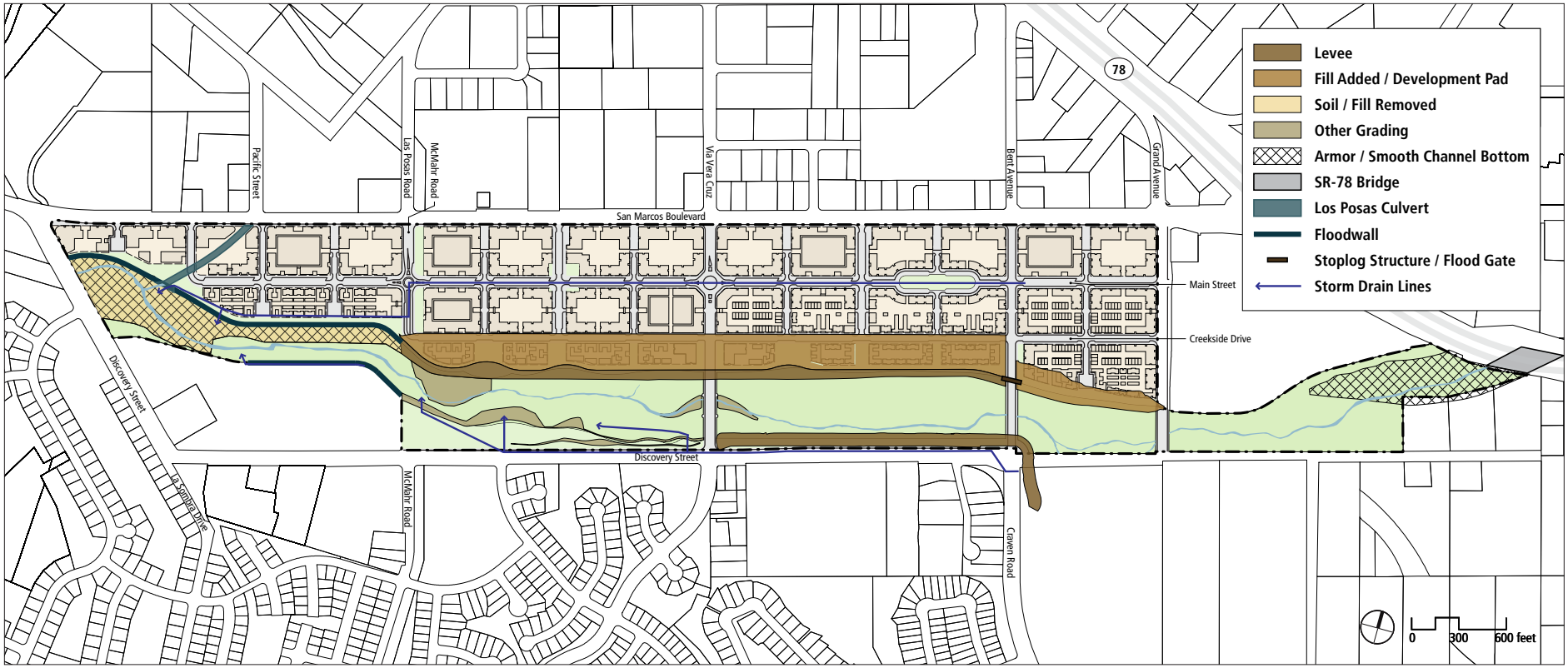
8.4.2 Storm Drainage

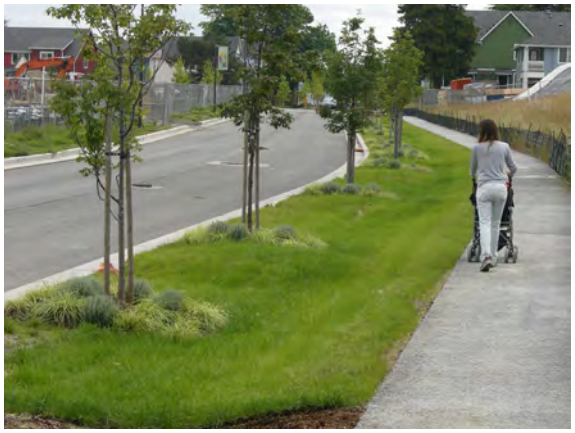
Currently, the District is bisected by two major storm drain lines: an 84-inch storm drain under Bent Avenue and a 48-inch line under Grand Avenue. Both lines convey surface runoff into San Marcos Creek from areas to the north and south of the Creekside District. Runoff within the District is accommodated via a number of small drainage systems associated with existing development, or via surface flows in undeveloped areas. All District runoff currently drains into San Marcos Creek.

To accommodate the increased stormwater runoff that will result from the District's development, new storm drainage infrastructure will be installed throughout the District. As part of the Phase I improvements, two new storm lines will be installed: one north and one south of San Marcos Creek. The northern storm drain will be a 1,500-foot line extending from McMahr Road westward along the north side of the Creekside Promenade to the confluence of San Marcos Creek with the Las Posas tributary. South of San Marcos Creek, a 4,000-foot storm drain line will be installed in Discovery Street between Bent Avenue and McMahr Road. As part of the widening of Discovery Street, all existing storm drains on Discovery Street will be re-routed into this new system, which will also carry flows from the adjacent open space areas, portions of Bent Avenue, and existing development to the south. Both the northern and southern storm drain lines ultimately will discharge stormwater runoff into the creek, however, the runoff from both will be treated prior to entering the creek. The southern line will empty runoff into a vegetated swale to naturally filter the water before it reaches the creek, and the northern line will drain into structural filtering devices prior to release into the creek.

As Phase II development occurs, the northern storm drain will be extended 3,800 feet along Main Street from McMahr Road to Bent Avenue. Phase II development will also require the northern storm replacement of existing smaller storm drain facilities with

Figure 8-4: Schematic Flood Control Improvements and Storm Drainage System





District development should incorporate features such as green roofs, bioswales, and rain gardens to minimize runoff and filter out urban pollutants while also educating the public about water resources.

new lines that will tie into this new drainage system. These later systems will collect surface runoff from roadways as well as private properties. Property owners, however, will be required to reduce runoff through on-site detention or infiltration to meet all current and applicable standards set by the San Diego Regional Water Control Board.

Policy 8.3.1: In order to avoid increasing downstream flows, Creekside District development will be required to maintain the volume of stormwater runoff into San Marcos Creek at pre-development levels or below.

Policy 8.3.2: In order to reduce the amount of sediments and urban pollutants carried by urban runoff into San Marcos Creek, all runoff from the developed area shall be collected and filtered prior to release into the creek corridor.

Policy 8.3.3: In order to conserve the area's limited rainfall and optimize its benefit to the District, all new development should be encouraged to incorporate features such as bioswales, infiltration areas, vegetated filter strips, porous paving, and rainwater gardens, that will promote stormwater infiltration.

Policy 8.3.4: Developers should be encouraged to incorporate features such as rainwater harvesting and green roofs into their buildings as strategies for reducing runoff and conserving water resources.

8.5 Dry Utilties: Electricity, Natural Gas, and Communications

San Diego Gas and Electric Company (SDG&E) provides electrical and natural gas service to the Creekside District. Natural gas lines are located in the major streets that run through and adjacent to the area, including San Marcos Boulevard, Discovery Street, McMahr Road, Via Vera Cruz, Bent Avenue, and Grand Avenue. Electrical facilities are also located throughout the area, including a combination of above-ground and below-ground distribution lines, with the latter associated with newer development. In addition, a high voltage transmission line runs along Discovery Street between San Marcos Boulevard and La Sombra Drive that connects with the adjacent substation that serves the District.

Telephone and data services are provided by AT&T, and cable TV and related data services are provided by Cox Communications. Like electrical service, above ground transmission poles are located along all of the major streets within the District, with underground copper wire and fiber optic lines running in areas of newer development.

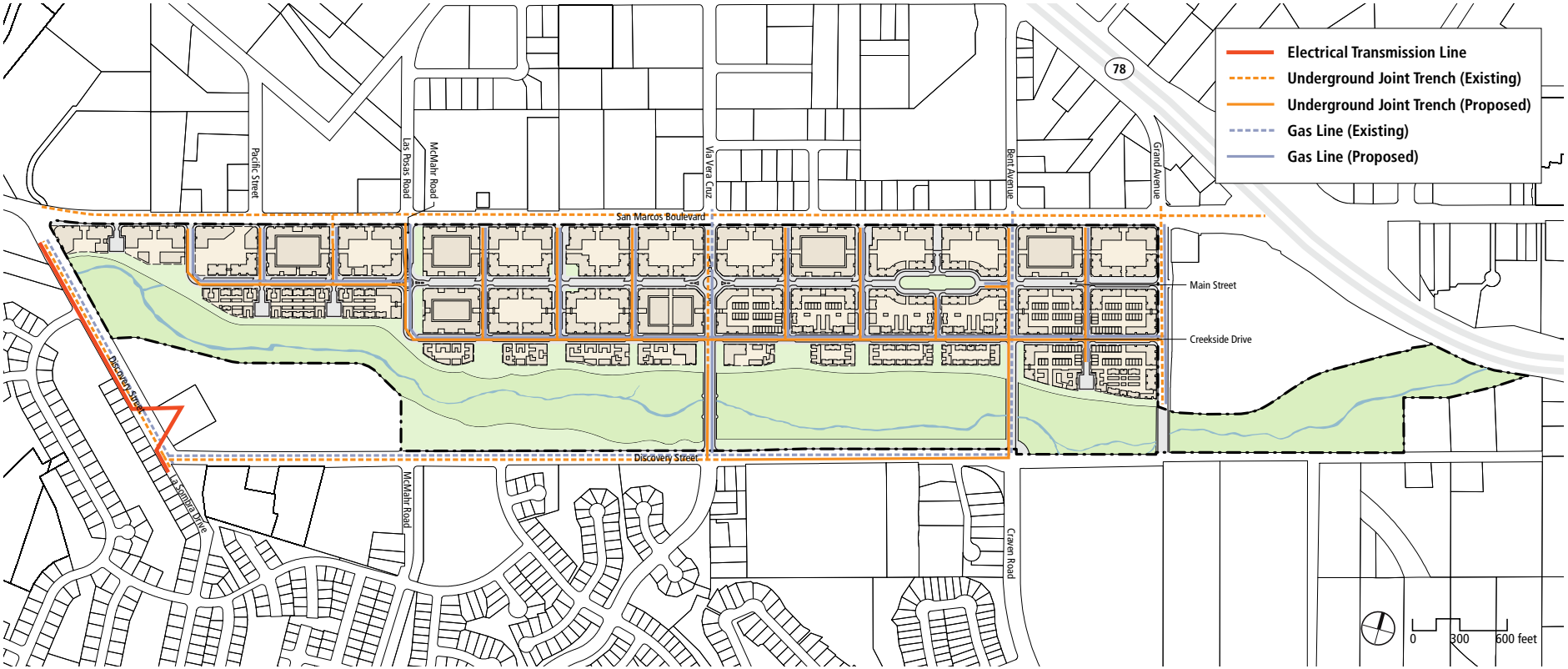
SDG&E, AT&T, and Cox Communications will continue to provide service to the District, and existing dry utilities will be extended to serve new development. In addition to expanding service, all existing overhead distribution lines for electricity, telephone, and cable TV will be moved into underground joint trenches that will be shared by SDG&E, AT&T, and Cox Communications (see Figure 8-5).

Phase I improvements will include undergrounding of the existing overhead lines along Discovery Street, McMahr Road, Via Vera Cruz, and Bent Avenue. In addition, a new gas line and joint utilities trench will be installed in the right-of-way for Creekside Drive. Phase II improvements generally will be constructed in concert with future development. It is anticipated that future distribution lines and trenches generally will be located along the north-south Local and Neighborhood Streets branching off of Creekside Drive. By locating lines along side streets, associated above-ground infrastructure—transformers, fuse boxes, and switches—can be kept off Main Street. Utility connection stubs will be provided to all properties from these lines. While there are existing lines on the north side of San Marcos Boulevard, it is anticipated that new connections for District properties facing San Marcos Boulevard will come from the District's north-south streets due to the complexity of extending new connections underneath San Marcos Boulevard.

In addition to installing fixed-line telecommunications infrastructure, the District also provides an opportunity to establish wireless internet (also known as "WiFi" or "Wireless Fidelity") services in public spaces, such as parks and plazas, and any new public buildings that will be developed within the District. This service is currently provided in the San Marcos City Hall, and the City is investigating options for deploying it more widely.

Unlike current development practices (left), utility boxes and other structures should be buried or screened to prevent impacts to the public realm.

Figure 8-4: Conceptual Dry Utilities System



Policy 8.4.1: As the Creekside District builds out, all new dry utilities and all existing overhead utilities will be placed underground.

Policy 8.4.2: To the degree possible, utility boxes for transformers, switches, controls, and other facilities related to District infrastructure will be sited below ground or located on private property and screened so they do not obstruct the public right-of-way or detract from the visual character of the public streetscape. Where facilities must be located above grade within the public right-of-way, they shall be placed in the most inconspicuous possible locations (e.g. not on Main Street or Creekside Drive or adjacent to public parks), located in a manner that does not significantly constrict pedestrian movement, and, to the extent possible, adequately screened or camouflaged.

Policy 8.4.3: All new public spaces and buildings should be designed to be capable of providing wireless internet service to the users of these spaces.

8.6 Solid Waste

Solid waste disposal in the City of San Marcos is provided by a private franchise hauler, EDCO, which serves all residential, commercial, and industrial waste generators. EDCO provides residential customers with weekly curbside pick-up, while commercial customers receive bin service between one and six times per week. Separate-bin recycling collection is presently offered to commercial and single-family residential customers, and this service is being implemented through a phased pilot program for multi-family residential development. Waste and recyclables are hauled to the Escondido Transfer Station; waste is then transported to the Sycamore Sanitary Landfill in the City of San Diego, while recyclables are processed through an on-site materials processing facility.

Solid waste generated by new development within the District will be collected by EDCO under the City's existing franchise agreement, and disposed of at the Sycamore Landfill, which has adequate capacity to accommodate District development.

Policy 8.5.1: In order to minimize the amount of solid waste that needs to be placed in the Sycamore Landfill, all new commercial and residential development in the Creekside District shall be required to participate in EDCO's recycling program.

Policy 8.5.2: The City should work with EDCO to establish a recycling program that promotes composting and re-use of organic material generated from the Creekside District, including materials resulting from the ongoing maintenance of public parks and open space and private gardens and food wastes generated by local restaurants and food purveyors.

All District uses will participate in recycling to minimize the demand for new resources and impacts on landfill capacity.

Policy 8.5.3: To the degree feasible, curbside collection of solid waste should be located on alleys or side streets (when there are no alleys), or on off-hours (e.g., along Main Street) to minimize conflicts with street-fronting uses and traffic movement.

8.7 Police Services

As in the rest of San Marcos, police service to the Creekside District will be provided under contract by the San Diego County Sheriff's Department. The department serves the City from their San Marcos station, located at 182 Santar Place near the intersection of Rancheros Drive and Woodland Parkway. Current staffing at the station includes one captain, two lieutenants, ten sergeants, five detectives, ten Community Oriented Policing and Problem Solving (COPPS) deputies, twenty-four patrol deputies, eight traffic deputies, and an additional staff of detectives, community patrol officers, and administrative support staff.

The department's current goal for response time to a priority call is eight minutes or less and 16 minutes or less for all other calls. To meet these law enforcement service goals, the department recommends a 24-hour "service package unit" per 10,000 residents comprising seven patrol deputies, two detectives, one supervisor, and one clerical support position. The City of San Marcos defines actual staffing levels through its contract with the Sheriff's department, and the City is presently contracting for a level of service that exceeds this standard. According to the Sheriff's crime analysis unit, the average emergency response time within the City in 2006 was 8.2 minutes. Non-emergency calls—Priorities 2, 3, and 4—were, respectively, 11.3 minutes, 17.3 minutes and 43.3 minutes.

Assuming a projected residential population of approximately 6,800, buildout of the Creekside District would generate the need for an additional 0.68 service units to be deployed. While this population-based service standard assumes some non-residential uses, the Creekside District will also include a significant proportion of commercial, entertainment, and public space uses that are likely to require an additional police presence. The District's pe-

destrian-oriented retail environment, extensive parkland, and anticipated special events may also require a unique approach to policing and a different presence within the District.

Since buildout of the District will be phased over the course of many years, the City will be able to incrementally increase the level of law enforcement service through future contracts with the Sheriff's department, and gauge the level and nature of future policing in the District. The department's San Marcos Station can serve the development from its current location, though additional equipment and facility space may be needed for additional staff.

Policy 8.6.1: The City should explore the possibility of implementing a community policing approach to the Creekside District that includes features such as: a more balanced around-the-clock presence that reflects the active day/night character of the District; patrol officers who walk or bike "the beat" as opposed to cruising the area in patrol cars; and a local police sub-station within the District.

Policy 8.6.2: The City shall annex the Creekside District into the City of San Marcos's Community Facilities District 98-01 (a special tax district formed expressly to fund law enforcement services required by new development) to ensure that District development funds the expansion of law enforcement services.

District policing needs to be responsive to the around-the-clock character of the District and to its greater pedestrian, bicycle and transit orientation.

Fire service to the District will come from Stations #2 (above) as well as Station #1.

8.8 Fire and Emergency Medical Services

Fire and emergency medical services in the City of San Marcos are provided by the San Marcos Fire Department. The Department maintains four fire stations, and the Creekside District is served by Fire Stations One and Two, located respectively at 180 West Mission Road and 1250 South Rancho Santa Fe Road. Both stations contain fire engine and ambulance equipment, and Station 1 also has an aerial ladder truck. The current average response time for all calls to the Creekside District from both Stations One and Two is approximately five minutes, which is generally considered acceptable. While the current staff and facilities are adequate, the department will need to add additional resources to these stations to meet the demands for fire and emergency medical services generated by new District residents and businesses while maintaining acceptable levels of service. Stations One and Two both have capacity to accommodate additional equipment and personnel, particularly Station Two, which was recently rebuilt with the expectation of future growth. Increases in service levels will be phased as development occurs gradually over a number of years and will be tailored to the specific needs of the developing district.

Policy 8.7.1: In order to reduce fire hazards and facilitate emergency response, new development will be required to meet all applicable fire department requirements, including building codes, roadway standards, and water supply provisions.

Policy 8.7.2: The City shall annex the Creekside District into the City of San Marcos's Community Facilities District 2001-01 to ensure that District development funds the expansion of fire and emergency medical services.

8.9 Schools

The San Marcos Unified School District (SMUSD), which provides kindergarten through 12th grade education to most of the City, will serve the Creekside District. The SMUSD operates nine elementary schools, one K-8 school, two middle schools, two senior high schools, one continuation high school, and one teen parenting center. Of these schools, the Creekside District is served primarily by Discovery Elementary School at 730 Applewilde Drive, San Elijo Middle School at 1600 Schoolhouse Way, and San Marcos High School at 1615 San Marcos Boulevard.

The SMUSD has been experiencing significant growth, with enrollment projected to increase from 15,414 students in October 2004 to approximately 18,856 students in the 2009/10 school year. Based upon current enrollments, Discovery Elementary School and San Marcos High School are over-enrolled by 228 and 696 students respectively, while San Elijo Middle School has capacity for another 202 students.

Based on SMUSD's standard generation rates for multi-family housing, development of 2,300 dwelling units in the Creekside District could increase total enrollment by as many as 1,200 students. Based upon existing enrollment and planned capacities, buildout of the District would create or exacerbate over-enrollment in all three affected schools. However, District development is expected to occur over many years, so the associated increase in school demand will also occur gradually. In the near term, the SMUSD will be able to accommodate the additional students through use of portable classrooms. In the long term, the phased buildout of the District will allow the SMUSD to plan for and implement the expansion of local schools and district-wide increases in permanent facilities via expansion of existing schools and construction of new schools.

Policy 8.8.1: The SMUSD's "Long-Range Facilities Master Plan" should be updated in the coming years to include the projected school needs of the Creekside District.

Policy 8.8.2: New development in the Creekside District, both residential and commercial, will be required to offset the capital costs associated with school expansion through the payment of Residential and Commercial School Fees (i.e., one-time fees paid before building permits are issued). Or, District property owners could form a new Community Facilities District, or annex into an existing one, to contribute to the construction of required school facilities.

Students in the District should be able to safely walk or bike to school.

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Chapter 9
Implementation

9.1 Purpose

The preceding chapters of this Specific Plan describe the overall plan and corresponding goals, policies, standards, and guidelines for the orderly development of the Creekside District. This chapter sets forth a variety of overarching steps and regulatory and organizational procedures to approve, implement, and amend the Specific Plan. Implementation measures related to the review and approval of individual development projects are discussed in Chapter 7, Form-Based Code.

As noted elsewhere, the Specific Plan is intended to be implemented voluntarily by District property owners working in concert with the City of San Marcos. Existing legal land uses and development that does not meet the requirements of the Plan shall be permitted to continue indefinitely under legal nonconforming status. This market-driven approach is intended to ensure that Specific Plan implementation benefits current businesses and landowners as well as future landowners, District developers, and the larger San Marcos community.

The City of San Marcos will not exercise eminent domain to assemble parcels for private development. The City may condemn land needed for identified or necessary public improvements, such as flood control improvements, street rights-of-way and proposed parkland. Any use of eminent domain shall comply with all applicable laws regarding fair compensation, including those of the State of California and the United States of America.

9.2 Specific Plan Implementation Program Summary

The following shows the approximate sequence of the key implementing steps that should be followed by the City to effectively implement this Specific Plan. The list of actions is divided into two parts: those actions required through adoption of the plan, and those subsequent actions that remain to implement the plan.

Implementation Actions to Complete the Planning Process

- Certify the San Marcos Creek Specific Plan Environmental Impact Report (EIR)
- Adopt findings, mitigation measures, and monitoring program as required by the California Environmental Quality Act (CEQA)
- Adopt a San Marcos Creek Specific Plan Conforming General Plan Amendment
- Adopt the San Marcos Creek Specific Plan
- Adopt revised zoning to reflect adoption of the Specific Plan
- File a CEQA Notice of Determination indicating approval of the Specific Plan and General Plan Amendment

Implementation Actions to Implement Adopted Plan

- Set up financing and implementation mechanisms for public infrastructure, facilities, and services (e.g. assessment districts, impact fee ordinance, development agreements, etc.), including the proposed San Marcos Creek Parking and Transportation Benefit District (see Chapter 5 for specific information regarding this district)
- Implement flood control improvements and associated backbone infrastructure and public parks (see Chapters 4 and 8)
- Form a San Marcos Creek Specific Plan Oversight Committee to monitor implementation of the Specific Plan.
- Review and approve individual development applications (see Chapter 7)
- Implement Development / Circulation Monitoring Program

Actions listed above that have not been previously described in the Specific Plan are discussed in greater detail below.

9.3 Key Actions to Adopt the Specific Plan

9.3.1 EIR Certification

To meet the requirements of the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR), as authorized by Section 15168 of the CEQA guidelines, has been prepared to assess the environmental impacts of the San Marcos Creek Specific Plan.

The EIR for the Specific Plan was prepared to cover the development of the San Marcos Creek planning area as a total undertaking, even though development is expected to occur in several increments, by many different developers, over a number of years. The EIR will expedite the processing of future projects in the planning area. Projects that are consistent with the Plan may be approved with minimal or no new environmental documentation. Fully conforming residential projects, for example, are exempt from subsequent environmental review pursuant to Section 15182 of the CEQA Statutes and Guidelines. For non-residential and mixed-use projects that conform to the prescribed level of development, the subsequent environmental review process will only need to address the project's site-specific impacts. For projects that are not fully consistent with the Specific Plan, only those factors with potential impacts will require additional analysis. Such additional analysis will be performed through a Mitigated Negative Declaration, an Addendum to the adopted EIR, or a Supplemental or Subsequent EIR consistent with CEQA requirements.

Given the Creekside District's size and long-term projected buildout schedule, the Specific Plan EIR's the relevance and usefulness may tend to decrease over time. Five to ten years from adoption, circumstances may change sufficiently to make it necessary to update information and reassess impacts as well as mitigation measures. It is possible that additional specific environmental review, on a project-by-project basis, may be necessary in the later stages of buildout. This could include focused studies on one or more identified environmental concerns, such as traffic, or a full EIR. These determinations will be made by the City as part of the CEQA process, and additional or revised mitigation measures may be incorporated into the development approval process.

Following public review and comment, the City will consider certification of the Final EIR for the Specific Plan. By itself, the City's action to certify the Final EIR does not constitute approval of the Specific Plan. Rather, it indicates only that the EIR has been completed in compliance with CEQA, and that the EIR was presented to and reviewed by the City's decision-makers and the public prior to Specific Plan approval.

9.3.2 Mitigation Monitoring Program and CEQA Findings

Public Resources Code Section 21081.6 (effective January 1, 1989) requires that a "reporting or monitoring program shall be designed to ensure compliance during project implementation." The adopted program shall apply to "changes adopted or made a condition of project approval in order to mitigate or avoid significant effect on the environment." The monitoring program provides a brief summary of the required mitigation for impacts attributable to the project, identifies the party responsible for monitoring compliance with the mitigation measures, and identifies at what point in time or phase of the project the measure is to be completed. The City prepared a mitigation monitoring program for the Creekside District in conjunction with the preparation of the Final EIR.

If the EIR identifies environmental impacts that remain significant after mitigation or significant impacts for which feasible mitigation is not available, the City will need to prepare Findings and

a Statement of Overriding Conditions, as required by Sections 15091 and 15093 of the CEQA Guidelines. The Findings will explain how the City has addressed each significant adverse environmental impact and the project alternatives presented in the Final EIR. The Statement of Overriding Considerations identifies specific reasons for considering approval of a project for which all significant adverse environmental impacts have not been at least substantially mitigated.

9.3.3 General Plan Amendment & Specific Plan Approval

In order to ensure consistency between the Specific Plan and General Plan, the City Council will need to adopt an amendment to the City's General Plan. The General Plan will be amended to add new Specific Plan land use designations to reflect the envisioned types and densities of development, apply these new designations to the City's land use map, and revise any existing policies that could conflict with the Specific Plan. After considering the potential benefits associated with the proposed Specific Plan and its conformance with the long-term goals of the City, the City Council will consider adopting the Specific Plan.

9.3.4 Zoning Ordinance Amendment

To reflect the approval of the San Marcos Creek Specific Plan, the Zoning Ordinance will be amended to establish a San Marcos Creek Specific Plan Area (SMCSPA) zoning district that shall incorporate, by reference, all provisions of this Specific Plan. This minor zoning ordinance amendment should occur as part of the Specific Plan and General Plan approvals to avoid temporary conflicts between the adopted Specific Plan and the existing Zoning Ordinance.

9.3.5 Notice of Determination

Consistent with CEQA, the City shall file a Notice of Determination within five (5) days of approving the Specific Plan and General Plan amendment, because an EIR was prepared and certified for the project. The Notice, which is intended to inform affected agencies of the City's decision, will be filed with the San Diego County Clerk.

9.4 Key Actions for Implementing the Adopted Specific Plan

9.4.1 Financing Mechanisms for Public Improvements

Implementing the Specific Plan will require the City and other public agencies to provide a variety of new public infrastructure, facilities, and services, that will require funding from a variety of financing sources. While the necessary improvements themselves are detailed in prior chapters, this section identifies potential methods that may be used individually or in combination to fund the various public improvements.

Development within the Creekside District will be supported by new or expanded public infrastructure and facilities whose benefit is specific to the district as well as by improvements that also will serve the surrounding city. Local serving facilities, such as internal streets and utility lines, will be installed by District developers and dedicated to the City. Facilities serving areas beyond the District, such as new flood control improvements and bridges, will be funded through redevelopment tax-increment financing, uniform citywide development impact fees, or other citywide and regional funding sources. Some major facilities that benefit the Creekside District in particular, but which also have benefits for a larger area (e.g. arterial roadways, certain public parks, etc.), will be financed through a combination of special charges that apply within the District and more broadly based funding sources. These district-specific charges may be in the form of fees paid when entitlements or building permits are obtained or in the form of assessments on parcels within the planning area.

Areawide public services, such as police, fire, and schools, will be supported by annexing development to existing or new special districts or by collecting relevant impact fees. On-going operations and maintenance of the District's streetscapes and open spaces is expected to be funded through newly created special assessment districts. Some services, such as the Specific Plan development review process and public recreation programming within the District, will be funded at least in part by user fees, which tie costs directly to the use of a particular service. In addition, the City may charge fees at the time of building permit issuance to recoup the cost of preparing this Specific Plan and its associated environmental review.

Debt financing may be necessary in certain instances to bridge gaps between the incurrence of improvement costs and subsequent collection of all associated revenues, particularly due to the multiple ownerships within the planning area and the anticipated implementation of the Plan over a number of years. For example, major public facilities will likely be provided before all benefiting development is completed. This approach is necessary to create reliable and integrated systems, to avoid disruption from recurring construction activity, and to deal with economical increments of capacity. This approach, however, requires that the cost of the facility be paid when it is built, even though the initial developer (either public or private) does not have sufficient cash reserves at the time. To pay for construction, funds are borrowed and repaid with the stream of revenue from future assessments, fees, or tax increments. A wide range of mechanisms, involving both private and government debt, are available to bridge these funding gaps. Some debt financing methods, however, are particularly sensitive to development occurring on an anticipated schedule, even though the timing of future construction may difficult to predict.

Possible funding methods are outlined in greater detail below according to three general categories:

- Area-Specific Fees, Dedications, and Exactions;
- Assessment and Special Tax Secured Financing; and
- Citywide and Regional Sources.

These sources are considered the most appropriate at the time of Specific Plan adoption. However, other methods may appear to be preferable as development proceeds. To the extent that City approval is required to establish funding methods, relevant City entities may approve alternative funding mechanisms without amending this Plan. To ensure that all necessary improvements are adequately funded by individual development projects, development applications will be required to include Public Improvement Plans that detail sufficient financial commitments (see Section 7.5.3 Development Review & Requirements).

The ultimate mix of financing mechanisms will be determined as initial development applications proceed based on final technical analyses of costs, benefits and burdens, and on deliberations involving City staff, property owners, developers, elected officials, and finance experts. All financing and dedication mechanisms, however, shall be structured to achieve equity among Creekside District property owners, recognizing that the amounts of allowable development and the extent of land dedication and public facilities are not equal for each ownership that existed at the time of Specific Plan adoption. In addition, all financing mechanisms shall be implemented in full compliance with all applicable State and federal laws.

Area Specific Fees, Dedications, & Development Agreements

Area-Specific Impact Fees and Exactions

Area-specific development impact fees, or exactions, can be required by the City Council to offset the cost of necessary public improvements reasonably related to the impacts of a proposed development. The City must identify the specific purpose of the fee, the relationship of the proposed fee to the proposed development, and the relationship between the fee and associated improvements. General impact fees may established for parts of the Creekside District, or they may be established as a condition of development for particular projects. It is anticipated that impact fees may be used to fund roadway improvements, parks and open space, and other community amenities related to development within the Creekside District.

Dedications

Under the Subdivision Map Act, developers may be required to dedicate road right-of-ways and other access easements required to serve the development. The Specific Plan requires that the proposed roadway rights-of-way and park areas within the Creekside District be dedicated in this manner as part of development.

Development Agreements

Development agreements are a State-endorsed zoning implementation tool that reduces uncertainty within complex development projects for both project applicants and the City, particularly in terms of public improvements. These voluntary agreements provide regulatory certainty to project applicants in exchange for providing the City an opportunity to require provision of specific improvements, facilities, and services as well as other commitments that the City might otherwise have no authority to compel. The

City provides regulatory certainty to the applicant by vesting the project approval for a certain number of years—i.e. agreeing to process future development applications according to the Specific Plan and other laws in existence at the time of the agreement.

In order to provide mutual certainty to the City and project applicants, development agreements should be negotiated for larger development projects. Agreements, however, should only be arranged where the developer is prepared to proceed according to a specific schedule for seeking the required approvals and commencing construction. The City's procedure for approving development agreements is established in Chapter 20.08 Development Agreements of the Zoning Ordinance.

Assessment and Special Tax Secured Financing

Special Assessment Districts

California law provides for a wide variety of special assessment districts, which levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements, on-going operations and maintenance, and special services. Assessments are apportioned according to the special benefits received by each property, and so they may only be used to finance improvements with clear property-specific benefits (e.g., roads and streetscapes, parks, water/sewer infrastructure, etc.). Under current California law, all new assessments must be approved by a majority of effected property owners. It is anticipated that special assessment districts will be used by local property owners to fund and maintain the planned special streetscape improvements, park and open space amenities, and public parking facilities and the related transportation demand management program (i.e., the proposed San Marcos Creek Parking and Transportation Benefit District).

Mello-Roos Community Facilities Districts (CFDs)

Mello-Roos Community Facility Districts (CFDs) allow for the creation of special tax districts to fund necessary community facilities and services, particularly in areas, such as the Creekside District, undergoing significant development. Unlike assessment districts, the special tax does not need to be apportioned according to direct benefits, and so the revenues may be used to fund certain improvements and services of general benefit, such as schools, fire and police protection, libraries, and parks. The Specific Plan requires that new development be annexed into existing CFDs that fund police and fire and emergency services.

Area of Benefit Fees

Area of Benefit fees provide an alternative means for financing improvements in instances where organizing a special assessment district or CFD would be difficult. Fees are apportioned relative to the direct benefit to a property, and they must be paid in full as condition of new development, thereby assessing fair share costs at the time when the benefits will be realized. Area of Benefit Fees could be used to allow the City or developers to recoup costs associated with providing infrastructure to a particular project that also provides direct benefit to adjacent properties (e.g. a new roadway).

Citywide and Regional Sources

Tax Increment Financing / Redevelopment

Because the Creekside District is part of an existing redevelopment area, the City can use the increased property tax revenues generated by increasing property values within the Creekside District (i.e. the tax increment) to fund infrastructure and other public improvements in the District. More importantly, the City can borrow against this expected revenue stream, using tax

increment financing to fund improvements, such as flood control, that are vital to and would otherwise stymie initial development efforts. It is expected that the tax-increment financing will be used to pay for much of the backbone infrastructure within the Creekside District.

Citywide Impact Fees and Connection Charges

The City has a number of existing citywide impact fees and connection charges, which are levied against new development at the permit stage to offset the costs for a wide variety of public facilities and infrastructure improvements. With the exception of park and storm drainage fees, these fees are not expected to provide funding to offset the costs of developing backbone infrastructure in the Specific Plan, because all of the fees generated from these sources are already allocated to current or planned projects. However, they are discussed here in the event that City policy regarding the disposition of these funds should change and these fee revenues become available to fund Specific Plan infrastructure costs.

Other Sources

Certain capital improvements and programs within the Creekside District may be eligible for state or federal funding grants. This is particularly true for major or particularly innovative transportation projects, which could receive federal or State funding administered by the San Diego Association of Governments (SANDAG). While such funds currently may not be available, the City should explore potential grant funding opportunities as they arise.

9.4.2 San Marcos Creek Specific Plan Oversight Committee

The City shall form a San Marcos Creek Specific Plan Oversight Committee to monitor the implementation of the Specific Plan. The oversight committee, which will serve as an advisory body to the City, will meet between two to four times per year as needed depending upon development activity within the Creekside District. In addition to these interim meetings, the oversight committee will also spearhead a formal progress report on the Specific Plan three years following the Plan's adoption.

9.4.3 Development / Circulation Monitoring Program

The development capacity of the Specific Plan area was established largely by the capacity of the area's circulation system, including both SR-78 and local arterial roadways. The limitations of the circulation system became, in effect, a "traffic cap" under which the conceptual development program has been maximized consistent with the Plan's vision for a vibrant "town center" (see Table 3.2 in Section 3.3 Land Use Program and Development Intensity). Given the uncertainties associated with long-term traffic projections and the traffic-generation characteristics of future Specific Plan development, the City will be required to monitor the operation of the Creekside District circulation system vis-a-vis new development to ensure that the projected balance is maintained over the multi-year implementation of the Specific Plan.

The objective of this monitoring will be to determine whether adjustments are needed to either the Specific Plan's development regulations or the area's circulation network in order to realize the District's fullest development potential while avoiding adverse circulation impacts. As required by Specific Plan Policy 3.7.2, a monitoring study will occur every three (3) years and it will identify:

- The amount, type, and intensity of development thus far approved or built under the Specific Plan and the development potential of the remaining developable land in the District,
- Current and projected traffic volumes and levels of service on roadways that are part of the Creekside District circulation system, and
- Corresponding adjustments to the remaining development capacity, circulation system, and/or other measures, if any, that the City should consider to ensure the Specific Plan's twin goals of adequate circulation capacity and a vibrant "town center" development character.

Development Monitoring

As development projects are approved under the Specific Plan, the City shall keep a running record of new development, both approved and constructed, within the District. This information will allow the City to identify the progress and nature of new development—land uses and corresponding floor areas—during a triennial study while making assumptions regarding remaining development potential given vacant or underutilized land areas and applicable FARs. These existing and projected development levels will be used to refine and inform corresponding traffic analysis.

Circulation Monitoring

The City shall arrange for an updated study of existing daily and peak hour traffic volumes on roadways within and immediately adjacent to the Creekside District, including SR-78, as well as levels of service at key intersections. This existing conditions study will also assemble any relevant traffic studies for nearby areas and inventory implemented circulation improvements to gauge progress relative to the Specific Plan's roadway system.

To predict future roadway conditions, the City shall arrange for a revised 2030 traffic forecast using SANDAG's model for northern San Diego County.1 SANDAG will modify the model run to reflect the more detailed traffic and land use data developed as part of the updated existing conditions and development monitoring studies. The analysis will be focused on overall traffic volumes, but it should include some limited intersection analysis focused on City-identified key intersections and intersections with SR-78. As

1. This circulation analysis should only be conducted if it will yield meaningful results. If newly built and occupied development is equivalent to or less than 10,000 daily vehicle trips within the three years prior to a required analysis (e.g. less than 138,000 square feet of retail or less than 556,000 square feet of office at the trip generation rates used for the original traffic study), the City may defer the analysis until development reaches this threshold. Or, if SANDAG's traffic model has not been substantially updated since the previous triennial analysis, the City may also defer until the model is updated.

the district surpasses 80% of build-out, the analysis should switch from the SANDAG model to a simpler and more direct forecasting approach of estimating future trips by applying standard trip generation rates to the remaining development potential.

Analysis and Actions

The forecast traffic volumes will be compared to the traffic volumes projected during the original traffic study for the District (i.e. the traffic cap). If the forecast is within five percent of the originally projected volumes, then no changes to the development program should be considered.

If the forecast suggests that traffic volumes will be more than five percent above the original forecast, the City should first determine if targeted traffic improvements could be used to mitigate the overage. These improvements could be operational (e.g. traffic light timing or lane configurations), or they could be capital projects for which funding is available (e.g. roadway widening or reconfiguration). If such improvements would not be adequate, the City should then consider lowering maximum FARs in those parts of the District that have yet to be entitled for development in order to reduce the traffic generation potential. In addition or as an alternative to modifying FARs, the City could revise its land use regulations for remaining undeveloped parcels to require uses that would generate fewer trips, either overall or at peak hours.

The roadways serving the District, however, are citywide and regional in nature, and so reductions in development potential should not be borne solely by the Creekside District. Instead, the City should consider lowering the District's development intensities as part of a larger strategic down-zoning program to bring future citywide development to levels that are sustainable given the City's circulation system.

If the forecast suggests that volumes will be more than five percent below the original projections, the City should consider raising District development intensities or adjusting land use regulations to take advantage of the excess roadway capacity. As before, changes to allowable FARs should be considered at a citywide level, so that the Creekside District is not the sole recipient of an upzoning program.

If unacceptable levels of intersection congestion are identified within the circulation monitoring study, the City should focus on intersection-specific traffic improvements to provide an acceptable level of service. If these measures are not effective, the City may consider reconfiguring development intensities within the district to better distribute future vehicular trips within the circulation system.

In all cases, changes to the maximum allowable FARs or permitted land uses within the district will require the approval of the City Council through a Specific Plan Amendment, the process for which is described in the following section.

9.5 Specific Plan Amendments

Amendments to the Specific Plan are required when the City desires to substantially change fixed requirements of the Plan, such as allowable development types or capacities, or approve projects that clearly conflict with Specific Plan goals and policies. As such, amendments usually involve a question of consistency with the original intent of the Specific Plan or with the General Plan. Amendments require a hearing and recommendation by the Planning Commission and action by the City Council. Generally, the process for amending the Specific Plan is similar to that for amending the City's General Plan, with the significant difference that there is no limitation on the number of Specific Plan amendments that can be approved in any one year.

Specific Plan amendments must be carefully considered to ensure that proposed changes are otherwise consistent with the rest of the Plan; seemingly small amendments may be require extensive edits throughout the document to ensure that the Plan remains cohesive and consistent. Additionally, all Specific Plan amendments must be consistent with the City's General Plan, and so major amendments may therefore require an accompanying General Plan Amendment. Amendments are subject to CEQA, and thus must be reviewed for potential environmental impacts. If it is determined that additional environmental impacts, beyond those identified in the Specific Plan EIR, will occur, additional environmental documentation may be required (e.g., a supplemental EIR, focused EIR, or full EIR).

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Appendices

A.1 Creekside District Land Ownership

The following table, Table A.1: Detailed Creekside District Property Ownership, corresponds to Figure 2-4: Land Ownership and Parcelization and provides an inventory of the District's parcels, their owners and other parcel-specific information. Parcel ownership and land area information was derived from an April 2007 SanGIS (http://www.sangis.org) parcel data set, while existing land uses were surveyed by the City of San Marcos in Fall 2006. The City of San Marcos does not warrant or guarantee in any way the data contained within this table or the property lines depicted in Figure 2-4; site surveys and title searches should be used by interested parties to determine the precise physical extents and legal ownership of parcels within the District.

Table A.1: Detailed Creekside District Property Ownership

Map ID.	Assessor's Parcel Number (APN)	Owner	Development Status	Existing Land Use	Acres (Approx.)
1	221-041-51	Discovery Development Inc	V	NA	0.85
2	221-041-52	Discovery Development Inc	V	NA	0.64
3	221-041-53	Discovery Development Inc	V	NA	0.31
4	221-041-49	Valley Bible Church Of San Marcos	D	Institutional - Church/School	3.19
5	221-041-50	City Of San Marcos	V	Easement	1.27
6	221-041-54	Cook Family Trust 03-10-94	V	NA	5.11
7	221-041-55	Cook Family Trust 03-10-94	V	NA	3.31
8	221-041-56	Cook Family Trust 03-10-94	V	NA	1.49
9	221-041-64	Sanmarcos Assisted Care Llc	V	NA	2.53
10	221-041-63	Sanmarcos Assisted Care Llc	V	NA	0.99
11	221-041-33	E Z Living L L C	D	Residential - Mobile Home Park	7.20

Table A.1: Detailed Creekside District Property Ownership (Cont.)

Map ID.	Assessor's Parcel Number (APN)	Owner	Develop-ment Status	Existing Land Use	Acres (Approx.)
12	NA (right-of-way)	City Of San Marcos	V	NA	6.22
13	221-041-60	Lee Long Chi&Suto Masako Family Trust C 06-22-93	D	Commercial - Pet Supplies	0.68
14	221-041-39	Mcmurtry Dallas&Kathleen	D	Residential - Single Family Residence	0.30
15	221-041-36	Bustamante Domingo&Irma	D	Residential - Single Family Residence	0.19
16	221-041-38	Arellano Thelma	D	Residential - Single Family Residence	0.18
17	221-041-27	Ford Dennis L&Connie S	D	Residential - Single Family Residence	0.25
18	221-041-26	Prochnow Dorothy Revocable Trust 06-14-00	D	Residential - Single Family Residence	1.05
19	221-041-24	Jubela Ernest J	D	Commercial - Goodyear Tires	0.73
20	221-041-59	Frolander John E&Rhonda L	D	Residential - Single Family Residence	0.30
21	219-041-10	Yamashiro David	P	Residential - Single Family Residence	0.88
22	221-041-42	Swaim Larry L&Linda K	D	Residential - Single Family Residence	0.28
23	221-041-58	Arenas Inocente	D	Residential - Single Family Residence	0.24
24	221-041-65	Valaskantjis Georgia Tr&Valaskantjis Nikiforos Tr	D	Commercial - Restaurant	0.66
25	221-041-20	Orsburn Danny L&Susan J	P	Residential - Single Family Residence	0.92
26	221-041-57	Klingensmith Clifford A Tr (DCSD)	D	Residential - Single Family Residence	0.39
27	221-051-51	San Diego County Water Authority	--	NA	0.03
28	221-051-52	San Marcos Nine Diamonds L L C	D	Commercial - AM/PM Store & Gas Station	0.58
29	221-051-03	San Diego County Water Authority	V	NA	0.19
30	221-051-59	San Diego County Water Authority	V	NA	0.18
31	221-051-49	San Diego County Water Authority	V	NA	0.17
32	221-051-04	Black Dennis S&Carol L Trs	D	Industrial - Outdoor Storage	0.22
33	221-051-58	Lozano Florentino&Imelda	D	Residential - Single Family Residence	0.24
34	221-051-48	Weems Gary W&Janice E	V	NA	0.43
35	221-051-50	Black Dennis S&Carol L Trs	D	Commercial/Industrial - East/West Stone	0.98

Table A.1: Detailed Creekside District Property Ownership (Cont.)

Map ID.	Assessor's Parcel Number (APN)	Owner	Develop-ment Status	Existing Land Use	Acres (Approx.)
36	221-051-53	Token Air U S A Inc	V	NA	3.02
37	221-051-54	Nongs Estates L L C	V	NA	2.18
38	221-051-06	Black Family Trust 11-05-82	D	Industrial - Plumbing / Rotor Service	0.91
39	221-051-44	Token Air U S A Inc	D	Commercial - North County Wine Company	1.01
40	221-051-56	Romero Family Trust B 03-16-93	V	NA	14.00
41	221-051-26	Mlsc Lp	D	Commercial - RV Storage	4.56
42	221-051-36	Bergquist Family Marital Trust 02-21-74 Et Al	D	Commercial - Pepper Tree Nursery	4.97
43	221-051-34	Carroll Charles F Tr	V	NA	1.73
44	221-051-33	Tho Nora Hung Mei Ling	D	Residential - Single Family Residence	0.29
45	221-051-24	Salim Rana&Zubaida	V	NA	4.94
46	221-051-32	Eubank James R&Vera P Family Qualified Non Exempt Martial Trust	V	NA	3.66
47	221-051-47	Galleria Vera Cruz L P	D	Commercial - Mini Mall	1.55
48	221-051-31	Eubank James R&Vera P Family Qualified Non Exempt Martial Trust	V	NA	3.70
49	221-051-46	First Interstate Bank Tr <Lf> Galleria Vera Cruz L P	D	Commercial - Wells Fargo Bank	0.60
50	221-051-38	Bcr&B Investments	D	Commercial/Industrial - Lumber Yard	2.90
51	221-051-21	Nichols James H	P	Residential - Single Family Residences (3)	6.57
52	221-061-56	Polis&Sons Inc	D	Commercial - Mini Mall/Circle K	0.88
53	221-061-55	Vera Cruz Management L L C	D	Industrial - J. Fletcher Creamer Construction Yard	0.91
54	221-061-57	Simac Construction Inc	V	NA	0.90
55	221-061-54	Vera Cruz Management L L C	V	NA	0.88
56	221-061-53	Vera Cruz Management L L C	V	NA	0.80
57	221-061-52	Vera Cruz Management L L C	V	NA	0.80

Table A.1: Detailed Creekside District Property Ownership (Cont.)

Map ID.	Assessor's Parcel Number (APN)	Owner	Develop-ment Status	Existing Land Use	Acres (Approx.)
58	221-061-58	A M F Bowling Centers Inc <Lf> Istar Bowling Centers Ii L P	D	Commercial - Plaza de Oro/Eagle Bowl	4.07
59	221-061-59	Ragin Linda Trust 10-04-84	D	Commercial - North County Times	0.75
60	221-061-29	Sanmarcos Boulevard Llc	D	Commercial - Restaurant	0.71
61	221-061-34	Elghanayan Doris	V	Storage	2.31
62	221-061-35	Kleege Robert B&Brenda F	D	Commercial - Mini Storage	1.73
63	221-061-22	Johnson Christopher S&Margo J	D	Commercial - Camelot Pub	0.31
64	221-061-23	Wilcox Family Trust 06-30-04 / Wilcox Robert&Dana C	D	Industrial - Outdoor Storage	0.31
65	221-061-50	Wilcox Family Trust 06-30-04 / Wilcox Robert&Dana C	D	Access Road	0.07
66	221-061-51	Ascend Realty Investments L L C	D	Residential -Single Family Residence	0.61
67	221-061-64	Lew Properties Inc	D	Industrial - North County Screw Machine Products	0.59
68	221-061-65	City Of San Marcos	V	NA	14.32
69	221-061-68	Sayed Nader	D	Industrial - Car Storage	0.14
70	221-061-61	Ferguson Family Revocable Trust	D	Residential - Single Family Residence	0.69
71	221-061-45	Royer-Cardinal Jocelyn	D	Residential - Single Family Residence	0.19
72	221-061-67	Sayed Nader	D	Residential - Single Family Residence	0.27
73	221-061-69	Wolf Carlton H Jr&Carole J Trust A 04-21-83 Et Al	D	Industrial - Kenny's Iron Works	1.42
74	221-061-47	Weber Richard	D	Residential - Single Family Residence	0.62
75	221-061-66	City Of San Marcos	V	NA	17.16
76	221-061-06	Hickel Walter H&Rebeca	D	Residential - Single Family Residence (2)	0.82
77	221-061-71	Target San Marcos L L C	D	Industrial - Fontana Steel	1.65
78	221-061-60	Hickel Walter H&Rebecca Trs	D	Commercial - Strip Mall	3.55
79	221-061-09	Nottingham Dorothy Family Trust 03-06-96	D	Industrial - Storage Lots / Construction Materials / Mobile Trailer	3.93

Table A.1: Detailed Creekside District Property Ownership (Cont.)

Map ID.	Assessor's Parcel Number (APN)	Owner	Develop-ment Status	Existing Land Use	Acres (Approx.)
80	221-061-10	Bent Street Management Inc	V	NA	0.71
81	219-270-60	Meissner Kenneth 2001 Trust 04-24-01	V	NA	0.55
82	219-270-22	Doan Larry&Laura C	D	Industrial - Stow It! Mini Storage	0.58
83	219-270-19	Sojo Properties L L C	D	Industrial - Lloyd Pest Control	0.59
84	219-270-20	Mason Donald&Joyce J	D	Industrial - Steel Contractor	0.60
85	219-270-03	Bellman Ben Tr	D	Industrial - Cart Mart Inc.	1.89
86	219-270-56	San Marcos Auto Center L L C	D	Commercial - Auto Repair & Jiffy Lube	2.40
87	219-270-13	City Of San Marcos	D	Industrial	0.99
88	219-270-34	Faust Avenue L L C	D	Industrial - Bent Street Business Park	2.91
89	219-270-58	San Marcos Pavilion L L C	D	Commercial - San Marcos Mall	0.58
90	219-270-12	Stanley John F&Janice Trs	V	NA	4.96
91	219-270-59	San Marcos Pavilion L L C	D	Commercial - San Marcos Mall	2.15
92	219-270-44	Selcer Jack E Family Trust 04-23-85	V	NA	2.58
93	219-270-57	Johnson Family Trust 06-04-82	D	Commercial - Jack-in-the-Box	0.61
94	219-270-41	Gimextech Co Inc	D	Commercial - Sherman Williams (vacant)	0.54
95	219-270-55	Trinity Capital Investments I L L C	V	NA	3.31
96	NA (officially right-of-way)	City Of San Marcos	V	NA	3.63
97	219-270-45	Selcer Jack E Family Trust 04-23-85	V	NA	0.52
98	220-170-40	City Of San Marcos	V	NA	15.72
99	220-170-11 (partial)	Ameco L L C	V	NA	1.18
100	220-181-44	City Of San Marcos	V	NA	0.26

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