

UNIVERSITY DISTRICT SPECIFIC PLAN

ATTACHMENT A

MATRIX OF PROPOSED AMENDMENTS TO THE UNIVERSITY DISTRICT SPECIFIC PLAN

(As of April 28, 2014)

Item to be updated by Applicant

Note: Rows highlighted in orange are errata items (e.g. figures, exhibits) that still need to be updated to reflect the proposed redline strikeout text included in the narrative of this Specific Plan Amendment. Proposed changes are noted in this Matrix (Attachment A) as well as in the redlined version of the Specific Plan (Attachment "B").

MATRIX LEGEND:

- **Comment Number:** For use in as an ID reference.
- **Page Number:** Page number per adopted Specific Plan.
- **Original Text:** Text as written in the adopted Specific Plan.
- **Proposed Text:** As proposed by the "Source" in underline and ~~strikeout~~ version from the original text.

Comment #	Page #	Original Text	Proposed Text
1	Cover	November 2009	<u>Updated May 2014</u> <u>Original November 2009</u>
2	Cover	[Logos]	[Updated with new RBF/Baker International logo]
3	Ack.	City Council Jim Desmond, Mayor Hal Martin, Vice Mayor Mike Preston Chris Orlando Rebecca Jones University District Task Force Jim Hernandez, Chair John Agamata Gary Cinnamon Kirk Effinger Betty Ferguson Steve Kildoo Michael McDonald John Nabors Dean Tilton Steve Wagner Matthew Ceppi, Alternate C.W. Tucker Lewis, Alternate Wenyuh Tsay, Alternate Thomas Vogel, Alternate Jamie Wetzel, Alternate Dennis Williams, Alternate Planning Commission Stephen Kildoo, Chair Dean Nelson Kevin Norris Bill Jacoby Jim Schaible Paul Vojtecky, Jr. Cindy Wedge Kristal Kritzer-Jabara, Alternate Bruce Minnery, Alternate Principal City Staff Paul Malone, City Manager Lydia Romero, Deputy City Manager	City Council Jim Desmond, Mayor Jack Griffin Hal Martin, Vice Mayor Mike Preston Chris Orlando <u>Kristal Jabara</u> Sharon Jenkins Rebecca Jones University District Task Force Jim Hernandez, Chair John Agamata Gary Cinnamon Kirk Effinger Betty Ferguson Steve Kildoo Michael McDonald John Nabors Dean Tilton Steve Wagner Matthew Ceppi, Alternate C.W. Tucker Lewis, Alternate Wenyuh Tsay, Alternate Thomas Vogel, Alternate Jamie Wetzel, Alternate Dennis Williams, Alternate Planning Commission <u>Eric Flodine</u> <u>Rod Jones</u> <u>Carl Maas</u> <u>Bruce Minnery</u> Stephen Kildoo, Chair Dean Nelson Kevin Norris Bill Jacoby, Alternate Jim Schaible, Alternate Paul Vojtecky, Jr. Cindy Wedge

Comment #	Page #	Original Text	Proposed Text
		<p>Jerry Backoff, Planning Division Director Mike Edwards, City Engineer Craig Sargent-Beach, Community Services Director San Marcos Unified School District Katherine Tanner, Facilities Planning & Development California State University, San Marcos Gary Cinnamon Brian Dawson Dora Knoblock Belinda Garcia</p> <p>Consultant Team RBF Consulting Project Management Amendment & Form Based Code (Primary Author) Traffic Analysis HDR Project Management Program Environmental Impact Report (PEIR) Safdie Rabines Architects Design Architect: Conceptual Plan Design Amendment & Form-Based Code (Co-Author) Spurlock Poirier Landscape Architects Landscape Architecture: Parks & Open Space Low-Impact Development (LID) Strategies Amendment & Form-Based Code (Co-Author) Nelson Nygaard Consulting Associates Parking Demand Management Transportation Demand Management (TDM) Stevens Cresto Engineering Civil Engineer: Grading & Utility Infrastructure Dexter Wilson Engineering Civil Engineer: Water & Sewer Studies</p>	<p>Kristal Kritzer-Jabara, Alternate Bruce Minnery, Alternate Principal City Staff Jack GriffinPaul Malone, City Manager Lydia Romero, Deputy City Manager Jerry Backoff, Planning Division Director Mike Edwards, City Engineer Buck MartinCraig Sargent-Beach, Community Services Director San Marcos Unified School District Katherine Tanner, Facilities Planning & Development California State University, San Marcos Gary Cinnamon Brian Dawson Dora Knoblock Belinda Garcia</p> <p>Consultant Team RBF Consulting, a Company of Michael Baker International Project Management Amendment & Form Based Code (Primary Author) Traffic Analysis Sofia Mitchell & AssociatesHDR Project Management AmendmentProgram Environmental Impact Report (APEIR) Safdie Rabines Architects Design Architect: Conceptual Plan Design Amendment & Form-Based Code (Co-Author) Spurlock Poirier Landscape Architects Landscape Architecture: Parks & Open Space Low-Impact Development (LID) Strategies Amendment & Form-Based Code (Co-Author) Nelson Nygaard Consulting Associates Parking Demand Management Transportation Demand Management (TDM) Stevens Cresto Engineering Civil Engineer: Grading & Utility Infrastructure Dexter Wilson Engineering Civil Engineer: Water & Sewer Studies</p>
4	TOC		[Update page numbers]

Comment #	Page #	Original Text	Proposed Text
** TO BE REVISED PRIOR TO FINAL			
5	I-4	Figure I.B: Heart of the City Specific Plan Area Map <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure] ** FIGURE TO BE UPDATED TO REFLECT UPDATED SPECIFIC PLAN BOUNDARIES AND LAND USES
6	I-7	Like University District, special attention was given to the Civic Center's design, especially in creating a seamless transition between indoor and outdoor spaces of City Hall. Emphasis was given to the placement of fountains, walking paths, gardens, landscaping, and public gathering plazas.	Similar to the Like University District, special attention was given to the Civic Center's design, especially in creating a seamless transition between indoor and outdoor spaces of City Hall. Emphasis was given to the placement of fountains, walking paths, gardens, landscaping, and public gathering plazas.
7	I-9	Figure I.E: Parcel Ownership Conceptual Plan Overlay <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
8	I-18	Though the entire District is zoned to be mixed-use, individual neighborhoods have an emphasis on residential uses (refer to Chapter III, Land Use Framework). These circulation system within the primarily residential neighborhoods have low design speeds (25 mph), and other traffic calming measures such as roundabouts to protect residents and visitors from traffic impacts.	Though the entire District is zoned to be mixed-use, individual neighborhoods have an emphasis on residential uses (refer to Chapter III, Land Use Framework). These circulation system within the primarily residential neighborhoods have low design speeds (25 mph), and other traffic calming measures such as roundabouts to protect residents and visitors from traffic impacts.
9	II-4	The variety, density, and compact design of land uses allow for the successful implementation of strategic Transportation Demand Management (TDM) solutions. These solutions support management options, such as "park-once" strategies, parking option incentives, car-pooling and transit-pass programs that make mass public transit more attractive and convenient. To further encourage alternate modes of travel, the Specific Plan identifies reduced parking requirements in target areas and provides for the establishment of a future intra-city shuttle system. These TDM solutions are more fully detailed in Chapter V.	The variety, density, and compact design of land uses allow for the successful implementation of strategic Transportation Demand Management (TDM) solutions. These solutions support management options, such as "park-once" strategies (<u>e.g., consolidated parking with walkable streets and paseos to encourage patrons to park once and then walk</u>), parking option incentives, car-pooling and transit-pass programs that make mass public transit more attractive and convenient. To further encourage alternate modes of travel, the Specific Plan identifies reduced parking requirements in target areas and provides for the establishment of a future intra-city shuttle system. These TDM solutions are more fully detailed in Chapter V.
10	II-12	<ul style="list-style-type: none"> All post-project run-off flow rates and durations shall not exceed pre-project run-off flow rates and durations per San Diego Countywide Standard Urban Storm Water Mitigation Plan. 	All post-project run-off flow rates and durations shall not exceed pre-project run-off flow rates and durations per San Diego Countywide Standard Urban Storm Water Mitigation Plan. <u>County of San Diego Guidelines for Determining Significance Hydrology.</u>
11	III-7	Figure III.D: Conceptual Land Use Illustrative <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
12	III-9	Figure III.E: Neighborhoods/Districts Illustrative	[Revised Figure]

Comment #	Page #	Original Text	Proposed Text
		<i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	
13	III-10	III.F: Commercial/Retail Core Enlarged Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
14	III-11	III.G: Commercial/Retail Core Perspective <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Cropped Figure]
15	III-12	<p>Immediately south of the Commercial/Retail Core, located primarily along Barham Drive, is the Student Housing Village. This neighborhood is organized around the main axis of Campus Way, which leads directly into the heart of the California State University San Marcos (CSUSM) campus. This area is intended to provide a range of housing types to serve the needs of the adjacent University. Each block in Student Housing Village is intersected by a north/south pedestrian paseo that provides more student-focused public open space.</p> <p>The predominant use is for student and faculty housing, with some ground floor commercial uses. Multi-story buildings fronting Barham Drive are planned in order to create a scale more appropriate to its street width.</p> <p>The Student Housing Village will be connected to the CSUSM campus by way of a signalized, enhanced grade-level crosswalk or pedestrian bridge over Barham Drive.</p>	<p>Immediately south of the Commercial/Retail Core, located primarily along Barham Drive east of Campus Way, is the Student Housing Village. This neighborhood is organized around the main axis of Campus Way, which leads directly into the heart of the California State University San Marcos (CSUSM) campus. This area is intended to provide a range of housing types to serve the needs of the adjacent University. Each block in Student Housing Village is intersected by a north/south pedestrian paseo that provides more student-focused public open space.</p> <p>The predominant use is for student and faculty housing, with some ground floor commercial uses. Multi-story buildings fronting Barham Drive are planned in order to create a scale more appropriate to its street width.</p> <p>The Student Housing Village will be connected to the CSUSM campus by way of a signalized, enhanced grade-level crosswalk or pedestrian bridge over Barham Drive.</p>
16	III-12	Figure III.H: Student Housing Village Enlarged Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
17	III-13	Figure III.I: Student Housing Village Perspective <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Cropped Figure]
18	III-14	III.J: Mixed-Use Center Enlarged Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
19	III-14	A pedestrian bridge crossing over Twin Oaks Valley Road will link the east and the west sides together. The bridge will connect both the second story levels of the land uses on either side of the street, in order to maintain a high level of activity on both sides. The bridge does not preclude pedestrians from using at grade crosswalks at the intersections of Twin Oaks Valley Road, Barham Drive, and Discovery Street.	A pedestrian bridge crossing over Twin Oaks Valley Road will link the east and the west sides together. The bridge will connect both the second story levels of the land uses on either side of the street, in order to maintain a high level of activity on both sides. The bridge does not preclude pedestrians from using at grade crosswalks at the intersections of Twin Oaks Valley Road, Barham Drive, and Discovery Street.

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20	III-15	Figure III.K: Mixed-Use Center Perspective <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Cropped Figure]
21	III-16	Figure III.L: Office Park District Enlarged Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure] [Figure III.L: Office/ <u>Commercial</u> Park District Enlarged Plan]
22	III-16	Office Park District The Office Park Neighborhood consists of the remainder of University District, primarily located along the State Route 78 frontage zones and in the far west portion of the District fronting the extension of Discovery Street. These neighborhoods are zoned for mixed-use but are primarily intended for high-intensity office uses. These areas may have more freeway-oriented building types that are not necessarily required to follow the established requirements for other pedestrian-friendly building types located elsewhere in the District, provided they are not fronting a street where pedestrian use is emphasized.	Office/ <u>Commercial</u> Park District] The Office/ <u>Commercial</u> District-Park Neighborhood consists of the remainder of University District, primarily located along the State Route 78 frontage zones and in the far west portion of the District fronting the extension of Discovery Street. These neighborhoods are zoned for mixed-use office/commercial but are primarily intended for high-intensity office uses. These areas may have more freeway-oriented building types that are not necessarily required to follow the established requirements for other pedestrian-friendly building types located elsewhere in the District, provided they are not fronting a street where pedestrian use is emphasized.
23	III-17	Figure III.M: Office Park District Perspective <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Cropped Figure] Figure III.M: Office/ <u>Commercial</u> Park District Perspective
24	III-18	This neighborhood also allows for a K-6 elementary school and park on a 10-acre site, with 8 net usable acres. More specifically, the school and park would be located immediately west of Knoll Park. While the school/park is not site-specific and will require further study, the City of San Marcos and Project Team Consultants have been working with the San Marcos School District to refine its possible location and to encourage join use of the park. Should the School District decide that the school facility is not needed, this area would revert to residential without need to amend this Specific Plan. While the City of San Marcos is continuing to grow, demand already exists for construction of an additional elementary school. The anticipated student population for the school would be between 800 to 850 students, some of whom may be residents of the University District project, once developed. Formal selection, acquisition and approval of an appropriate site will occur at the sole discretion of the San Marcos School District, and will be subject to site negotiation with the City of San Marcos.	This neighborhood also allows for a K-6 elementary school and park on a 10-acre site, with 8 net usable acres. More specifically, the school and park would be located immediately west of Knoll Park. While the school/ park is not site-specific and will require further study, the City of San Marcos and Project Team Consultants have been working with the San Marcos School District to refine its possible location and to encourage join use of the park. Should the School District decide that the school facility is not needed, this area would revert to residential without need to amend this Specific Plan. While the City of San Marcos is continuing to grow, demand already exists for construction of an additional elementary school. The anticipated student population for the school would be between 800 to 850 students, some of whom may be residents of the University District project, once developed. Formal selection, acquisition and approval of an appropriate site will occur at the sole discretion of the San Marcos School District, and will be subject to site negotiation with the City of San Marcos.
25	III-19	Figure III.N: Residential Neighborhood Enlarged Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]

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26	III-20	Figure III.O: Residential Neighborhood Perspective <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Cropped Figure]																																																																																																																																		
27	III-23	See Figures III.R/III.S: 3-D Perspectives of Vertical Lands Uses for clarification of use areas. If the K-6 elementary school/park is constructed, there will be no resulting decrease in the allowed number of Mixed-Use Residential dwelling units. The units that would have been constructed in the area of the potential school site will be absorbed into the residential dwelling units proposed elsewhere within the project boundary. Should the School District decide that the school facility is not needed, this area would revert to residential without need to amend this Specific Plan.	See Figures III.R/ III.S : 3-D Perspectives of Vertical Lands Uses for clarification of use areas. If the K-6 elementary school/ park is constructed, there will be no resulting decrease in the allowed number of Mixed-Use Residential dwelling units. The units that would have been constructed in the area of the potential school site will be absorbed into the residential dwelling units proposed elsewhere within the project boundary. Should the School District decide that the school facility is not needed, this area would revert to residential without need to amend this Specific Plan.																																																																																																																																		
28	III-23	Table III.A: Land Use Statistical Summary <table><tr><th colspan="5">Table III.A: Land Use Statistical Summary</th></tr><tr><th>Land Use Description</th><th>Unit Type</th><th>West Side</th><th>East Side</th><th>Total</th></tr><tr><td>Mixed-Use Residential</td><td>Units</td><td>1,800</td><td>800</td><td>2,600</td></tr><tr><td>Student Housing</td><td>Units</td><td>0</td><td>800</td><td>800</td></tr><tr><td>Hotel</td><td>Rooms</td><td>250</td><td>200</td><td>450</td></tr><tr><td>General Office</td><td>SF</td><td>500,000</td><td>138,000</td><td>638,000</td></tr><tr><td>Medical Office</td><td>SF</td><td>150,000</td><td>150,000</td><td>300,000</td></tr><tr><td>Mixed-Use Retail/Commercial</td><td>SF</td><td>410,000</td><td>590,000</td><td>1,000,000</td></tr><tr><td>Civic/Community</td><td>SF</td><td>30,000</td><td>0</td><td>30,000</td></tr><tr><td>Parks/Urban Open Space</td><td>Acres</td><td>20.25</td><td>5.08</td><td>25.33</td></tr><tr><td>Urban Trails/Paths</td><td>Miles</td><td>1.38</td><td>0</td><td>1.38</td></tr><tr><td>Habitat Preservation</td><td>Acres</td><td>15.10</td><td>0</td><td>15.10</td></tr><tr><td>Public Streets *</td><td>Acres</td><td>17.96</td><td>8.78</td><td>26.74</td></tr></table>	Table III.A: Land Use Statistical Summary					Land Use Description	Unit Type	West Side	East Side	Total	Mixed-Use Residential	Units	1,800	800	2,600	Student Housing	Units	0	800	800	Hotel	Rooms	250	200	450	General Office	SF	500,000	138,000	638,000	Medical Office	SF	150,000	150,000	300,000	Mixed-Use Retail/Commercial	SF	410,000	590,000	1,000,000	Civic/Community	SF	30,000	0	30,000	Parks/Urban Open Space	Acres	20.25	5.08	25.33	Urban Trails/Paths	Miles	1.38	0	1.38	Habitat Preservation	Acres	15.10	0	15.10	Public Streets *	Acres	17.96	8.78	26.74	Table III.A: Land Use Statistical Summary <table><tr><th colspan="5">Table III.A: Land Use Statistical Summary</th></tr><tr><th>Land Use Description</th><th>Unit Type</th><th>West Side</th><th>East Side</th><th>Tot</th></tr><tr><td>Mixed-Use Residential</td><td>Units</td><td>2,0701,800</td><td>530800</td><td></td></tr><tr><td>Student Housing</td><td>Units</td><td>0</td><td>800</td><td></td></tr><tr><td>Hotel</td><td>Rooms</td><td>200250</td><td>250200</td><td></td></tr><tr><td>General Office</td><td>SF</td><td>452,000500,000</td><td>200,000138,000</td><td>638,000</td></tr><tr><td>Medical Office</td><td>SF</td><td>200,000150,000</td><td>100150,000</td><td>300,000</td></tr><tr><td>Mixed-Use Retail/Commercial</td><td>SF</td><td>100,000410,000</td><td>600590,000</td><td>7001,000,000</td></tr><tr><td>Civic/Community</td><td>SF</td><td>30,000</td><td>0</td><td>30,000</td></tr><tr><td>Parks/Urban Open Space</td><td>Acres</td><td>2025</td><td>508</td><td></td></tr><tr><td>Urban Trails/Paths</td><td>Miles</td><td>1.38</td><td>0</td><td>1.38</td></tr><tr><td>Habitat Preservation</td><td>Acres</td><td>15.10</td><td>0</td><td>15.10</td></tr><tr><td>Public Streets *</td><td>Acres</td><td>1517.96</td><td>108.78</td><td>26.74</td></tr></table>	Table III.A: Land Use Statistical Summary					Land Use Description	Unit Type	West Side	East Side	Tot	Mixed-Use Residential	Units	2,070 1,800	530 800		Student Housing	Units	0	800		Hotel	Rooms	200 250	250 200		General Office	SF	452,000 500,000	200,000 138,000	638,000	Medical Office	SF	200,000 150,000	100 150,000	300,000	Mixed-Use Retail/Commercial	SF	100,000 410,000	600 590,000	700 1,000,000	Civic/Community	SF	30,000	0	30,000	Parks/Urban Open Space	Acres	20 25	5 08		Urban Trails/Paths	Miles	1.38	0	1.38	Habitat Preservation	Acres	15.10	0	15.10	Public Streets *	Acres	15 17.96	10 8.78	26.74
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29	III-24	Figure III.R: 3-D Perspective of Vertical Land Uses (West Side) <i>Refer to attached redlined Specific Plan for original figure.</i>	[Figure and Page Deleted] ** FIGURE TO BE UPDATED TO REFLECT REVISED BUILDING AND STREET CONFIGURATIONS																																																																																																																																		
30	III-25	Figure III.S: 3-D Perspective of Vertical Land Uses (East Side) <i>Refer to attached redlined Specific Plan for original figure.</i>	[Figure Revised and Renumbered] Figure III. RS : 3-D Perspective of Vertical Land Uses (East Side) ** FIGURE TO BE UPDATED TO REFLECT REVISED BUILDING AND STREET CONFIGURATIONS																																																																																																																																		
31	III-26	Student Housing The University District includes 800 Student Housing units. The Student Housing units are generally located along Barham Drive immediately	Student Housing The University District includes 800 Student Housing units. The Student Housing units are generally located along Barham Drive east of Campus																																																																																																																																		

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		across from the CSUSM campus, but may be spread throughout other areas of the Specific Plan.	<u>Way</u> immediately across from the CSUSM campus, but may be spread throughout other areas of the Specific Plan <u>as described in Section VI, the Form-Based Code.</u>
32	III-27	Mixed-Use Retail/Commercial The University District includes 1,000,000 square feet of Mixed-Use Retail and Commercial uses throughout the project area. A live/work/play urban commercial center with retail, restaurants and entertainment is anticipated along the main street corridor on the east side of Twin Oaks Valley Road. On the west side of Twin Oaks Valley Road near the intersection of Twin Oaks Valley Road and Discovery/Barham, a commercial center emphasizing dining, entertainment, hotel, and high density housing is planned. Small neighborhood-serving commercial uses are spread throughout the Specific Plan area.	Mixed-Use Retail/Commercial The University District includes 1,000,000 <u>700,000</u> square feet of Mixed-Use Retail and Commercial uses throughout the project area. A live/work/play urban commercial center with retail, restaurants and entertainment is anticipated along the main street corridor on the east side of Twin Oaks Valley Road. On the west side of Twin Oaks Valley Road near the intersection of Twin Oaks Valley Road and Discovery/Barham, a commercial center emphasizing dining, entertainment, hotel, and high density housing is planned. Small neighborhood-serving commercial uses are spread throughout the Specific Plan area.
33	III-28	The San Marcos School District requires approximately eight (8) to ten (10) acres of usable land for an elementary school/park, and has other State-guided regulations pertaining to site access, school bus drop-off zones, parent/child loading and unloading zones, fencing and proximity to adjacent thoroughfares. While the City of San Marcos population continues to grow, demand already exists for construction of an additional elementary school. The anticipated student population for the school would be between 800 to 850 students, some of whom may be residents of the University District project, once developed.	The San Marcos School District requires approximately eight (8) to ten (10) acres of usable land for an elementary school/ park , and has other State-guided regulations pertaining to site access, school bus drop-off zones, parent/child loading and unloading zones, fencing and proximity to adjacent thoroughfares. While the City of San Marcos population continues to grow, demand already exists for construction of an additional elementary school. The anticipated student population for the school would be between 800 to 850 students, some of whom may be residents of the University District project, once developed.
34	IV-2	Refer to the Figure IV.A: Parks, Plazas and Open Space Plan for the location of all proposed public and private parks, public gathering plazas, as well as preserved natural open spaces. Also included are brief descriptions, conceptual photos and perspective views illustrating the character and design intent for the public parks, plazas and open space areas within the University District.	Refer to the Figure IV.A: Parks, Plazas and Open Space Plan for the <u>conceptual</u> location of all proposed public and private parks, public gathering plazas, as well as preserved natural open spaces. <u>Actual locations and sizes will be determined at the time of project-level site design.</u> Also included are brief descriptions, conceptual photos and perspective views illustrating the character and design intent for the public parks, plazas and open space areas within the University District.
35	IV-3	Figure IV.A: Parks, Plazas and Open Space Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
36	IV-4	East Urban Plaza The East Urban Plaza is envisioned as the commercial and urban heart of the community. The plaza provides valuable, flexible, publicly accessible open space that is large enough to accommodate a wide range of activities, including farmer's markets, people-watching, and public performances and festivals. Lined with retail storefronts along two of its faces, the plaza extends light commercial activities such as cafes and retail displays into the public realm, creating a vibrant hub for the	East Urban <u>Plazas</u> The East Urban <u>Plazas</u> are envisioned as the commercial and urban heart of the community. The plaza provides valuable, flexible, publicly accessible open space that is large enough to accommodate a wide range of activities, including farmer's markets, people-watching, and public performances and festivals. Lined with retail storefronts along two of its faces; <u>Located in a mixed-use neighborhood,</u> the plaza extends light commercial activities such as cafes and retail displays into the public realm, creating a vibrant hub for

Comment #	Page #	Original Text	Proposed Text
		<p>District.</p> <p>Refer to Figure IV.B: East Urban Plaza Perspective or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p> <p>FIGURE IV.B: East Urban Plaza Perspective</p>	<p>the District. <u>As part of an alternative Special Mixed-Use Adaptive Reuse Area, where existing buildings may be adaptively re-used, and new buildings reflecting vernacular industrial architecture are incorporated, the plaza extends the indoor-outdoor experience in this special area.</u></p> <p>Refer to Figure IV.B: East Urban Plaza Perspective or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p> <p>FIGURE IV.B: East Urban Plaza Perspective</p>
37	IV-5	<p>East Paseos</p> <p>The East Paseos are located within the Student Housing Village along Barham Drive and feature a variety of shaded informal gathering and seating areas in a garden-like setting. They provide strong pedestrian connections for students, faculty and other visitors from California State University San Marcos (CSUSM) into the Commercial/Retail Core of University District.</p>	<p>East Paseos <u>and Mini Plazas</u></p> <p>The East Paseos are located within the Student Housing Village along Barham Drive <u>east of Campus Way</u> and <u>other areas to feature a variety of shaded informal gathering and seating areas in a garden-like setting.</u> They provide strong pedestrian connections for students, faculty and other visitors from California State University San Marcos (CSUSM) into the Commercial/Retail Core of University District. <u>Paseos and mini plazas feature landscaped walkways and informal seating areas.</u></p>
38	IV-6	<p>East Green</p> <p>This triangular-shaped green space is located in the northern portion of the Commercial/Retail Core of University District, and provides an important opportunity to combine a sizeable bio-retention facility with a flexible recreational space for residents. The green is large enough for informal activities and also serves as a landscaped buffer between the District and other existing commercial uses to the north.</p> <p>Refer to Figure IV.D: East Green Enlarged Plan or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p>	<p>This triangular-shaped green space is located in the northern portion of the Commercial/Retail Core of University District, and <u>The East Green provides publicly accessible green space and informal recreational opportunities in the mixed-use and office/commercial area, just north of the Adaptive Reuse Area. The East Green will be linked to a paseo network which will provide access to Barham Drive and other areas within the University District. The East Green provides an important opportunity to combine a sizeable bio-retention facility with a flexible recreational space for residents. The green is large enough for informal activities and also serves as a landscaped buffer between the District and other existing commercial uses to the north.</u></p> <p>Refer to Figure IV.D: East Green Enlarged Plan or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p>
39	IV-6	<p>Figure IV.D: East Green Enlarged Plan</p> <p><i>Refer to attached redlined Specific Plan for original/proposed figures and new imagery.</i></p>	<p>[Figure Revised] [Additional Imagery Included]</p> <p>** FIGURE TO BE UPDATED TO REFLECT REVISED LOCATION/CONFIGURATION</p>
40	IV-7	Twin Oaks Plaza (East)	Twin Oaks Plaza (East)

Comment #	Page #	Original Text	Proposed Text
		This urban plaza is located at the corner of Twin Oaks Valley Road and Barham Drive, and is the highly-visible forecourt of the corner development. It also functions as an important access node for the pedestrian bridge that links both the west and east sides of University District. Given its prominent location, together with the plaza on the west side of Twin Oaks Valley Road, it serves as one of the major gateways into the project area.	This urban plaza is located at the <u>northeast</u> corner of Twin Oaks Valley Road and Barham Drive, and is the highly-visible forecourt of the corner development. It also functions as an important access node for the pedestrian bridge that links both the west and east sides of University District. Given its prominent location, together with the plaza on the west side of Twin Oaks Valley Road, it serves as one of the major gateways into the project area. <u>Landscaping, a monument sign, art work, water feature, or architecturally significant building element would distinguish this corner plaza.</u>
41	IV-7	Figure IV.E: Twin Oaks Plaza (East) Enlarged Plan <i>Refer to attached redlined Specific Plan for original figure and new imagery.</i>	[Figure Revised] [Additional Imagery Included]
42	IV-8	Twin Oaks Plaza (West) University District. The space ascends from intersection of Twin Oaks Valley Road and Barham Drive to the traffic circle at the intersection of the Residential Avenue and the Spine Street. The plazas and paseos are lined with retail and commercial frontages creating a vibrant urban space. It includes a cascading series of lushly planted sloped promenades, staircases, seating areas and mini-plazas that lead to a larger plaza at the intersection of Twin Oaks Valley Road and Discovery Street and the pedestrian bridge that crosses Twin Oaks Valley Road. In concert with Twin Oaks Valley East Plaza, it forms the southern gateway to the District. Refer to Figure IV.F: Twin Oaks Plaza (West) Perspective or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.	Twin Oaks West Plazas and Paseos (West) University District. The space ascends from intersection of Twin Oaks Valley Road and Barham Drive to the traffic circle at the intersection of the Residential Avenue and the Spine Street. The plazas and paseos are lined with retail and commercial frontages creating a vibrant urban space. It includes a cascading series of lushly planted sloped promenades, staircases, seating areas and mini-plazas that lead to a larger plaza at the intersection of Twin Oaks Valley Road and Discovery Street and the pedestrian bridge that crosses Twin Oaks Valley Road. These urban plazas and paseos are located north and west of the Twin Oaks Valley Road and Discovery Street/Barham Drive intersection. The primary purpose of these plazas and paseos is to provide strong pedestrian connectivity across Twin Oaks Valley Road and to mixed-use development on either side of the street. In concert with Twin Oaks Valley East Plaza, these plazas and paseos form the southern gateway to the District and serve to anchor the bridge across Twin Oaks Valley Road. Landscaping, monument signage, artwork, water features, or architecturally significant building elements would distinguish these plazas and paseos, including at the northwest corner of the Twin Oaks Valley Road and Discovery Street/Barham Road intersection. Refer to Figure IV.F: Twin Oaks Plaza (West) Perspective or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.
43	IV-8	Figure IV.F: Twin Oaks Plaza (West) Perspective or <i>Refer to attached redlined Specific Plan for original figure and new imagery.</i>	[Figure Deleted] [Additional Imagery Included]
44	IV-9	Knoll Park and Trail The general landform in this area will be preserved as an iconic natural	Knoll Park and Trail <u>Neighborhood Greens</u> The general landform in this area will be preserved as an iconic natural

Comment #	Page #	Original Text	Proposed Text
		<p>granite formation, the knoll rising nearly 70 feet above the adjacent streets. An approximately 1 acre portion will be graded to accommodate active uses. Tucked into the northwestern edge of the knoll is the community building and recreation facility. This privately-owned and operated space will serve the surrounding University District residential neighborhood, providing a communal and recreational core for the district. The Knoll Park also includes a boulder scrambling field that is reached by maintained hiking trails, as well as a basketball court, picnic areas, playground areas and an observation point at the top of the formation, which is reached by an accessible walking path.</p> <p>FIGURE IV.G: Knoll Park and Trail Perspective</p>	<p>granite formation, the knoll rising nearly 70 feet above the adjacent streets, <u>surrounded on the west and north by neighborhood greens.</u> An approximately 1 acre portion will be graded to accommodate active uses. Tucked into the northwestern edge of the knoll is the community building and recreation facility. This privately-owned and operated space<u>building</u> will serve the surrounding University District residential neighborhood, providing a communal and recreational core for the district. The Knoll Park <u>and Neighborhood Greens will provide natural parkland and graded areas for usable, active and passive recreation serving the District.</u> In addition to <u>the community center, park features may include</u> also includes a boulder scrambling field that is reached by maintained hiking trails, as well as a basketball court, <u>tennis/pickle ball courts,</u> picnic areas, <u>tot lots,</u> playground areas, <u>multi-purpose field, skateboard park, restrooms, downhill mountain bike path</u> and an observation point at the top of the formation, which is reached by an accessible walking path.</p> <p>Refer to Figure IV.G<u>F</u>: Knoll Park and Trail Perspective or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p> <p>FIGURE IV.G<u>F</u>: Knoll Park and Trail Perspective</p>
45	IV-10	<p>South Neighborhood Green</p> <p>Located north of Knoll Park, the South Neighborhood Green park is bound by streets on all sides and serves as a continuation of the Knoll open space amenities. The South Neighborhood Green is centrally-located and creates a symbolic grassy heart in the west half of University District. A strolling path traverses the park from south to north, providing a primary pedestrian link from the Knoll Park to the streets and Creek Side Trail further north. The South Neighborhood Green contains an open play area, native tree groves, shaded picnic area, and a playground and tot-lot. This community space is to be visually integrated into the North Neighborhood Green and Knoll Park and designed to appear as part of a continuous park.</p> <p>Refer to Figure IV.H: South Neighborhood Green Enlarged Plan or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p> <p>Figure IV.H: South Neighborhood Green Enlarged Plan</p> <p><i>Refer to attached redlined Specific Plan for original figure.</i></p>	<p>[Page and Figure Deleted]</p>

Comment #	Page #	Original Text	Proposed Text
46	IV-11	<p>North Neighborhood Green</p> <p>The North Neighborhood Green park is bound by streets on all sides and forms a visually significant iconic park at the north entry along the west side of University District. Pedestrians enter the park along its southern edge, and a strolling path winds through a grove of canopy trees punctuated with small seating and gathering areas. Plantings should be mature and convey a connection to the native plantings and rock formations of Knoll Park to the south.</p> <p>Refer to Figure IV.I: North Neighborhood Green Enlarged Plan or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p> <p>Figure IV.I: North Neighborhood Green Enlarged Plan</p> <p><i>Refer to attached redlined Specific Plan for original figure.</i></p>	[Page and Figure Deleted]
47	IV-12	<p>Creek Trail at Pedestrian Bridge, West Creek Park, and East Creek Park</p> <p>The Creek Trail, West Creek Park, and East Creek Park provide an important link to the extensive multi-use trail system throughout San Marcos. At its east end it connects to the proposed Grand Avenue Bridge multi-use trail leading to the north and planned Creek District Promenade as well as to the Discovery Street Trail along the south side of the Creek. This trail is located within a 40 foot wide linear greenway that threads its way between residential development to the south and San Marcos Creek to the north, linking at its west end to the pedestrian trail at the proposed State Route 78 flyover bridge as well as to the recreational heart of the University District. A series of plazas, mini-parks and portals connect the trail to the University District pedestrian network.</p> <p>Refer to Figure IV.J: Creek Trail Pedestrian Bridge Cross Section or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p> <p>Figure IV.J: Creek Trail Pedestrian Bridge Cross Section</p>	<p>Creek Trail at Pedestrian Bridge, West Creek Park, and East Creek Park</p> <p>The Creek Trail, West Creek Park, and East Creek Park provide an important link to the extensive multi-use trail system throughout San Marcos. At its east end it connects to the proposed Grand Avenue Bridge multi-use trail leading to the north and planned Creek District Promenade as well as to the Discovery Street Trail along the south side of the Creek. This trail is located within a 40 foot wide linear greenway that threads its way between residential development to the south and San Marcos Creek to the north, linking at its west end to the pedestrian trail <u>walkways</u> at the proposed State Route 78 flyover bridge as well as to the recreational heart of the University District. A series of plazas, mini-parks and portals connect the <u>The trail is connected</u> to the University District pedestrian network.</p> <p>Refer to Figure IV.J: Creek Trail Pedestrian Bridge Cross Section or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p> <p>Figure IV.J: Creek Trail Pedestrian Bridge Cross Section</p>
48	IV-13	<p>A nearly 5,000 foot-long boardwalk trail is proposed for the large open space area located at the far west end of University District, closer to Grand Avenue. The elevated boardwalk traverses the San Marcos wetlands, with pull-off seating areas, interpretive signage, as well as connections to the Discovery Street Trail at its east and west ends.</p> <p>Refer to Figure IV.K: Wetland Trail and Open Space Enlarged Plan or</p>	<p>A nearly 5,000 foot-long boardwalk trail is proposed for the large open space area located at the far west end of University District, closer to Grand Avenue. The elevated boardwalk traverses the San Marcos wetlands, with pull-off seating areas, interpretive signage, as well as connections to the Discovery Street Trail at its east and west ends. <u>Graded slopes are not allowed within the mitigation areas.</u></p>

Comment #	Page #	Original Text	Proposed Text
		<p>Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p> <p>Figure IV.K: Wetland Trail and Open Space Enlarged Plan</p>	<p>Refer to Figure IV.<u>FK</u>: Wetland Trail and Open Space Enlarged Plan or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p> <p>Figure IV.<u>HK</u>: Wetland Trail and Open Space Enlarged Plan</p>
49	IV-14	<p>Residential Model Block</p> <p>The residential model block represents an area within the University District, which utilizes a wide range of landscape and other Low-Impact Development (LID) options within the streetscape. Street tree canopies provide shade and visual interest, wide flow through planters buffer pedestrians walking on the sidewalk from automobiles in the street, front porch entries are bordered by shrubs to signify the transitional space between the public and private rights-of-way, and street corners are designed with highly landscaped plazas for residents and/or visitors to gather throughout various times of the day.</p> <p>Refer to Figure IV.L: Residential Model Block Perspective or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</p>	<p>Residential Model Block and West Residential Amenities</p> <p>The residential model block represents an area within the University District, which utilizes a wide range of landscape and other Low-Impact Development (LID) options within the streetscape. Street tree canopies provide shade and visual interest, wide flow through <u>inverted medians</u> planters buffer pedestrians walking on the sidewalk from automobiles in the street, front porch entries are bordered by shrubs to signify the transitional space between the public and private rights-of-way, and street corners are designed with highly landscaped plazas for residents and/or visitors to gather throughout various times of the day. In addition to the Residential Model Block are the West Residential Amenities, which consist of public and private common space.</p> <p><u>Public common open space consists of passive green space, active recreational amenities, open flexible fields, tot lots, seating areas, picnic areas, community gardens, or other passive or active outdoor areas. The public common open space may be provided as one large area or a series of smaller areas spread throughout the residential areas west of Twin Oaks Valley Road.</u></p> <p><u>Private common usable space provides private, easily accessible, and neighborhood-scaled recreational and passive areas for residents. These spaces include passive green space, active recreational amenities, open flexible fields, tot lots, seating areas, picnic areas, community gardens, or other passive or active outdoor areas. Also included are courtyard areas and interior spaces, including fitness centers, entertainment rooms, and other private common indoor uses. Leasing offices, common mailrooms, and other similar uses do not count toward private common usable spaces. Private common open space is required for all residential units constructed on the west side of Twin Oaks Valley Road.</u></p> <p><u>These public and private common areas requirements are in addition to private usable open space required for each unit, as specified in Section VI, the Form-Based Code. Actual locations for public and private common spaces will be determined during project-level site design, and may be</u></p>

Comment #	Page #	Original Text	Proposed Text
			<p><u>consolidated among several developments to provide larger, centralized amenities. Parking is not required for these neighborhood amenities as they are intended to serve the local neighborhood, are within walking distance of many residences, and could utilize on-street parking, where provided.</u></p> <p><u>Refer to Figure IV.L: Residential Model Block Perspective or Section VI.5 – Public Park and Gathering Space Standards in the Form-Based Code for more detailed information.</u></p>
50	IV-14	Figure IV.L: Residential Model Block Perspective <i>Refer to attached redlined Specific Plan for original figure.</i>	[Figure Moved and Removed Numbering]
51	IV-15 to IV-17	Table IV.A: Open Space Statistical Summary	

Table IV.A: Open Space Statistical Summary					
Type	Name	Size (Acres)	Proposed Program	Linkages	Location
Urban Plazas	East Urban Plaza s	2.09 2.01	Market, special event and performance spaces, café and public gathering areas, public art/ water feature	Connects to east side paseos, University residential courtyards and <i>University District</i> bike and pedestrian paths	East
	Twin Oaks Plaza (East)	0.73 0.25	Urban hardscape plaza, seating and gathering areas, iconic grove, major project gateway, public art/water feature/ monument	Connects to Twin Oaks and Barham urban trails and pedestrian bridge across Twin Oaks and commercial/retail core	East
	East Paseos and Mini Plazas	0.43 1.79	Plazas, seating areas, chess/checkers tables, public art/ water feature, cafes, stroll garden	Connects to Barham urban trail, East Urban Plaza s , University residential courtyards and <i>University District</i> bike and pedestrian paths	East
	South Mini Plazas	0.13	Public seating and café areas with special emphasis on University related programs and users	Connects to Barham urban trail and internal University District bike and pedestrian paths	East
	Twin Oaks West Plazas and Paseos (West)	1.91 0.45	Terraced plazas and gardens, seating, special event and gathering areas, major Urban hardscape plaza, project gateway, public art/water feature/ monument, seating areas, public gardens, café areas.	Connects to Twin Oaks and <i>Discovery Barham</i> urban trails, residential areas, and pedestrian bridge across Twin Oaks and internal University District bike and pedestrian paths <u>Connects to internal University District bike and pedestrian paths and Twin Oaks plaza West</u>	West
	West Paseos	1.84	Plazas, seating areas, public gardens, café areas	Connects to internal University District bike and pedestrian paths and Twin Oaks plaza West	West
	West Mini Plaza	0.27	Seating and café zone with special emphasis on office park related program and users	Connects to internal University District bike and pedestrian paths	West
	Green Link Plazas	0.26	Seating and gathering area with special emphasis on residential and mixed-use program and users	Connects to Green streets and links, internal University District bike and pedestrian paths	West
	Total Urban Plazas	7.96 4.5	Acres		

Comment #	Page #	Original Text	Proposed Text				
		Table IV.A: Open Space Statistical Summary (Continued)					
		Type	Name	Size (Acres)	Description	Linkages	Location
		Urban Parks	Knoll Park <u>and Neighborhood Greens</u>	9.32 16	Community Center, playground, basketball court climbing/ adventure play areas, hiking trail, Disc golf , open field/play space, picnic areas, overlook, interpretive signage	Pedestrian bridge across Barham Drive to Discovery Hills trails <u>Primary park amenity accessible through pedestrian walkways</u>	West
			North Neighborhood Green	1.1	Stroll gardens, seating areas, community gathering space, iconic grove and neighborhood gateway, public art/water feature	Connects to Creekside trail and internal University District bike and pedestrian paths	West
			South Neighborhood Green	1.77	Open field/play space, shaded picnic areas		West
			East Creek Park	1.79 0.5	Fitness stations, sports courts, rest areas, open field/play space	Connects to Creekside trail, proposed 78 flyover bridge urban trails and internal <i>University District</i> bike and pedestrian paths	West
			Mid Creek Park	0.44	Public seating and gathering area; community garden; riparian overlook and bridge	Connects to Creekside trail and internal University District bike and pedestrian paths	West
			West Creek Park	1.55 1.63	Dog park, open field/play space, playground/ tot-lot, shaded seating areas	Connects to Grand Avenue urban trail, Creekside trail and internal <i>University District</i> bike and pedestrian paths	West
			East Green	1.41	Open field/play space, playground/ tot-lot, shaded picnic and gathering area	Connects to internal <i>University District</i> bike and pedestrian paths	East
			<u>West Residential Amenities</u>	<u>2</u>	<u>Common usable open space consisting of green space, tot lots, community gardens, picnic areas, seating areas or other active or passive amenities</u>	<u>Connects to local <i>University District</i> neighborhoods through pedestrian paths</u>	<u>West</u>
			Total Urban Parks	17.37 21.13	Acres		
		Total Parks and Plazas		25.33 25.63	Acres		

Comment #	Page #	Original Text	Proposed Text				
		Table IV.A: Open Space Statistical Summary (Continued)					
		Type	Name	Length	Proposed Program	Linkages	Location
		Trails and Paths	Wetland Trail	0.20	Boardwalk trail with shaded rest areas and interpretive displays	Connects to Grand Avenue and Discovery Street urban trails	West
			Creek Side Trail	0.54	Soft surface multi-use trail with picnic and rest areas and fitness circuit	Connects to Grand Avenue and proposed 78 flyover bridge urban trails and internal University District bike and pedestrian paths	West
			Green Links	0.3	Publicly accessible passages to Creekside trail system	Connects to Creekside trail and internal University District bike and pedestrian paths	West
			Green Streets	0.34	Widened sidewalks adjacent to bio-swales and mini-plazas	Connects to Green links and internal University District bike and pedestrian paths	West
		Total Trails and Paths		1.38	Miles		
52	IV-18	Figure IV.M: Landscape Zones Diagram <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Figure Revised and Renumbered] Figure IV. IM : Landscape Zones Diagram				

Comment #	Page #	Original Text	Proposed Text								
53	IV-20	Table IV.B: Conceptual Plant Palette – Perennials									

Comment #	Page #	Original Text	Proposed Text							
54	IV-21	Table IV.C: Conceptual Plant Palette – Shrubs / Groundcovers								

Comment #	Page #	Original Text	Proposed Text								
55	IV-22	Table IV.D: Conceptual Plant Palette – Trees									
			Open space	Rustic	Neighborhood Green	Urban	Parking Lots	Street Tree	Accent Tree	CA Native	
		Botanic name	Common Name		Notable Features						
		<i>Alnus rhombifolia</i>	White Alder	•	•					•	Deciduous shade tree; Fast-growing; Riparian
		<i>Arbutus 'Marina'</i>	Marina Strawberry Tree		•	•		•			Evergreen canopy tree, Flowering; Ornamental bark
		<i>Arbutus unedo</i>	Strawberry Tree		•	•			•		Evergreen canopy tree, Flowering; Fruiting
		<i>Callistemon viminalis</i>	Weeping Bottlebrush		•	•		•	•		Evergreen canopy tree, Flowering
		<i>Cassia leptophylla</i>	Gold Medallion Tree		•	•		•	•		Evergreen canopy tree, Flowering
		<i>Cercis canadensis</i>									
		'Oklahoma'	Oklahoma Redbud		•	•	•		•		Deciduous canopy tree; flowering
		<i>Chitalpa tashkentensis</i>	Chitalpa			•	•		•		Deciduous canopy tree; flowering; Crossbred variety
		<i>Hesperocyparis forbesii</i>	Tecate Cypress		•	•	•			•	Evergreen coniferous tree
		<i>Jacaranda mimosifolia</i>	Jacaranda			•	•		•		Briefly deciduous canopy tree; flowering
		<i>Lagerstroemia 'Muskogee'</i>	Lavender Crape Myrtle			•	•	•	•		Deciduous canopy tree; flowering
		<i>Magnolia grandiflora</i>	Southern Magnolia			•	•		•		Evergreen shade tree; Flowering
		<i>Quercus agrifolia</i>	Coast Live Oak	•	•	•				•	Evergreen shade tree
		<i>Quercus ilex</i>	Holly Leaf Oak	•	•	•		•			Evergreen shade tree
		<i>Quercus suber</i>	Cork Oak			•	•	•	•		Drought tolerant; broad leaf evergreen
		<i>Olea europaea 'Swan Hill'</i>	Fruitless Olive			•	•	•			Evergreen canopy tree; Fruitless variety
		<i>Phoenix dactylifera</i>	Date Palm			☐	•	•	•		Vertical accent palm; Dramatic silhouette
		<i>Pinus halepensis</i>	Aleppo Pine			•	•	•			Drought-tolerant; coniferous evergreen
		<i>Pinus pinea</i>	Italian Stone Pine			•		•	•		Evergreen coniferous tree
		<i>Platanus racemosa</i>	California Sycamore	•	•	•	•	•	•	•	Deciduous, ornamental bark
		<i>Populus fremontii</i>	Western Cottonwood	•	•						Deciduous, seasonal interest, riparian
		<i>Rhus lancea</i>	African Sumac		•	•	•	•			Evergreen canopy tree
		<i>Salix gooddingii</i>	San Joaquin Willow	•							Deciduous canopy or multi-trunk tree; Riparian
		<i>Schinus molle</i>	California Pepper		•	•	•	•			Evergreen shade tree; Weeping form
		<i>Syagrus romanzoffianum</i>	Queen Palm				•		•		Vertical accent palm; Loose, flowing fronds
		<i>Tipuana tipu</i>	Tipu Tree	-	-	•	•	•			Deciduous shade tree; Flowering
		<i>Ulmus parvifolia</i>	Chinese Elm			•	•	•			Briefly deciduous shade tree
		<i>Washingtonia filifera</i>	California Fan Palm			•	•		•	•	Vertical accent palm; Bold silhouette
56	IV-23	The University District conceptual plan has been designed to integrate a	The University District conceptual plan has been designed to integrate a								

Comment #	Page #	Original Text	Proposed Text
	to IV-24	<p>wide array of LID strategies, within nearly every portion of the project site with the goal of demonstrating how storm water run-off can be reduced in compliance with San Diego County's Draft Standard Urban Storm water Mitigation Plan (SUSMP). Overall, the conceptual plan identifies potential publicly- and privately owned space for LID improvements such as vegetated roofs, flow through planters, permeable paving, bio-retention, and infiltration. Developers may choose to employ any combination of one or more LID strategies to successfully manage the storm water run-off resulting from development on their individual project site.</p> <p>The vegetated roofs LID option has been incorporated primarily within the Commercial/Retail Core and Mixed-Use areas of the Plan. Given the arid climate, reducing irrigation water use is a high priority in southern California. Consequently, green roofs are recommended for buildings that are likely to have a supply of supplemental water, such as air conditioning blow-down water. In addition to treating air conditioning waste water, green roofs reduce heat island effect and can also serve as outdoor dining areas or communal open space.</p> <p>The flow through planters LID option has been incorporated within the entire project site, along nearly every street and sidewalk. The conceptual plan has been designed to provide large landscape buffer areas adjacent to many of the streets and sidewalks, for the expressed purpose of managing storm water run-off and providing shaded, walkable streets. In addition, urban street trees planted in structural soil can also serve to capture storm water run-off. Chapter VI – Form-Based Code provides more detailed requirements for how to integrate this LID option into the streetscape design.</p> <p>The permeable paving LID option has been incorporated within the conceptually planned surface parking lots throughout the District.</p> <p>The bio-retention LID option has been incorporated into the District's large landscaped areas, Knoll Park vicinity, Twin Oaks Plaza (West), East Green Park, East Paseos near the Student Housing Village, and residential open space areas along the northwestern portion of the site.</p> <p>The infiltration LID option has been incorporated into the District's North and South Neighborhood Green Parks, Knoll Park area, and along the</p>	<p>wide array of LID strategies, within nearly every portion of the project site with the goal of demonstrating how storm water run-off can be reduced in compliance with San Diego County's Draft <u>the City of San Marcos Standard Urban Storm water Mitigation Plan (SUSMP) and the most current NPDES permit</u>. Overall, the conceptual plan identifies potential publicly- and privately owned space for LID improvements such as vegetated roofs, flow through <u>medians</u>/planters, permeable paving, bio-retention, and infiltration. Developers may choose to employ any combination of one or more LID strategies to successfully manage the storm water run-off resulting from development on their individual project site.</p> <p>The vegetated roofs LID option has been incorporated <u>may be feasible</u> primarily within the Commercial/Retail Core and Mixed-Use areas of the Plan. Given the arid climate, reducing irrigation water use is a high priority in southern California. Consequently, green roofs are recommended for buildings that are likely to have a supply of supplemental water, such as air conditioning blow-down water. In addition to treating air conditioning waste water, green roofs reduce heat island effect and can also serve as outdoor dining areas or communal open space.</p> <p>The flow through <u>medians</u>/planters LID option has been incorporated within the entire project site, along nearly every street and sidewalk. The conceptual plan has been designed to provide large landscape buffer areas adjacent to many of the streets and sidewalks, for the expressed purpose of managing storm water run-off and providing shaded, walkable streets. In addition, urban street trees planted in structural soil can also serve <u>may be able to</u> capture storm water run-off, <u>as well as promote healthy tree growth and reduce sidewalk maintenance issues</u>. Chapter VI – Form-Based Code provides more detailed requirements for how to integrate this LID option into the streetscape design.</p> <p>The permeable paving LID option has been incorporated within the conceptually planned surface parking lots throughout the District.</p> <p>The bio-retention LID option has been incorporated into the District's large landscaped areas, Knoll Park vicinity, Twin Oaks Plaza (West), East Green Park, East Paseos near the Student Housing Village, and residential open space areas along the northwestern portion of the site.</p> <p>The infiltration LID option has been incorporated into the District's North</p>

Comment #	Page #	Original Text	Proposed Text
		<p>Creek Trail.</p> <p>In order for LID measures to be most effective throughout an urban development project such as University District, the City of San Marcos and development community will need to jointly plan for its implementation through a detailed cost-sharing program. Beyond the applicable NPDES storm water management permit process currently required of developers, this Specific Plan does not establish explicit requirements for where developers should install certain LID features. Instead, this Plan provides a comprehensive menu of LID strategies from which developers may choose to implement project-wide.</p>	<p>and South Neighborhood Green Parks, Knoll Park area, and along the Creek Trail.</p> <p>In order for LID measures to be most effective throughout an urban development project such as University District, the City of San Marcos and development community will need to jointly plan for its implementation through a detailed cost-sharing program. Beyond the applicable NPDES storm water management permit process currently required of developers, this Specific Plan does not establish explicit requirements for where developers should install certain LID features. Instead, this Plan provides a comprehensive menu of LID strategies from which developers may choose to implement project-wide.</p>
57	IV-25	<p>Figure IV.N: Menu of LID Strategies</p> <p><i>Refer to attached redlined Specific Plan for original figure.</i></p>	<p>[Figure Revised and Renumbered]</p> <p>Figure IV.JN: Menu of LID Strategies</p> <p>** FIGURE TO BE UPDATED TO REFLECT REVISED LID OPTIONS/CONFIGURATION</p>
58	IV-26	<p>Figure IV.O: Conceptual Plan LID Strategies</p> <p><i>Refer to attached redlined Specific Plan for original and proposed figures.</i></p>	<p>[Figure Revised]</p> <p>Figure IV.KQ: Conceptual Plan LID Strategies (East)</p> <p>Figure IV.K: Conceptual Plan LID Strategies (West)</p> <p>** FIGURES TO BE UPDATED TO MAKE THEM MORE LEGIBLE</p>
59	V-2 to V-3	<p>V.2.1 Urban Form and Circulation</p> <p>The master plan of University District emerged in response to existing site conditions such as topography, views, solar orientation, surrounding land uses, and existing vehicular and pedestrian transportation networks. The circulation concept for the project is comprised of two main spine streets that traverse east to west through the project area. The primary factor in establishing the street network was the existing topography. Care was taken to maintain existing topographical features and natural drainage patterns, where possible.</p> <p>On the west side of Twin Oaks Valley Road, an existing 100-foot (approximately) knoll will be preserved and enhanced as a public park. The main network of streets on the west side curve around this landform and radiate outwards towards the creek. Proposed drainage patterns follow this radial grid and mimic the existing flow of water. North from Knoll Park is the South and North Neighborhood Green. This provides a</p>	<p>V.2.1 Urban Form and Circulation</p> <p>The master plan of University District emerged in response to existing site conditions such as topography, views, solar orientation, surrounding land uses, and existing vehicular and pedestrian transportation networks. The circulation concept for the project is comprised of two main spine streets that traverse east to west through the project area. The primary factor in establishing the street network was the existing topography. Care was taken to maintain existing topographical features and natural drainage patterns, where possible.</p> <p>On the west side of Twin Oaks Valley Road, an existing 100-foot (approximately) knoll will be preserved and enhanced as a public park. The main network of streets on the west side curve around this landform and radiate outwards towards the creek. Proposed drainage patterns follow this radial grid and mimic the existing flow of water. North from Knoll Park is the South and North Neighborhood Green. This provides a centralized</p>

Comment #	Page #	Original Text	Proposed Text
		<p>centralized system of park space that connects to the San Marcos Creek Trail and provides a ‘green link’ to the future Westlake Drive flyover bridge. The network of streets on the west side also has been shaped to preserve and enhance existing views of the mountains and the creek. A spine street gentling arcs around the knoll and serves as the District’s main commercial/residential boulevard on the west side of the project.</p> <p>A second curving spine street extends from the knoll across Twin Oaks Valley Road to the east side. This road becomes the main spine on the east side and the location for the commercial core. Topography on the east side is relatively flat with a very slight slope towards the creek, serving more commercial uses. East of Twin Oaks Valley Road, the street grid is decidedly more rectilinear. These two spine roads are the primary circulation routes through the project area.</p> <p>The intersection of these two spine roads on the west side becomes a major node within the project and is highlighted with traffic circles and unique landscaping. Secondary roads throughout the project radiate out from these main spine roads.</p> <p>The spine streets were designed to provide clear links to key points throughout the City. The proposed Westlake Drive Bridge and Twin Oaks Valley Road connect University District to the area north of State Route 78 and the San Marcos Civic Center. Discovery Street connects to the Grand Avenue Bridge and Creek District. Twin Oaks Valley Road connects to State Route 78, the CSUSM campus, and residential neighborhoods to the south. Barham Drive connects to residential neighborhoods and Sprinter Rail Line to the east. Campus Way provides a direct link from the heart of CSUSM directly into the main street commercial core. The existing Industrial Street connection, linking Barham Drive and Carmel Way, is retained but relocated further west, aligning it closer to the urban core of University District and creating sufficient depth along the Sprinter Rail Line to construct one of the proposed “Park Once” parking structures to serve the project.</p> <p>The circulation network created by these streets also highlights the open space amenities throughout the project. A continuous system of dedicated bicycle paths, pedestrian-oriented streets, sidewalks, and recreational trails link to the many plazas and parks dispersed throughout the project, as well as to the San Marcos Creek Trail.</p>	<p>system of park space that connects to the San Marcos Creek Trail and provides a ‘green link’ to the future Westlake Drive flyover bridge. The network of streets on the west side also has been shaped to preserve and enhance existing views of the mountains and the creek. A spine street gentling arcs around the knoll and serves as the District’s main commercial/residential boulevard on the west side of the project.</p> <p>A second curving spine street extends from the knoll across Twin Oaks Valley Road to the east side. This road becomes the main spine on the east side and the location for the commercial core. Topography on the east side is relatively flat with a very slight slope towards the creek, serving more commercial uses. East of Twin Oaks Valley Road, the street grid is decidedly more rectilinear. These two spine roads are the primary circulation routes through the project area.</p> <p>The intersection of these two spine roads on the west side becomes a major node within the project and is highlighted with traffic circles and unique landscaping. Secondary roads throughout the project radiate out from these main spine roads.</p> <p>The spine streets were designed to provide clear links to key points throughout the City. The proposed Westlake Drive Bridge and Twin Oaks Valley Road connect University District to the area north of State Route 78 and the San Marcos Civic Center. Discovery Street connects to the Grand Avenue Bridge and Creek District. Twin Oaks Valley Road connects to State Route 78, the CSUSM campus, and residential neighborhoods to the south. Barham Drive connects to residential neighborhoods and Sprinter Rail Line to the east. Campus Way provides a direct link from the heart of CSUSM directly into the main street commercial core. The existing Industrial Street connection, linking Barham Drive and Carmel Way, is retained but relocated further west, aligning it closer to the urban core of University District and creating sufficient depth along the Sprinter Rail Line to construct one of the proposed “Park Once” parking structures to serve the project.</p> <p>The circulation network created by these streets also highlights the open space amenities throughout the project. A continuous system of dedicated bicycle paths <u>and sharrows</u>, pedestrian-oriented streets, sidewalks, and recreational trails link to the many plazas and parks dispersed throughout the project, as well as to the San Marcos Creek Trail.</p>

Comment #	Page #	Original Text	Proposed Text
60	V-4	Figure V.A: Required Streets Diagram <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Figure Revised]
61	V-5	Figure V.B: Pedestrian Linkages Diagram <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Figure Revised]
62	V-6	Figure V.C: Pedestrian and Vehicular Gateways Diagram <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Figure Revised]
63	V-19 to V-20	<p>V.4 Transportation Conditions and Mitigations</p> <p>A Circulation Plan has been created to identify the improvements necessary to mitigate traffic and parking impacts that will occur as a result of the estimated land use build-out associated with the University District Specific Plan. A detailed Traffic Analysis was prepared for the University District Specific Plan EIR, and includes recommended mitigation measures that are incorporated in the text and plans of this Chapter. A preliminary traffic analysis was prepared in accordance with SANTEC/ITE Traffic Study Guidelines, County of San Diego Congestion Management Plan (CMP) guidelines and Caltrans Guidelines for Preparing Traffic Impact Studies. The analysis forecasts the number of vehicle trips generated by the project. The SANDAG Traffic Generators (April 2002) trip generation rates were utilized in accordance with SANTEC/ITE Traffic Study Guidelines.</p> <p>The project was analyzed with 2030 being the Horizon Year (final year) in which traffic generated would be at its greatest height, and traffic impacts may be the most adverse. In addition, interim analyses were also provided during the years of 2015 and 2020. These incremental time periods provide focal points which are crucial in determining final traffic counts during the Horizon year of the project. A summary of the Traffic Analysis is provided below; please refer to the EIR for full analysis and discussion of traffic impacts and mitigation.</p> <p>Methodology</p> <p>The traffic study analyzed the followings study scenarios:</p> <ul style="list-style-type: none"> Existing Conditions Horizon Year 2030 Conditions with Project (Specific Plan Land 	<p>V.4 Transportation Conditions and Mitigations</p> <p>A Circulation Plan has been created to identify the improvements necessary to mitigate traffic and parking impacts that will occur as a result of the estimated land use build-out associated with the University District Specific Plan <u>Amendment (UDSPA)</u>. <u>An updated detailed Traffic Impact Assessment Analysis</u> was prepared for the University District Specific Plan <u>Addendum</u> EIR, and includes recommended mitigation measures that are incorporated in the text and plans of this Chapter. <u>The focus of the traffic impact assessment is a determination of whether the SPA will introduce additional traffic impacts that were not identified in the original UDSP EIR Traffic Impact Analysis prepared in 2009. This traffic impact assessment includes a review of various traffic-related factors that have a primary influence on the potential for the revised project to generate traffic impacts. The key traffic-related factors include:</u></p> <ul style="list-style-type: none"> <u>Land use changes and associated traffic generation;</u> <u>Changes to project-related trip assignment at build-out on study area roadways and at study area intersections;</u> <u>Changes to project-related traffic impacts;</u> <u>Changes to required mitigation measures;</u> <u>Changes to on-site traffic circulation needs; and</u> <u>Changes to mitigation phasing requirements.</u> <p><u>The initial A preliminary traffic analysis was prepared for the University District Specific Plan in accordance with SANTEC/ITE Traffic Study Guidelines, County of San Diego Congestion Management Plan (CMP) guidelines and Caltrans Guidelines for Preparing Traffic Impact Studies. The analysis forecasts the number of vehicle trips generated by the project. The SANDAG Traffic Generators (April 2002) trip generation rates were utilized in accordance with SANTEC/ITE Traffic Study Guidelines.</u></p>

Comment #	Page #	Original Text	Proposed Text
		<p>Uses)</p> <ul style="list-style-type: none"> • Horizon Year 2030 Conditions without Project • Horizon Year 2030 Conditions with General Plan Land Uses • Horizon Year 2030 Conditions with Project (w/ TDM-based Trip Generation Reductions) • Interim Year 2015 Conditions without Project • Interim Year 2015 Conditions with Project • Interim Year 2020 Conditions without Project • Interim Year 2020 Conditions with Project <p>Analysis of all intersections and roadway segments in the project study area is based on the SANTEC/ITE traffic study guidelines, and is consistent with the City of San Marcos General Plan Circulation Element. As required, the 2000 Highway Capacity Manual (HCM) operation methodology for Signalized and Un-signalized Intersections was used to determine the operating Levels of Service (LOS) of the study intersections. The Traffix™ software package was used to evaluate the study intersections using the HCM methodology. The HCM methodology describes the operation of an intersection using a range of levels of service (LOS) from LOS “A” (free-flow conditions) to LOS “F” (severely congested conditions), based on corresponding delay per vehicle thresholds for signalized and un-signalized intersections.</p>	<p>The project was analyzed with 2030 being the Horizon Year (final year) in which traffic generated would be at its greatest <u>level height</u>, and traffic impacts may be the most adverse. In addition, interim analyses were also provided <u>for a five-year and 10-year development horizon during the years of 2015 and 2020. These incremental time periods provide focal points which are crucial in determining final traffic counts during the Horizon year of the project.</u> A summary of the Traffic Analysis is provided below; please refer to the EIR for full analysis and discussion of traffic impacts and mitigation.</p> <p>Methodology</p> <p>The traffic study analyzed the followings study scenarios:</p> <ul style="list-style-type: none"> • Existing Conditions • Horizon Year 2030 Conditions with Project (Specific Plan Land Uses) • Horizon Year 2030 Conditions without Project • Horizon Year 2030 Conditions with General Plan Land Uses • Horizon Year 2030 Conditions with Project (w/ TDM-based Trip Generation Reductions) • Interim Year 2015 <u>(5-year horizon)</u> Conditions without Project • Interim Year 2015 <u>(5-year horizon)</u> Conditions with Project • Interim Year 2020 <u>(10-year horizon)</u> Conditions without Project • Interim Year 2020 <u>(10-year horizon)</u> Conditions with Project <p>Analysis of all intersections and roadway segments in the project study area is based on the SANTEC/ITE traffic study guidelines, and is consistent with the City of San Marcos <u>requirements-General Plan Circulation Element</u>. As required, the 2000 Highway Capacity Manual (HCM) operation methodology for Signalized and Un-signalized Intersections was used to determine the operating Levels of Service (LOS) of the study intersections. The Traffix™ software package was used to evaluate the study intersections using the HCM methodology. The HCM methodology describes the operation of an intersection using a range of levels of service (LOS) from LOS “A” (free-flow conditions) to LOS “F” (severely congested conditions), based on corresponding delay per vehicle thresholds for signalized and un-signalized intersections. <u>The City of San Marcos considers Level of Service (LOS) “D” or better to be acceptable intersection operating</u></p>

Comment #	Page #	Original Text	Proposed Text
64	V-22	<p>The City of San Marcos considers Level of Service (LOS) “D” or better to be acceptable intersection operating conditions during peak traffic periods. The following existing intersections are operating below this standard during peak hours:</p> <ul style="list-style-type: none"> • San Marcos Boulevard / Rancho Santa Fe Road • San Marcos Boulevard / Bent Avenue • San Marcos Boulevard / Westlake Drive • Discovery Street / Via Vera Cruz • Barham Drive / Campus Way • Barham Drive / Hill Street • Twin Oaks Valley Road / Borden Road • Twin Oaks Valley Road / Carmel Street <p>In addition, the following roadway segments were identified as operating below LOS D” based on daily volume capacities:</p> <ul style="list-style-type: none"> • San Marcos Boulevard, from Rancho Santa Fe Road to Discovery Street • San Marcos Boulevard, from Discovery Street to Las Posas Road • San Marcos Boulevard, from Las Posas Road to Via Vera Cruz • San Marcos Boulevard, from Via Vera Cruz to Bent Avenue • Discovery Street, from Rush Drive to Twin Oaks Valley Road • Barham Drive, from State Route 78 Eastbound Off-Ramp to Woodland Parkway • Twin Oaks Valley Road, from Borden Road to Richmar Avenue • Woodland Parkway, from Rancheros Drive to Barham Drive 	<p><u>conditions during peak traffic periods.</u></p> <p>The City of San Marcos considers Level of Service (LOS) “D” or better to be acceptable intersection operating conditions during peak traffic periods. The following existing intersections are operating below this standard during peak hours:</p> <ul style="list-style-type: none"> • San Marcos Boulevard / Rancho Santa Fe Road • San Marcos Boulevard / Bent Avenue • San Marcos Boulevard / Westlake Drive • Discovery Street / Via Vera Cruz • Barham Drive / Campus Way • Barham Drive / Hill Street • Twin Oaks Valley Road / Borden Road • Twin Oaks Valley Road / Carmel Street <p>In addition, the following roadway segments were identified as operating below LOS D” based on daily volume capacities:</p> <ul style="list-style-type: none"> • San Marcos Boulevard, from Rancho Santa Fe Road to Discovery Street • San Marcos Boulevard, from Discovery Street to Las Posas Road • San Marcos Boulevard, from Las Posas Road to Via Vera Cruz • San Marcos Boulevard, from Via Vera Cruz to Bent Avenue • Discovery Street, from Rush Drive to Twin Oaks Valley Road • Barham Drive, from State Route 78 Eastbound Off-Ramp to Woodland Parkway • Twin Oaks Valley Road, from Borden Road to Richmar Avenue • Woodland Parkway, from Rancheros Drive to Barham Drive
65	V-24 to V-42	<p><u>[Entire Sections V.4.1 through V.4.3 deleted and replaced with the following. Refer to redlined version of Specific Plan to see original text]</u></p> <p><i>Refer to attached redlined Specific Plan for original and proposed text.</i></p> <p><u>V.4.1 Horizon Year 2030 (Project Build Out)</u></p> <p><u>Analysis of Horizon Year 2030 conditions was conducted using the SANDAG Series 11 North San Diego County Sub-Area traffic model, which was modified to include the land uses and roadway network associated with the proposed University District Specific Plan project. A Select Zone Assignment model run was conducted by SANDAG for Year 2030 conditions that included the proposed land uses for the University District Specific Plan project, the proposed bridge crossing over State Route 78 between the San Marcos Boulevard and Twin Oaks Valley Road freeway interchanges, and an internal street network throughout the project site. All build-out roadway improvements in the project study area are included in the analysis of Horizon Year 2030 Conditions.</u></p> <p><u>Specific Plan Amendment Project Description</u></p>	

Comment #	Page #	Original Text	Proposed Text
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At full build-out the proposed UDSPA project will consist of the following uses:

- 3,400 Mixed-Use Multi-Family Dwelling Units
- 700,000 square-feet Mixed-Use Community Commercial
- 652,000 square-feet Mixed-Use Office
- 300,000 square-feet Mixed-Use Medical Office
- 450 Hotel Rooms
- 30,000 square-foot Community Center
- 850-student Elementary School (pending School District decision)

The UDSPA project will continue to include construction of a new bridge crossing over the SR-78 freeway to provide direct access to the site from San Marcos Boulevard between SR-78 and Twin Oaks Valley Road. The proposed bridge crossing will be generally aligned with Westlake Drive, and a new signalized four-way intersection will be constructed at San Marcos Boulevard / Westlake Drive. An internal street network will be built throughout the project site, with access intersections provided on Discovery Street, Barham Drive, and Twin Oaks Valley Road. The project will also provide a third westbound lane on Barham Drive along the project frontage between Twin Oaks Valley Road and the eastern boundary of the project site.

Specific Plan Amendment Project Trip Generation

The trip generation estimated for the original UDSP is summarized below in Table V.A.

Table V.A: Original UDSP Project Trip Generation at Project Build-Out

Land Use	Intensity	Unit	Daily Trips	AM Trips	AM In	AM Out	PM Trips	PM In	PM Out
Mixed Use Multi-Family Residential	3,400	DU	20,400	1,632	326	1,306	1,836	1,285	551
Mixed Use Community Commercial	1,000	KSF	80,000	3,200	1,920	1,280	8,000	4,000	4,000
Mixed Use Office	750	KSF	12,750	1,658	1,492	166	1,785	357	1,428
Mixed Use Medical Office	300	KSF	15,000	900	720	180	1,650	495	1,155
Hotel	450	Rooms	4,500	270	162	108	360	216	144
Community Center	30	KSF	686	49	30	19	49	14	35
Elementary School	850	Students	1,360	435	261	174	122	49	73
Sub Total			134,696	8,143	4,911	3,232	13,803	6,416	7,386
10% Mixed Use Reduction ⁽¹⁾			-13,265	-766	-462	-304	-1,363	-635	-728
5% Transit Reduction			-6,735	-407	-246	-162	-690	-321	-369
NET PROJECT TRIPS			114,697	6,970	4,203	2,767	11,749	5,460	6,289

Note: (1) SANDAG allows a 10% trip rate reduction for mixed-use developments where residential and commercial are combined.

(2) SANDAG does not have a trip rate available for a Community Center; therefore, the ITE trip generation rate for Community Center was used instead. Source: Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003.

Table V.B presents the UDSPA project trip generation at project build-out. As shown in this table, at project build-out, the proposed UDSPA project is forecast to generate approximately 92,880 trips per day, with approximately 5,970 trips occurring during the a.m. peak hour, and 9,511 trips occurring during the p.m. peak hour. In comparison, the original UDSP project was estimated to generate approximately 114,697 trips per day, with approximately 6,970 trips occurring during the a.m. peak hour, and 11,749 trips occurring during the p.m. peak hour. The trip generation comparison

shows the UDSPA will reduce the UDSP daily and p.m. peak hour trips by 19% and the a.m. peak hour trips by 14%.

Table V.B: Proposed UDSPA Project Trip Generation at Project Build-Out

Land Use	Intensity	Unit	Daily Trips	AM Trips	AM In	AM Out	PM Trips	PM In	PM Out
Mixed Use Multi-Family Residential	3,400	DU	20,400	1,632	326	1,306	1,836	1,285	551
Mixed Use Community Commercial	700	KSF	56,000	2,240	1,344	896	5,600	2,800	2,800
Mixed Use Office	652	KSF	11,084	1,441	1,297	144	1,552	310	1,241
Mixed Use Medical Office	300	KSF	15,000	900	720	180	1,650	495	1,155
Hotel	450	Rooms	4,500	270	162	108	360	216	144
Community Center	30	KSF	686	49	30	19	49	14	35
Elementary School	850	Students	1,360	435	261	174	122	49	73
Sub Total			109,030	6,967	4,140	2,827	11,169	5,170	6,000
10% Mixed Use Reduction ⁽¹⁾			-10,698	-648	-385	-263	-1,100	-511	-589
5% Transit Reduction			-5,452	-348	-207	-141	-558	-258	-300
NET PROJECT TRIPS			92,880	5,970	3,548	2,422	9,511	4,401	5,110

Note: (1) SANDAG allows a 10% trip rate reduction for mixed-use developments where residential and commercial are combined.

(2) SANDAG does not have a trip rate available for a Community Center; therefore, the ITE trip generation rate for Community Center was used instead. Source: Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003.

Specific Plan Amendment Project Traffic Impact Assessment

A comparison of project traffic generation for the daily and a.m. and p.m. peak hour, demonstrate that in all cases the UDSPA will result in fewer project trips on roadway segments and at intersections throughout the study area. As such, there is no possibility for the UDSPA project to introduce new off-site traffic impacts that were not identified in the original UDSP EIR Traffic Impact Analysis.

Specific Plan Amendment Project Buildout (Year 2030) Impacts and Mitigation

Although the UDSPA project will have a lower level of traffic impact due to the lower trip generation, the same list of off-site mitigation measures have been maintained that were identified in the original EIR Traffic Impact Analysis.

The following 11 intersections were previously identified as being significantly impacted by the project under Horizon Year 2030 conditions:

- Mission Road / Knoll Road
- San Marcos Blvd. / Rancho Santa Fe Road
- San Marcos Blvd. / Las Posas Road
- San Marcos Blvd. / Via Vera Cruz
- San Marcos Blvd. / Bent Avenue
- San Marcos Blvd. / Twin Oaks Valley Road
- Discovery Street / La Sombra Drive
- Barham Drive / La Moree Road

Comment #	Page #	Original Text	Proposed Text
		<ul style="list-style-type: none"> • <u>Barham Drive / Woodland Parkway</u> • <u>Twin Oaks Valley Road / Borden Road</u> • <u>Twin Oaks Valley Road / SR-78 Eastbound Ramps</u> <p><u>The following five roadway segments were identified as being significantly impacted by the project under Horizon Year 2030 conditions:</u></p> <ul style="list-style-type: none"> • <u>Discovery Street, from San Marcos Blvd. to La Sombra Drive</u> • <u>Discovery Street, from La Sombra Drive to Via Vera Cruz</u> • <u>Bent Avenue, from San Marcos Blvd. to Discovery Street</u> • <u>Westlake Drive, North of San Marcos Blvd.</u> • <u>Twin Oaks Valley Road, from Richmar Avenue to San Marcos Blvd.</u> <p><u>Mitigation measures have been identified for all of the above-listed intersections and roadway segments. The recommended mitigation measures for each significantly impacted intersection and roadway segment under Horizon Year 2030 conditions are described in detail below:</u></p> <p><u>Specific Plan Amendment Project Buildout (Year 2030) Recommended Mitigation</u> <u>Recommended Intersection Improvements</u></p> <p><u>Mission Road / Knoll Road</u></p> <ul style="list-style-type: none"> • <u>Northbound: Restripe approach to provide one left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane.</u> <p><u>San Marcos Boulevard / Rancho Santa Fe Road</u></p> <ul style="list-style-type: none"> • <u>Westbound: Provide a third left-turn lane.</u> <p><u>Note: The recommended improvements at San Marcos Boulevard / Rancho Santa Fe Road would mitigate the significant impact by reducing the average intersection delay to lower than the delay without the project. Improving intersection operations to an acceptable level of service would require additional widening at the intersection approaches to increase capacity, which may not be feasible due to development constraints.</u></p> <p><u>San Marcos Boulevard / Las Posas Road</u></p> <ul style="list-style-type: none"> • <u>Northbound: Restripe approach to provide one left-turn lane, one shared left-turn/through lane, and one shared through/right-turn lane.</u> • <u>Southbound: Provide a second right-turn lane. Modify signal to provide right-turn overlap phase. Prohibit u-turns during the corresponding eastbound left-turn phase.</u> • <u>Convert signal phasing to split phasing for the northbound and southbound approaches.</u> <p><u>San Marcos Boulevard / Via Vera Cruz</u></p> <ul style="list-style-type: none"> • <u>Southbound: Reduce existing dual left-turn lanes to a single left-turn lane; restripe approach to provide one left-turn lane, one through lane, and one shared through/right-turn lane.</u> • <u>Eastbound: Provide a dedicated right-turn lane.</u> <p><u>San Marcos Boulevard / Bent Avenue</u></p> <ul style="list-style-type: none"> • <u>Convert signal phasing to split phasing for the northbound and southbound approaches.</u> • <u>Northbound: Restripe approach to provide one left-turn lane, one shared left-turn/through lane, and one right-turn lane.</u> • <u>Southbound: Restripe approach to provide one left-turn lane, one shared left-turn/through lane, and one right-turn lane.</u> • <u>Westbound: Provide a second left-turn lane.</u> 	

Comment #	Page #	Original Text	Proposed Text
		<p><u>San Marcos Boulevard / Twin Oaks Valley Road</u></p> <ul style="list-style-type: none"> • <u>Northbound: Modify signal to provide right-turn overlap phase. Prohibit u-turns during the corresponding westbound left-turn phase.</u> • <u>Southbound: Provide a dedicated right-turn lane.</u> • <u>Westbound: Provide a third left-turn lane.</u> <p><u>Discovery Street / La Sombra Drive</u></p> <p><u>Install traffic signal and provide the following lane geometries:</u></p> <ul style="list-style-type: none"> • <u>Northbound: Provide one shared through/right-turn lane (same as existing conditions).</u> • <u>Southbound: Restripe approach to provide one left-turn lane and one shared left-turn/through lane.</u> • <u>Westbound: Restripe approach to provide one left-turn lane and one right-turn lane. Provide a right-turn overlap phase.</u> • <u>Provide split phasing for the northbound and southbound approaches.</u> <p><u>Barham Drive / La Moree Road (West)</u></p> <ul style="list-style-type: none"> • <u>Northbound: Modify signal to provide right-turn overlap phase. Prohibit u-turns during the corresponding westbound left-turn phase.</u> • <u>Southbound: Restripe approach to provide one left-turn lane and one shared through/right-turn lane.</u> <p><u>Barham Drive / Woodland Parkway</u></p> <ul style="list-style-type: none"> • <u>Westbound: Modify signal to provide right-turn overlap phase. Prohibit u-turns during the corresponding southbound left-turn phase.</u> <p><u>Twin Oaks Valley Road / Borden Road</u></p> <ul style="list-style-type: none"> • <u>Eastbound: Modify signal to provide right-turn overlap phase. Prohibit u-turns during the corresponding northbound left-turn phase.</u> <p><u>Twin Oaks Valley Road / SR-78 Eastbound Ramps</u></p> <ul style="list-style-type: none"> • <u>Eastbound (Off-Ramp Approach): Restripe approach to provide one left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane. (Note that this improvement has already been implemented by the City of San Marcos)</u> <p><u>Recommended Roadway Segment Improvements</u></p> <p><u>Discovery Street, from San Marcos Boulevard to La Sombra Drive</u></p> <ul style="list-style-type: none"> • <u>Improve roadway segment to four-lane Secondary Arterial standards.</u> <p><u>Discovery Street, from La Sombra Drive to Via Vera Cruz</u></p> <ul style="list-style-type: none"> • <u>Improve roadway segment to four-lane Secondary Arterial standards.</u> <p><u>Note: The current City Circulation Element now has different designations for 4-lane roadways and the future widening of Discovery Street should be consistent with the current Circulation Element design standards.</u></p> <p><u>Bent Avenue, from San Marcos Boulevard to Main Street (Creekside District)</u></p> <ul style="list-style-type: none"> • <u>Improve roadway segment to four-lane roadway standards.</u> <p><u>Note: The City Circulation Element classifies Bent Avenue as a two-lane roadway between San Marcos Boulevard and Discovery Street. The addition of traffic from the Creekside District Specific Plan project and other larger-scale projects results in daily roadway segment operations worsening to LOS F by Year 2030. The forecast Year 2030 ADT volume of 11,900 on Bent Avenue between San Marcos Boulevard and Discovery Street is an average of daily volumes along shorter segments within the Creekside District project, with the highest daily volume between San Marcos Boulevard and Main Street, and the lowest daily volume between Creekside Drive and Discovery Street. It is recommended that Bent Avenue from San Marcos Boulevard to Main Street be improved to four-lane roadway standards.</u></p> <p><u>Bent Avenue, from Main Street (Creekside District) to Discovery Street</u></p> <ul style="list-style-type: none"> • <u>Upgrade roadway segment to a two-lane roadway with continuous two-way left-turn lane (TWLTL).</u> <p><u>Note: The existing daily capacity of Bent Avenue between San Marcos Boulevard and Discovery Street is 8,000 ADT is based on its current pavement width. Although Bent Avenue south of Main Street can remain with two travel lanes to operate at LOS D or better, it is recommended that Bent Avenue</u></p>	

Comment #	Page #	Original Text	Proposed Text
		<p>from Main Street to Discovery Street be improved to a two-lane roadway with a continuous two-way left-turn lane (TWLTL).</p> <p><u>Westlake Drive, North of San Marcos Boulevard</u></p> <ul style="list-style-type: none"> • <u>Improve Westlake Drive from Dusty Lane to San Marcos Boulevard to a two-lane roadway with a two-way left-turn lane.</u> <p><u>Note: This improvement can most likely be accommodated without physical widening; however, on-street parking would need to be prohibited to restripe the roadway as recommended.</u></p> <p><u>Twin Oaks Valley Road, from Richmar Avenue to San Marcos Boulevard</u></p> <ul style="list-style-type: none"> • <u>Improve intersection of Twin Oaks Valley Road / San Marcos Boulevard to provide peak hour operations at LOS D or better. The recommended improvements at Twin Oaks Valley Road / San Marcos Boulevard will also serve to mitigate the significant impact on this segment of Twin Oaks Valley Road.</u> <p><u>Note: This 4-lane segment is totally access-controlled between the two intersections at either end and it is the operations of these two intersections during the peak hours that would most influence operations on this roadway segment. A close look at the peak hour directional volumes on this segment of Twin Oaks Valley Road showed that during the peak hours, a maximum of 1,600 vehicles would travel between Richmar Avenue and San Marcos Boulevard, or approximately 800 vehicles per lane. This is equivalent to the directional volumes per lane on most segments of San Marcos Boulevard, which are forecast to have daily operations at LOS D or better.</u></p> <p><u>Table V.C and Table V.D summarize the recommended Horizon Year 2030 mitigation measures for the impacted intersection and roadway segment locations, respectively, as described above.</u></p> <p><u>Table V.C: Summary of 2030 Mitigation Measures (Intersections)</u></p>	

Comment #	Page #	Original Text		Proposed Text	
		Intersection	2030 NP	2030 WP	Recommended Mitigation Measure
		Mission Rd. / Knoll Rd.		X	NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through / right-turn lane, and 1 right-turn lane.
		San Marcos Blvd. / Rancho Santa Fe Rd.	X	X	WB: Provide a third left-turn lane.
		San Marcos Blvd. / Las Posas Rd.	X	X	NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through lane, and 1 shared through / right-turn lane. SB: Provide a second right-turn lane, and modify signal to provide a right-turn overlap phase. Convert NB and SB signal phasing to split phasing.
		San Marcos Blvd. / Via Vera Cruz	X	X	SB: Restripe approach to provide 1 left-turn lane, 1 through lane, 1 shared through / right-turn lane. EB: Provide a dedicated right-turn lane.
		San Marcos Blvd. / Bent Ave.	X	X	Convert NB and SB signal phasing to split phasing. NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through lane, and 1 right-turn lane. SB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through lane, and 1 right-turn lane. WB: Provide a second left-turn lane.
		San Marcos Blvd. / Twin Oaks Valley Rd.	X	X	NB: Modify signal to provide a right-turn overlap phase. SB: Provide a dedicated right-turn lane. WB: Provide a third left-turn lane.
Note: 2030 NP = Year 2030 Without Project 2030 WP = Year 2030 With Project (Specific Plan Land Uses)					
Table V.D: Summary of 2030 Mitigation Measures (Roadway Segments)					
		Roadway Segment	2030 NP	2030 WP	Recommended Mitigation Measure
		Discovery St., from San Marcos Blvd. to La Sombra Dr.	X	X	Improve to four-lane roadway.
		Discovery St., from La Sombra Dr. to Via Vera Cruz	X	X	Improve to four-lane roadway.
		Bent Ave.	From San Marcos Blvd. to Main St.	X	Improve to four-lane roadway.
			From Main St. to Discovery St.	X	Improve to two-lane roadway with two-way left-turn lane.
		Westlake Dr., North of San Marcos Blvd. Bent Ave.		X	Improve to two-lane roadway with two-way left-turn lane.
		Twin Oaks Valley Rd., from Richmar Ave. to San Marcos Blvd.	X	X	Improve intersection of Twin Valley Rd. / San Marcos Blvd. to provide LOS D or better peak hour operations (see Table 5 for recommended improvements at this intersection).
Note: 2030 NP = Year 2030 Without Project					

Comment #	Page #	Original Text	Proposed Text
		<u>2030 WP = Year 2030 With Project (Specific Plan Land Uses)</u>	
		<u>V.4.2 Intersection and Roadway Mitigation Phasing Requirements</u>	
		<u>The primary purpose of this analysis is to evaluate the phasing requirements of the mitigation measures identified in the 2030 scenario with the project as well as the proposed phasing needs of new planned roadways such as the Discovery Street extension from Craven Road to Twin Oaks Valley Road and the new Westlake Drive bridge crossing.</u>	
		<u>To update the phasing analysis of mitigation measure improvements, several factors were considered including:</u>	
		<ul style="list-style-type: none"> • <u>Current traffic volumes at the intersections that are impacted by the project.</u> • <u>Estimated traffic associated with City of San Marcos approved or pending projects.</u> • <u>The City's current Capital Improvement Program (CIP) transportation projects and the anticipated timing of those projects.</u> • <u>Findings of the original mitigation phasing analysis that was performed for interim 5 and 10-year forecast periods (e.g. 2015 and 2020)</u> • <u>Estimated traffic associated with the UDSPA</u> 	
		<u>The phasing analysis also included a review of the updated 2030 traffic forecast from the SANDAG Series 11 North County Traffic Model. This model includes the most up to date information relative to the City's General Plan land use and circulation element. For reference purposes, the current transportation projects included in the City's CIP are summarized in Table V.E.</u>	
		<u>The results of the mitigation phasing analysis for mitigation measures at study area intersections are summarized in Table V.F. The analysis has determined the maximum level of project trip generation that can occur before each mitigation measure must be constructed. In all cases, the project trip generation threshold applies to the number of trips generated during the more critical p.m. peak hour. The threshold is considered to be reached if either the inbound or outbound threshold is achieved during the p.m. peak hour.</u>	
		<u>Also noted, is whether there is a CIP transportation project that is related to the mitigation measure and the currently programmed timing for the transportation project. In some cases, the UDSPA mitigation measure would be a component of the planned transportation project and coordination would be required. In these cases, the schedule of the CIP project would dictate the timing of the mitigation measure implementation. In other cases, the completion of the CIP transportation project would influence travel patterns in a manner that would accelerate the need for the mitigation measure. In these cases, the schedule of the CIP project would also dictate the need to implement the mitigation measure and this may be in advance of reaching the project trip generation threshold identified. While the timing of the related CIP Transportation project could be in advance of reaching the project trip generation threshold identified herein, the project would need to participate on a "fair share" basis to the cost of the mitigation measure at the time of the CIP project construction.</u>	
		<u>The results of the mitigation phasing analysis for mitigation measures on study area roadway segments are summarized in Table V.G. It should be noted that the extension of Discovery Street from Rush Street to Bent Street occurs at the first trip generation threshold level (760 total, 350 inbound, 410 outbound p.m. peak hour project trips) and this improvement is related to the CIP transportation construction project identified for Discovery Street between 2017 and 2019. The updated analysis indicates that Discovery should be constructed as a four-lane divided roadway from Bent to Rush Street and as a six-lane divided roadway from Rush Street to Discovery. The extension of Grand Avenue to Discovery could be delayed until the project meets the second trip generation threshold level (1,760 total, 795 inbound, 915 outbound p.m. peak hour project trips).</u>	

Table V.E: City of San Marcos Capital Improvement Program Transportation Projects

ID#--Roadway Name	From	To	Improvement	Start Year of Construction	Year Open to Traffic
SM1--South Santa Fe Ave	Bosstick Blvd	Smilax Rd	Realign & Signalize Intersection	2017	2018
SM2--Woodland Pkwy	La Moree Rd	Rancheros Blvd	Interchange Improvements w/ Barham Widening	2017	2019
SM3--Discovery St	Via Vera Cruz Rd	Bent Ave/Craven Rd	Widen Roadway	2017	2019
SM4--Via Vera Cruz Rd	San Marcos Blvd	Discovery St	Street Improvements	2017	2019
SM5--Discovery St	Craven Rd	Twin Oaks Valley Rd	Street Improvements	2017	2019
SM6--Barham Dr	Twin Oaks Valley Rd	La Moree Rd	Widen Roadway	2018	2019
SM7--Creekside Dr	Via Vera Cruz Rd	Grand Ave	Street Improvements	2018	2019
SM8--Borden Rd	Mulberry Rd	Vineyard Rd	Street Reconstruction	2018	2019
SM9--Borden Rd	Wulff St	Redhill Ln	Street Widening	2018	2019
SM10--E. La Moree Rd	Williamsburg Dev.	Sandy Ln	Street Widening	2018	2019
SM11--Twin Oaks Valley Rd	Buena Creek Rd	Sycamore Dr	Street Widening	2019	2020
SM12--Twin Oaks Valley Rd	La Cienega Rd	Cassou Rd	Street Improvements	2019	2020
SM13--Twin Oaks Valley Rd	Cassou Rd	Buena Creek Rd	Street Improvements	2019	2020
SM14--Richland Rd	Borden Rd	Rock Springs Rd	Street Improvements	2020	2021
SM15--Rancho Santa Fe SM16--Interchange	& SR78	& SR78	Interchange Improvements	2020	2021
SM17--Rancho Santa Fe Rd	South Santa Fe Rd	Grand Ave	Street Improvements	2020	2021
SM18--Richmar Ave	Twin Oaks Valley Rd	Woodward St	Street Improvements	2020	2021
SM19--San Marcos Blvd	Knoll Rd	Pico Ave	Street Widening	2020	2021
SM20--Rancho Santa Fe Rd	Grand Ave	San Marcos Blvd	Street Widening	2020	2021
SM21--Borden Rd	Via Barquero	Palomar College Entrance	Street Widening	2020	2021
SM22--Mulberry Dr	Woodward St	Olive St	Street Widening	2020	2021
SM23--San Marcos Blvd	Discovery Street	Bent Ave	Street Improvements	2025	2027

Table V.F: Summary of Mitigation Measure Phasing Requirements – Intersection Improvements

Comment #	Page #	Original Text	Proposed Text																																																					
		<table><tr><th>Intersection</th><th>Project Trip Generation Threshold</th><th>Required Coordination w/ CIP Project Construction Period</th><th>Recommended Mitigation Measure</th></tr><tr><td>Twin Oaks Valley Rd. / SR-78 EB Ramps</td><td>760 PM Peak Hr. Inbound: 350 Outbound: 410</td><td></td><td>EB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through / right-turn lane, and 1 right-turn lane. (Note: This improvement has already been implemented)</td></tr><tr><td>San Marcos Blvd. / Via Vera Cruz</td><td>760 PM Peak Hr. Inbound: 350 Outbound: 410</td><td>SM4 (Est. 2017 – 2019)</td><td>SB: Restripe approach to provide 1 left-turn lane, 1 through lane, 1 shared through / right-turn lane. EB: Provide a dedicated right-turn lane.</td></tr><tr><td>San Marcos Blvd. / Bent Ave.</td><td>760 PM Peak Hr. Inbound: 350 Outbound: 410</td><td>SM3 & SM5 (Est. 2017 – 2019)</td><td>Convert NB and SB signal phasing to split phasing. NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through lane, and 1 right-turn lane. SB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through lane, and 1 right-turn lane. WB: Provide a second left-turn lane.</td></tr><tr><td>San Marcos Blvd. / Las Posas Rd.</td><td>760 PM Peak Hr. Inbound: 350 Outbound: 410</td><td></td><td>Convert NB and SB signal phasing to split phasing. NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through lane, and 1 shared through / right-turn lane. SB: Provide a second right-turn lane, and modify signal to provide a right-turn overlap phase.</td></tr><tr><td>Barham Dr. / La Moree Rd.</td><td>760 PM Peak Hr. Inbound: 350 Outbound: 410</td><td>SM6 (Est. 2018 – 2019)</td><td>NB: Modify signal to provide a right-turn overlap phase. SB: Provide 1 left-turn lane and 1 shared through/right-turn lane.</td></tr><tr><td>Discovery St. / La Sombra Dr.</td><td>1,760 PM Peak Hr. Inbound: 795 Outbound: 915</td><td>SM3 & SM5 (Est. 2017 – 2019)</td><td>Install traffic signal. Provide split phasing at NB and SB approaches. NB: No changes to existing lane geometry. SB: Restripe approach to provide 1 left-turn lane and 1 shared left-turn / through lane. WB: Restripe approach to provide a dedicated left-turn lane, and modify signal to provide a right-turn overlap phase.</td></tr><tr><td>Barham Dr. / Woodland Pkwy.</td><td>1,760 PM Peak Hr. Inbound: 795 Outbound: 915</td><td>SM2 (Est. 2017 – 2019)</td><td>WB: Modify signal to provide a right-turn overlap phase.</td></tr><tr><td>Twin Oaks Valley Rd. / Borden Rd.</td><td>1,760 PM Peak Hr. Inbound: 795 Outbound: 915</td><td>SM8 & SM9 (Est. 2018 – 2019)</td><td>EB: Modify signal to provide a right-turn overlap phase.</td></tr><tr><td>San Marcos Blvd. / Grand Ave.</td><td>1,760 PM Peak Hr. Inbound: 795 Outbound: 915</td><td>SM5 (Est. 2017 – 2019)</td><td>NB: Convert signal phasing to protected left-turns. Restripe approach to provide two left-turn lanes, one through lane, and one right-turn lane. SB: Convert signal phasing to protected left-turns. Restripe approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. EB: Reduce existing dual left-turn lane to a single left-turn lane. Restripe approach to provide three through lanes and one shared through/right-turn lane. (Note: Some of these improvements have already been implemented)</td></tr><tr><td>San Marcos Blvd. / Twin Oaks Valley Rd.</td><td>1,760 PM Peak Hr. Inbound: 795 Outbound: 915</td><td>SM19 (Est. 2020 – 2021)</td><td>NB: Modify signal to provide a right-turn overlap phase. SB: Provide a dedicated right-turn lane. WB: Provide a third left-turn lane.</td></tr><tr><td>San Marcos Blvd. / Rancho Santa Fe Rd</td><td>1,760 PM Peak Hr. Inbound: 795 Outbound: 915</td><td>SM20 (Est. 2020 – 2021)</td><td>WB: Provide a third left-turn lane.</td></tr><tr><td>Mission Rd. / Knoll Rd.</td><td>2,855 PM Peak Hr. Inbound: 795 Outbound: 915</td><td></td><td>NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through / right-turn lane, and 1 right-turn lane.</td></tr></table>	Intersection	Project Trip Generation Threshold	Required Coordination w/ CIP Project Construction Period	Recommended Mitigation Measure	Twin Oaks Valley Rd. / SR-78 EB Ramps	760 PM Peak Hr. Inbound: 350 Outbound: 410		EB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through / right-turn lane, and 1 right-turn lane. (Note: This improvement has already been implemented)	San Marcos Blvd. / Via Vera Cruz	760 PM Peak Hr. Inbound: 350 Outbound: 410	SM4 (Est. 2017 – 2019)	SB: Restripe approach to provide 1 left-turn lane, 1 through lane, 1 shared through / right-turn lane. EB: Provide a dedicated right-turn lane.	San Marcos Blvd. / Bent Ave.	760 PM Peak Hr. Inbound: 350 Outbound: 410	SM3 & SM5 (Est. 2017 – 2019)	Convert NB and SB signal phasing to split phasing. NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through lane, and 1 right-turn lane. SB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through lane, and 1 right-turn lane. WB: Provide a second left-turn lane.	San Marcos Blvd. / Las Posas Rd.	760 PM Peak Hr. Inbound: 350 Outbound: 410		Convert NB and SB signal phasing to split phasing. NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through lane, and 1 shared through / right-turn lane. SB: Provide a second right-turn lane, and modify signal to provide a right-turn overlap phase.	Barham Dr. / La Moree Rd.	760 PM Peak Hr. Inbound: 350 Outbound: 410	SM6 (Est. 2018 – 2019)	NB: Modify signal to provide a right-turn overlap phase. SB: Provide 1 left-turn lane and 1 shared through/right-turn lane.	Discovery St. / La Sombra Dr.	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM3 & SM5 (Est. 2017 – 2019)	Install traffic signal. Provide split phasing at NB and SB approaches. NB: No changes to existing lane geometry. SB: Restripe approach to provide 1 left-turn lane and 1 shared left-turn / through lane. WB: Restripe approach to provide a dedicated left-turn lane, and modify signal to provide a right-turn overlap phase.	Barham Dr. / Woodland Pkwy.	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM2 (Est. 2017 – 2019)	WB: Modify signal to provide a right-turn overlap phase.	Twin Oaks Valley Rd. / Borden Rd.	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM8 & SM9 (Est. 2018 – 2019)	EB: Modify signal to provide a right-turn overlap phase.	San Marcos Blvd. / Grand Ave.	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM5 (Est. 2017 – 2019)	NB: Convert signal phasing to protected left-turns. Restripe approach to provide two left-turn lanes, one through lane, and one right-turn lane. SB: Convert signal phasing to protected left-turns. Restripe approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. EB: Reduce existing dual left-turn lane to a single left-turn lane. Restripe approach to provide three through lanes and one shared through/right-turn lane. (Note: Some of these improvements have already been implemented)	San Marcos Blvd. / Twin Oaks Valley Rd.	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM19 (Est. 2020 – 2021)	NB: Modify signal to provide a right-turn overlap phase. SB: Provide a dedicated right-turn lane. WB: Provide a third left-turn lane.	San Marcos Blvd. / Rancho Santa Fe Rd	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM20 (Est. 2020 – 2021)	WB: Provide a third left-turn lane.	Mission Rd. / Knoll Rd.	2,855 PM Peak Hr. Inbound: 795 Outbound: 915		NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through / right-turn lane, and 1 right-turn lane.		
Intersection	Project Trip Generation Threshold	Required Coordination w/ CIP Project Construction Period	Recommended Mitigation Measure																																																					
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San Marcos Blvd. / Via Vera Cruz	760 PM Peak Hr. Inbound: 350 Outbound: 410	SM4 (Est. 2017 – 2019)	SB: Restripe approach to provide 1 left-turn lane, 1 through lane, 1 shared through / right-turn lane. EB: Provide a dedicated right-turn lane.																																																					
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Twin Oaks Valley Rd. / Borden Rd.	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM8 & SM9 (Est. 2018 – 2019)	EB: Modify signal to provide a right-turn overlap phase.																																																					
San Marcos Blvd. / Grand Ave.	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM5 (Est. 2017 – 2019)	NB: Convert signal phasing to protected left-turns. Restripe approach to provide two left-turn lanes, one through lane, and one right-turn lane. SB: Convert signal phasing to protected left-turns. Restripe approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. EB: Reduce existing dual left-turn lane to a single left-turn lane. Restripe approach to provide three through lanes and one shared through/right-turn lane. (Note: Some of these improvements have already been implemented)																																																					
San Marcos Blvd. / Twin Oaks Valley Rd.	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM19 (Est. 2020 – 2021)	NB: Modify signal to provide a right-turn overlap phase. SB: Provide a dedicated right-turn lane. WB: Provide a third left-turn lane.																																																					
San Marcos Blvd. / Rancho Santa Fe Rd	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM20 (Est. 2020 – 2021)	WB: Provide a third left-turn lane.																																																					
Mission Rd. / Knoll Rd.	2,855 PM Peak Hr. Inbound: 795 Outbound: 915		NB: Restripe approach to provide 1 left-turn lane, 1 shared left-turn / through / right-turn lane, and 1 right-turn lane.																																																					
<u>Note: Mitigation measure is required prior to project trip threshold being exceeded or completion of related CIP project, whichever occurs first.</u>																																																								
Table V.G: Summary of Mitigation Measure Phasing Requirements – Roadway Improvements																																																								

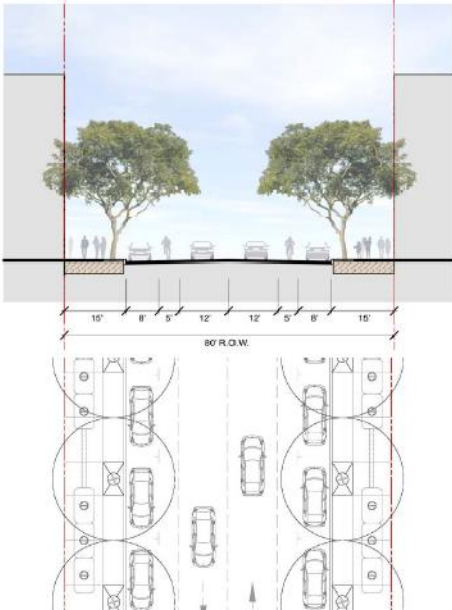
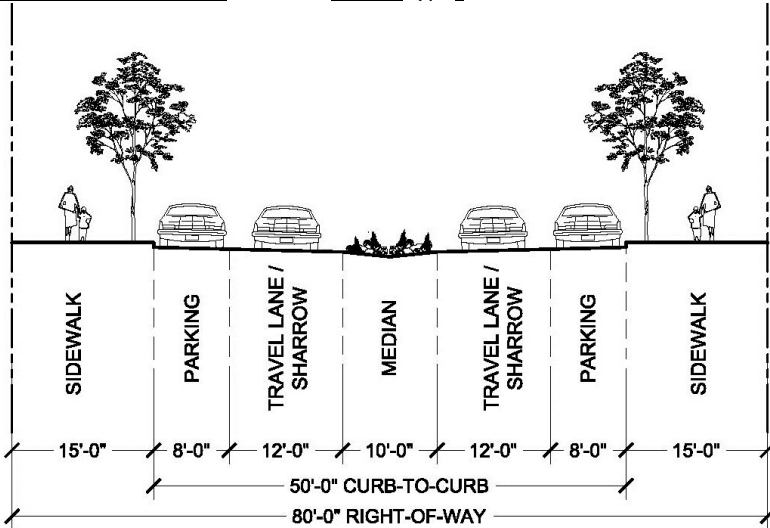
Comment #	Page #	Original Text	Proposed Text																				
		<table><tr><th>Roadway Segment</th><th>Project Trip Generation Threshold</th><th>Required Coordination w/ CIP Project Construction Period</th><th>Recommended Mitigation Measure</th></tr><tr><td>Bent Ave. from San Marcos Blvd. to Main St.</td><td>760 PM Peak Hr. Inbound: 350 Outbound: 410</td><td>SM5 (Est. 2017 -2019)</td><td>Improve to four-lane roadway</td></tr><tr><td>Bent Ave. from Main St. to Discovery St.</td><td>760 PM Peak Hr. Inbound: 350 Outbound: 410</td><td>SM5 (Est. 2017 -2019)</td><td>Improve to two-lane roadway with two-way left-turn lane.</td></tr><tr><td>Discovery St., from San Marcos Blvd. to La Sombra Dr.</td><td>1,760 PM Peak Hr. Inbound: 795 Outbound: 915</td><td>SM3 & SM5 (Est. 2017 -2019)</td><td>Improve to four-lane roadway</td></tr><tr><td>Discovery St., from La Sombra Dr. to Via Vera Cruz</td><td>1,760 PM Peak Hr. Inbound: 795 Outbound: 915</td><td>SM3 & SM5 (Est. 2017 -2019)</td><td>Improve to four-lane roadway</td></tr></table>	Roadway Segment	Project Trip Generation Threshold	Required Coordination w/ CIP Project Construction Period	Recommended Mitigation Measure	Bent Ave. from San Marcos Blvd. to Main St.	760 PM Peak Hr. Inbound: 350 Outbound: 410	SM5 (Est. 2017 -2019)	Improve to four-lane roadway	Bent Ave. from Main St. to Discovery St.	760 PM Peak Hr. Inbound: 350 Outbound: 410	SM5 (Est. 2017 -2019)	Improve to two-lane roadway with two-way left-turn lane.	Discovery St., from San Marcos Blvd. to La Sombra Dr.	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM3 & SM5 (Est. 2017 -2019)	Improve to four-lane roadway	Discovery St., from La Sombra Dr. to Via Vera Cruz	1,760 PM Peak Hr. Inbound: 795 Outbound: 915	SM3 & SM5 (Est. 2017 -2019)	Improve to four-lane roadway	
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Note: Mitigation measure is required prior to project trip threshold being exceeded or completion of related CIP project, whichever occurs first.																							
<u>Freeway Analysis</u> A freeway analysis of the project was conducted in accordance with Cal Trans Requirements, using criteria from the 2000 Highway Capacity Manual and the 2000 Highway Design Manual. Cal Trans has a target level of service at project transitions between LOS “C” and LOS “D” for peak hour traffic volumes. In addition, Cal Trans requires freeway ramp interchanges to be evaluated using the Intersection Lane Volumes (ILV) methodology for evaluating intersection performance. To be classified as a stable intersection, the intersection must operate at 1,500 vehicles per hour or less. Although the UDSPA will generate fewer trips and fewer project trips will use the freeway, the reduction in project trips is not anticipated to significantly change the findings of the initial traffic study analysis.																							
<u>Ramp Intersections</u> Based on the analysis, the following ramp intersections are forecast to operate at deficient levels of service under the Horizon Year 2030 Scenario:																							
<ul style="list-style-type: none">• <u>Las Posas Road / State Route 78 Westbound Ramps</u>• <u>San Marcos Boulevard / State Route 78 Westbound Ramps — Knoll Road</u>• <u>Twin Oaks Valley Road / State Route 78 Eastbound Ramps</u>• <u>Barham Drive / State Route 78 Eastbound Ramps</u>																							
<u>Freeway Mainline Segments</u> In addition, the following freeway mainline segments are forecast to operate at LOS “F” under the Horizon Year 2030 Scenario. An “ON” in the description below denotes where motorists would merge onto the freeway, and an “OFF” denotes where motorists would exit:																							

Comment #	Page #	Original Text	Proposed Text
		<ul style="list-style-type: none"> • <u>State Route 78 Eastbound, from Las Posas Road ON to San Marcos Blvd OFF (pm)</u> • <u>State Route 78 Westbound, from Twin Oaks Valley Road ON to San Marcos Boulevard OFF (am)</u> • <u>State Route 78 Eastbound, from San Marcos Boulevard ON to Twin Oaks Valley Road OFF (pm)</u> • <u>State Route 78 Eastbound, from Twin Oaks Valley Road ON to Barham Drive OFF (pm)</u> • <u>State Route 78 Westbound, from Rancheros Road ON to Twin Oaks Valley Road OFF (pm)</u> • <u>State Route 78 Westbound, from Nordahl Road ON to Rancheros Road OFF (am)</u> • <u>State Route 78 Eastbound, from Barham Drive ON to Nordahl Road OFF (pm)</u> <p><u>Freeway Ramp Junction / Merge Analysis</u></p> <p><u>It is also estimated that the following freeway ramp junction points will also operate at LOS "F" under the 2030 Horizon Year Scenario:</u></p> <ul style="list-style-type: none"> • <u>Las Posas Road Eastbound On-Ramp (PM)</u> • <u>San Marcos Boulevard Eastbound On-Ramp (PM)</u> • <u>Twin Oaks Valley Road Westbound On-Ramp #1 (AM)</u> • <u>Twin Oaks Valley Road Westbound On-Ramp #2 (AM)</u> • <u>Twin Oaks Valley Road Westbound Off-Ramp (AM)</u> • <u>Twin Oaks Valley Road Eastbound On-Ramp (PM)</u> • <u>Barham Drive Eastbound Off-Ramp (PM)</u> • <u>San Marcos Boulevard Eastbound Off-Ramp (PM)</u> • <u>Barham Drive Eastbound On-Ramp (PM)</u> <p><u>Given that the project will add traffic and affect levels of service for the freeway ramp intersections, mainline segments, and junctions discussed above, the impacts of the proposed University District Specific Plan project are considered significant and mitigation measures are required.</u></p> <p><u>While the addition of one HOV lane in each direction as included in the SANDAG Regional Transportation Plan (RTP) would mitigate the impacts associated with 2030 forecast traffic with the proposed University District project, the HOV project is not currently in the "reasonably funded" highway program. The City of San Marcos has initiated discussions with Caltrans and SANDAG that are aimed at identifying interim State Route 78 corridor projects and various potential corridor study alternatives that could be participated in on a fair share basis. These discussions are currently underway but are not advanced enough at this time to reference the specific projects or studies in detail. Once the City's participation options have been identified by Caltrans, the appropriate participation level for the University District can be assessed, and potential mitigation measures can be discussed.</u></p> <p><u>Transportation Demand Management Plan and Recommended Parking and TDM Monitoring Plan</u></p> <p><u>A Transportation Demand Management (TDM) study prepared in late 2008 indicates that, with an aggressive TDM program in place, the trip generation for the proposed University District Specific Plan project is potentially reduced by over 50 percent for the Horizon Year 2030 with project conditions. Based on the initial traffic analysis report, a reduction in project trips of this magnitude could eliminate the need for some of the mitigation measures that are projected to be needed in the later phases of the project</u></p> <p><u>The intent of the Monitoring Plan is to prescribe a means in which the City of San Marcos can monitor the effectiveness of its overall parking supply requirements and demand as individual projects within the University District Specific Plan Amendment area are being constructed. The Monitoring Plan would also consider the effectiveness of various Parking and Transportation Demand Management (PTDM) programs. If certain measures are</u></p>	

Comment #	Page #	Original Text	Proposed Text
		proving to be unproductive following the City's review of Annual Transportation Reports, then adjustments can be made.	
66	VI-2	The City of San Marcos and the San Marcos Redevelopment Agency may assist in the process of consolidating properties or forming development partnerships to create new blocks and development sites.	The City of San Marcos and the San Marcos Redevelopment Agency may assist in the process of consolidating properties or forming development partnerships to create new blocks and development sites.
67	VI-3	The images within this Form-Based Code are meant to illustrate planning and urban design concepts, but are for illustrative purposes.	<i>The images within this Form-Based Code are meant to illustrate planning and urban design concepts, they are but are for illustrative purposes only.</i>
68	VI-3	<i>Figure VI.1: Street Type Regulating Plan</i>	<i>Figure VI.1 VI.A: Street Type Regulating Plan</i>
69	VI-3	<i>Figure VI.2: Building and Public Space Regulating Plan</i>	<i>Figure VI.2 VI.B: Building and Public Space Regulating Plan</i>
70	VI-3	The allowed locations of the building types are provided on Figure VI-2: Building and Public Space Regulating Plan.	The allowed locations of the building types are provided on Figure VI-2 VI.B: Building and Public Space Regulating Plan.
71	VI-4	Step 11: Contact the City of San Marcos Planning Department and/or San Marcos Redevelopment Agency to discuss specific questions, potential projects, or opportunities for public/private partnerships:	Step 11: Contact the City of San Marcos Planning Department and/or San Marcos Redevelopment Agency to discuss specific questions, potential projects, or opportunities for public/private partnerships:
72	VI-5 to VI-6	<p>Conceptual Grading Plan</p> <p>To create the street and block network as illustrated within the Regulating Plans, properties will need to be consolidated, demolished, subdivided, and graded (as needed) to create new blocks that are defined by both existing and new street right-of-ways. The Regulating Plans for the University District have been developed based on a conceptual grading plan (see Figure VI.D: Conceptual Grading Plan).</p> <p>Modifications</p> <p>The exact locations, layouts, and elevations of the streets, blocks, public spaces, and development sites (as illustrated by the Regulating Plans and Conceptual Grading Plan) are illustrative in nature and are subject to change and refinement through the subdivision process based on actual field measurements and other unforeseen constraints. Provided that the block standards of Section VI.3 of this Form-Based Code are met, minor adjustments to streets, blocks, public spaces, and zones may result without amendment to the Specific Plan. However, the final street locations, layouts, and elevations should generally comply with the Regulating Plans and Conceptual Grading Plan.</p> <p>See Chapter IX – Implementation and Administration for the process of obtaining approval for deviations from the Regulating Plan and Conceptual Grading Plan.</p>	<p>Conceptual Grading Plan</p> <p>To create the street and block network as illustrated within the Regulating Plans, properties will need to be consolidated, demolished, subdivided, and graded (as needed) to create new blocks that are defined by both existing and new street right-of-ways. The Regulating Plans for the University District have been developed based on a conceptual grading plan (see Figure VI.D: Conceptual Grading Plan). <u>As individual projects are presented to the City of San Marcos, more precise grading plans for the project area(s) will be created to further define the grading which is intended to meet the goals of this Specific Plan to create a walkable, urban community and to maintain functional connectivity. Buildings shall adhere to the regulations in Chapter VI, the Form Based Code, and are encouraged to utilize a terraced design approach and/or other measures to avoid "table top" style development. The intent of this Specific Plan is to ensure functional connectivity between the building and sidewalk/paseo/street, as well as between the sidewalk/paseo/street and the rest of the project.</u></p> <p><u>Grading along the northwesterly project frontage shall not impact the proposed San Marcos Creek restoration area and conservation easement.</u></p> <p>Modifications</p> <p>The exact locations, layouts, and elevations of the streets, blocks, public spaces, and development sites (as illustrated by the Regulating Plans and Conceptual Grading Plan) are illustrative in nature and are subject to change and refinement through the subdivision process based on actual field measurements and other unforeseen constraints. Provided that the block standards of Section VI.3 of this Form-Based Code are met, minor</p>

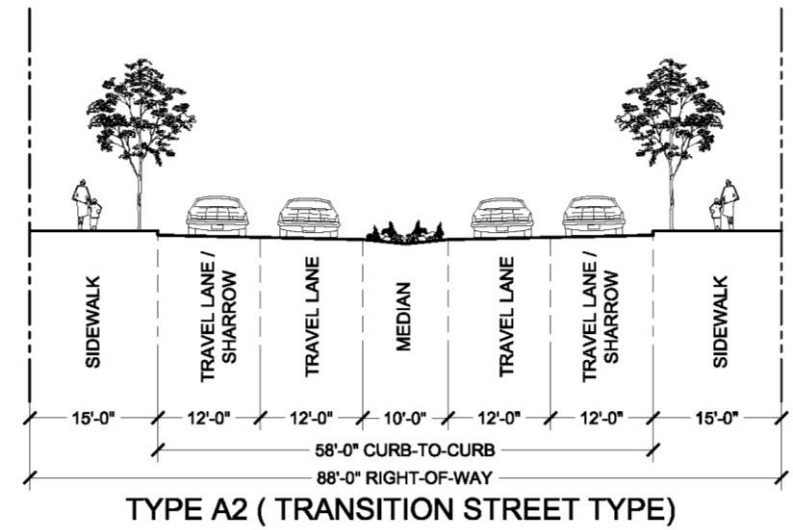
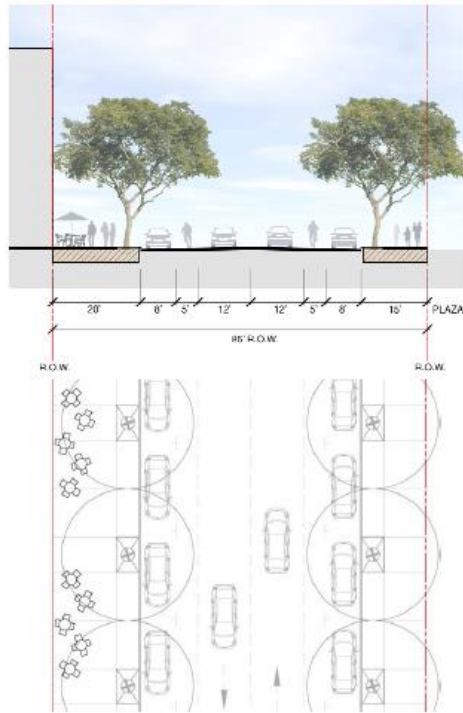
Comment #	Page #	Original Text	Proposed Text
			<p>adjustments to streets, blocks, public spaces, and zones may result without amendment to the Specific Plan. However, the final street locations, layouts, and elevations should generally comply with the Regulating Plans and Conceptual Grading Plan.</p> <p>See Chapter IX – Implementation and Administration for the process of obtaining approval for deviations from the Regulating Plan and Conceptual Grading Plan.</p>
73	VI-7	Figure VI.A: Street Type Regulating Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
74	VI-8	Figure VI.B: Building and Public Space Regulating Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	<p>[Revised Figure]</p> <p>** FIGURES TO BE UPDATED TO SHOW MIXED-USE BUILDING B IN THE NORTHEAST CORNER OF THE KNOLL PARK AND NEIGHBORHOOD GREENS</p>
75	VI-9	Figure VI.C: Building Height Regulating Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
76	VI-10	Figure VI.D: Conceptual Grading Plan (West of Twin Oaks Valley Road) <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
77	VI-11	Figure VI.D: Conceptual Grading Plan (East of Twin Oaks Valley Road) <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
78	VI-13	<p>Any single block face longer than 550 linear feet must include access to a publicly dedicated sidewalk or pedestrian passage that connects to the opposite block face. The sidewalk or pedestrian passage shall be at least 8 feet wide and may go under or through buildings. This standard does not apply to blocks that contain a mixed-use building with an above ground public parking structure or an anchor retail store.</p> <p>If the University District is subdivided in phases by different property owners/developers, each subdivision shall be graded and designed with street stubs to adjoining areas within the District to accommodate future street connectivity. All new streets must be publicly dedicated. Private streets and/or gated streets are prohibited.</p>	<p>Any single block face longer than 550 linear feet must include access to a publicly dedicated sidewalk or pedestrian passage that connects to the opposite block face. The sidewalk or pedestrian passage shall be at least 8 feet wide and may go under or through buildings. This standard does not apply to blocks that contain a mixed-use building with an above ground public parking structure or an anchor retail store.</p> <p>If the University District is subdivided in phases by different property owners/developers, each subdivision shall be graded and designed with street stubs to adjoining areas within the District to accommodate future street connectivity. All new streets must be publicly dedicated. Private streets and/or gated streets are prohibited. <u>may be permitted with a Site Development Permit (SDP). Gated streets may be permitted on private streets with a Site Development Permit (SDP).</u></p>
79	VI-13	Any block that is to be developed with a mixed-use building type with a	Any block that is to be developed with a mixed-use building type with a

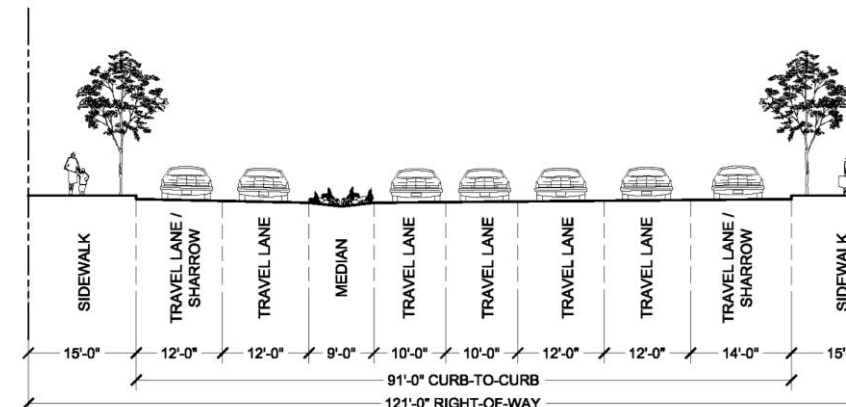
Comment #	Page #	Original Text	Proposed Text
		public parking structure or an anchor retail store.	public parking structure or an anchor retail store.
80	VI-15	<p>The University District is envisioned to be developed with streets that facilitate the movement of people through a variety of modes of transportation, including walking bicycling, transit, and automobiles. Certain streets will be designed as attractive public spaces that are enhanced with wide tree-lined sidewalks and attractive streetscape furniture. Certain streets will also be designed with Low-Impact Development (LID) facilities to address storm water management. LIDs that will be used within street right-of-ways include, but are not limited to:</p> <ul style="list-style-type: none"> • Underground Storm Water Storage Cisterns: Cisterns are closed below ground storage vessels that are located beneath the sidewalk or street. Cisterns capture run-off and/or overflow from streets, roofs, impervious surfaces, and other LID features. • Tree-Grate Flow-Through Planters: Tree grate flow-through planters are planted bio-retention areas located between the sidewalk and the curb and gutter. Tree grate flow through planters capture storm water run-off from streets, roofs, impervious surfaces, and other LID features. • Flow-Through Planters: Flow-Through Planters are planted bio-swales located within medians or along the edges of streets. The plant root systems within the flow through planters filter run-off before it percolates into the ground. • Other measures acceptable to the City in order to meet the intent of LID design. 	<p>The University District is envisioned to be developed with streets that facilitate the movement of people through a variety of modes of transportation, including walking bicycling, transit, and automobiles. Certain streets will be designed as attractive public spaces that are enhanced with wide tree-lined sidewalks and attractive streetscape furniture. Certain streets will also be designed with Low-Impact Development (LID) facilities to address storm water management. LIDs that will be used within street right-of-ways include, but are not limited to:</p> <ul style="list-style-type: none"> • Underground Storm Water Storage Cisterns: Cisterns are closed below ground storage vessels that are located beneath the sidewalk or street. Cisterns capture run-off and/or overflow from streets, roofs, impervious surfaces, and other LID features. • Tree-Grate Flow-Through Planters: Tree grate flow-through planters are planted bio-retention areas located between the sidewalk and the curb and gutter. Tree grate flow through planters capture storm water run-off from streets, roofs, impervious surfaces, and other LID features. • Flow-Through Planters: Flow-Through Planters are planted bio-swales located within medians or along the edges of streets. The plant root systems within the flow through planters filter run-off before it percolates into the ground. • Other measures acceptable to the City in order to meet the intent of LID design. <p><u>Streets are envisioned to include consistent landscaping and landscape patterns to identify streets and create a sense of place. Streets along public spaces (such as a park or plaza), at a major intersection, or other unique feature may deviate from the palette for that street to signify the feature; however, use of similar species, landscape patterns, and amenities is envisioned. Specific palettes for each street shall be prepared prior to approval of engineering plans. The Planning Division Director may approve alternative landscape plans with a Site Development Permit.</u></p>
81	VI-16	<ul style="list-style-type: none"> • Design Speed • Right-of-Way Width • Curb-to-Curb Width • Parking Lane Width • Bike Lane Width • Travel Lane Width 	<ul style="list-style-type: none"> • Design Speed • Right-of-Way Width • Curb-to-Curb Width • Parking Lane Width • Bike Lane Width (The use of either bike lanes or sharrows shall be at the discretion of the City Engineer and appropriate regulatory

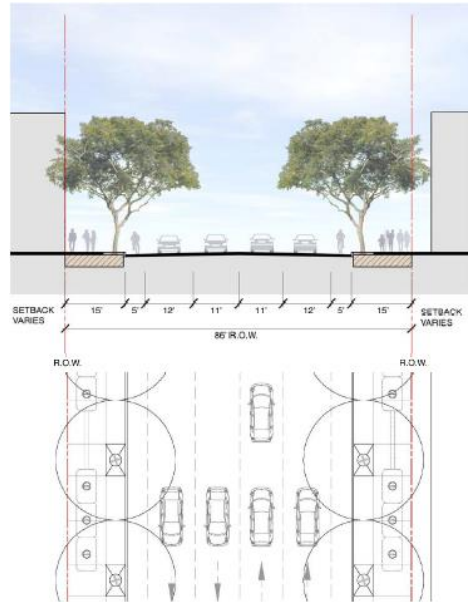
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		<ul style="list-style-type: none"> • Drainage Type • Width of Sidewalks • Other Unique Features • Trees Species and Spacing 	<p><u>guidelines)</u></p> <ul style="list-style-type: none"> • Travel Lane Width • Drainage Type • Width of Sidewalks • Other Unique Features • Trees Species and Spacing
82	VI-16	<p>Street Type A-1 (Spine Street)</p> <p><i>Street Type A-1 (Spine Street)</i></p> 	<p>Street Type A-1 (Spine Standard Street Type)</p>  <p>TYPE A1 (STANDARD STREET TYPE)</p>

Comment #	Page #	Original Text	Proposed Text																																																				
83	VI-16	<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>25 mph</td></tr><tr><td>Right-of-Way Width:</td><td>80'</td></tr><tr><td>Curb-to-Curb Width:</td><td>50'</td></tr><tr><td>Parking Lane Width:</td><td>8'</td></tr><tr><td>Bike Lane Width:</td><td>5'</td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td>Curb, Gutter, and Storm Drain; LID in Some Locations</td></tr><tr><td>Width of Sidewalks:</td><td>15'</td></tr><tr><td>Other Unique Features:</td><td>Not Applicable</td></tr><tr><td>Trees Species and Spacing:</td><td><i>Tipuana tipu</i> Spaced at 30' Maximum on Center</td></tr><tr><th colspan="2">Notes:</th></tr><tr><td colspan="2">The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</td></tr></table>	Standards:		Design Speed:	25 mph	Right-of-Way Width:	80'	Curb-to-Curb Width:	50'	Parking Lane Width:	8'	Bike Lane Width:	5'	Travel Lane Width:	12'	Drainage Type:	Curb, Gutter, and Storm Drain; LID in Some Locations	Width of Sidewalks:	15'	Other Unique Features:	Not Applicable	Trees Species and Spacing:	<i>Tipuana tipu</i> Spaced at 30' Maximum on Center	Notes:		The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram		<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>25 mph</td></tr><tr><td>Right-of-Way Width:</td><td>80'</td></tr><tr><td>Curb-to-Curb Width:</td><td>50'</td></tr><tr><td>Parking Lane Width:</td><td>8'</td></tr><tr><td>Bike Lane Width:</td><td><u>5' Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u></td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td><u>Curb, Gutter, and Storm Drain; LID in Some Locations Center Median</u></td></tr><tr><td>Width of Sidewalks:</td><td>15'</td></tr><tr><td>Other Unique Features:</td><td>Not Applicable</td></tr><tr><td>Trees Species and Spacing:</td><td><u>Tipuana tipu <i>Cassia leptophylla</i> Spaced at 30' Maximum on Center. May be modified through Site Development Permit or by Director's Permit</u></td></tr><tr><th colspan="2">Notes:</th></tr><tr><td colspan="2">The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</td></tr></table>	Standards:		Design Speed:	25 mph	Right-of-Way Width:	80'	Curb-to-Curb Width:	50'	Parking Lane Width:	8'	Bike Lane Width:	<u>5' Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u>	Travel Lane Width:	12'	Drainage Type:	<u>Curb, Gutter, and Storm Drain; LID in Some Locations Center Median</u>	Width of Sidewalks:	15'	Other Unique Features:	Not Applicable	Trees Species and Spacing:	<u>Tipuana tipu <i>Cassia leptophylla</i> Spaced at 30' Maximum on Center. May be modified through Site Development Permit or by Director's Permit</u>	Notes:		The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram	
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84	VI-17	Street Type A-2 (Spine Street at Plaza)	Street Type A-2 (Spine Transition Street at Plaza Type)																																																				

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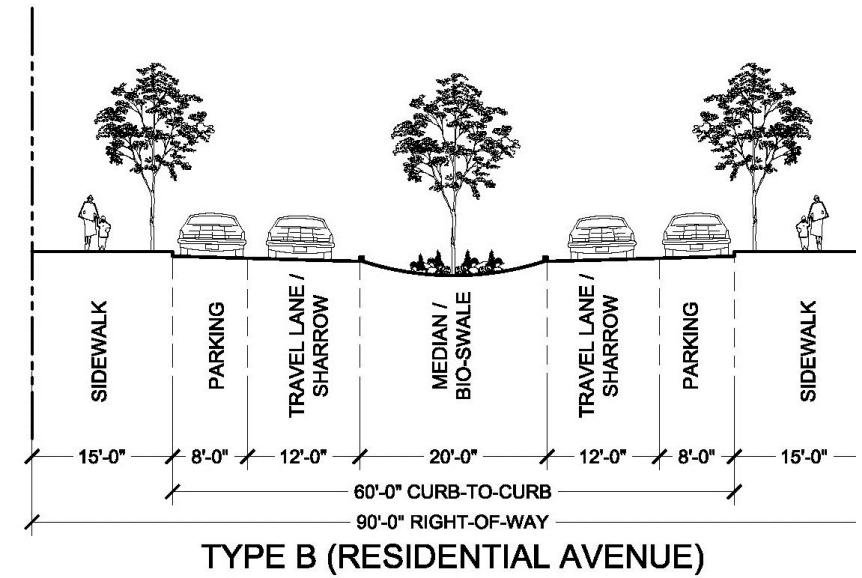
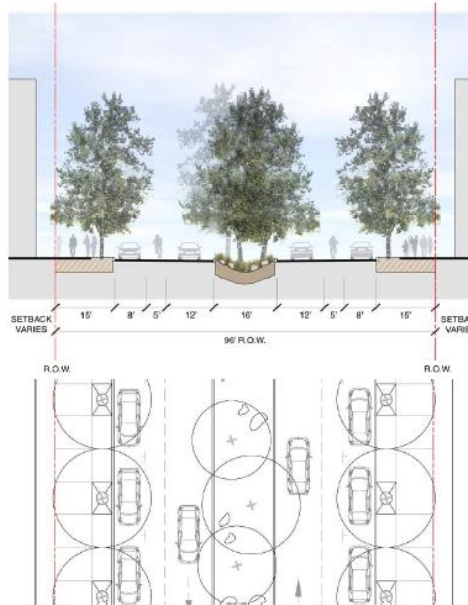


Comment #	Page #	Original Text	Proposed Text																																																
85	VI-17	<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>25 mph</td></tr><tr><td>Right-of-Way Width:</td><td>85'</td></tr><tr><td>Curb-to-Curb Width:</td><td>50'</td></tr><tr><td>Parking Lane Width:</td><td>8'</td></tr><tr><td>Bike Lane Width:</td><td>5'</td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td>Curb, Gutter, and Storm Drain; LID in Some Locations</td></tr><tr><td>Width of Sidewalks:</td><td>20' and 15'</td></tr><tr><td>Other Unique Features:</td><td>Trees Planted in 5' x 8' Tree Grates with Structural Soil</td></tr><tr><td>Trees Species and Spacing:</td><td><i>Tipuana tipu</i> Spaced at 30' Maximum on Center</td></tr><tr><td colspan="2">Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</td></tr></table>	Standards:		Design Speed:	25 mph	Right-of-Way Width:	85'	Curb-to-Curb Width:	50'	Parking Lane Width:	8'	Bike Lane Width:	5'	Travel Lane Width:	12'	Drainage Type:	Curb, Gutter, and Storm Drain; LID in Some Locations	Width of Sidewalks:	20' and 15'	Other Unique Features:	Trees Planted in 5' x 8' Tree Grates with Structural Soil	Trees Species and Spacing:	<i>Tipuana tipu</i> Spaced at 30' Maximum on Center	Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram		<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>25 mph</td></tr><tr><td>Right-of-Way Width:</td><td>85' <u>88'</u></td></tr><tr><td>Curb-to-Curb Width:</td><td>50' <u>58'</u></td></tr><tr><td>Parking Lane Width:</td><td>8' <u>Not Applicable</u></td></tr><tr><td>Bike Lane Width:</td><td>5' <u>Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u></td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td>Curb, Gutter, and Storm Drain; LID in Some Locations <u>Center Median</u></td></tr><tr><td>Width of Sidewalks:</td><td>20' and 15'</td></tr><tr><td>Other Unique Features:</td><td>Not Applicable <u>Trees Planted in 5' x 8' Tree Grates with Structural Soil</u></td></tr><tr><td>Trees Species and Spacing:</td><td><i>Tipuana tipu</i> <u><i>Cassia leptophylla</i> Spaced at 30' Maximum on Center, May be modified through Site Development Permit or by Director's Permit</u></td></tr><tr><td colspan="2">Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</td></tr></table>	Standards:		Design Speed:	25 mph	Right-of-Way Width:	85' <u>88'</u>	Curb-to-Curb Width:	50' <u>58'</u>	Parking Lane Width:	8' <u>Not Applicable</u>	Bike Lane Width:	5' <u>Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u>	Travel Lane Width:	12'	Drainage Type:	Curb, Gutter, and Storm Drain; LID in Some Locations <u>Center Median</u>	Width of Sidewalks:	20' and 15'	Other Unique Features:	Not Applicable <u>Trees Planted in 5' x 8' Tree Grates with Structural Soil</u>	Trees Species and Spacing:	<i>Tipuana tipu</i> <u><i>Cassia leptophylla</i> Spaced at 30' Maximum on Center, May be modified through Site Development Permit or by Director's Permit</u>	Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram	
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86	VI-18	Street Type A-3 (Spine Street Collector)	Street Type A-3 (Spine Street <u>Type at Collector</u>)  <p>TYPE A3 (STREET TYPE AT COLLECTOR)</p>																																																

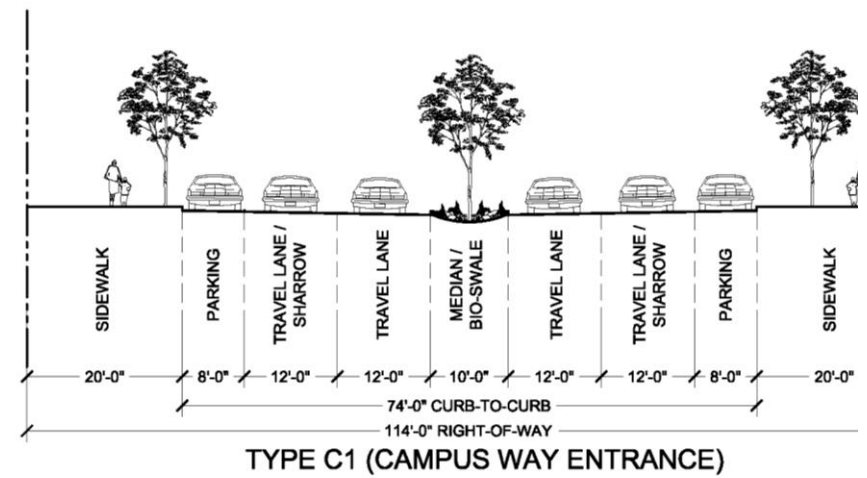
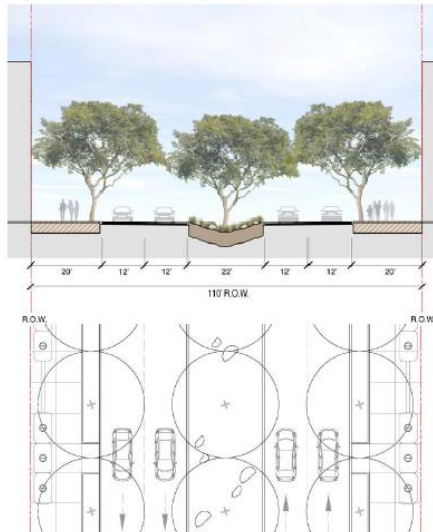
Comment #	Page #	Original Text	Proposed Text
		<p><i>Street Type A-3 (Spine Street Collector)</i></p> 	

Comment #	Page #	Original Text	Proposed Text
87	VI-18	<p>Standards:</p> <p>Design Speed: 25 mph</p> <p>Right-of-Way Width: 86'</p> <p>Curb-to-Curb Width: 56'</p> <p>Parking Lane Width: Not Applicable</p> <p>Bike Lane Width: 5'</p> <p>Travel Lane Width: 11' to 12'</p> <p>Drainage Type: Curb, Gutter, and Storm Drain; LID in Some Locations</p> <p>Width of Sidewalks: 15'</p> <p>Other Unique Features: Trees Planted in 5' x 8' Tree Grates with Structural Soil</p> <p>Trees Species and Spacing: <i>Quercus agrifolia</i> and <i>Tipuana tipu</i> Spaced at 30' Maximum on Center</p> <p>Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</p>	<p>Standards:</p> <p>Design Speed: 25 mph</p> <p>Right-of-Way Width: 86'<u>1213'</u></p> <p>Curb-to-Curb Width: 56'<u>93'91'</u></p> <p>Parking Lane Width: Not Applicable</p> <p>Bike Lane Width: <u>Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)5'</u></p> <p>Travel Lane Width: 11' to 12'<u>10' to 14'12', 14'</u></p> <p>Drainage Type: <u>Curb, Gutter, and Storm Drain; LID in Some LocationsCenter Median</u></p> <p>Width of Sidewalks: 15'</p> <p>Other Unique Features: <u>Trees Planted in 5' x 8' Tree Grates with Structural SoilNot Applicable</u></p> <p>Trees Species and Spacing: <i>Quercus agrifolia</i> and <i>Tipuana tipu</i><u><i>Cassia leptophylla</i></u> Spaced at 30' Maximum on Center. <u>May be modified through Site Development Permit or by Director's Permit</u></p> <p>Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</p>
88	VI-19	Street Type B (Residential Avenue)	Street Type B (Residential Avenue)

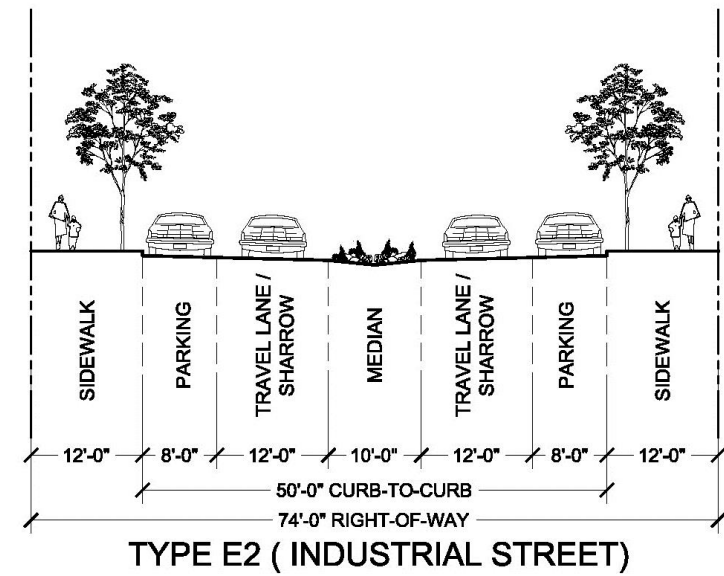
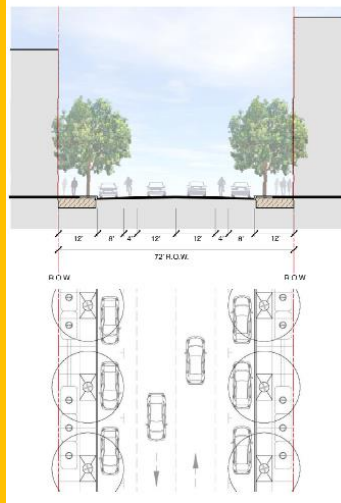
Street Type B (Residential Avenue)



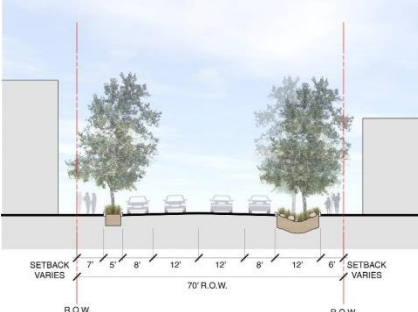
Comment #	Page #	Original Text	Proposed Text
89	VI-19	Standards: Design Speed: 25 mph Right-of-Way Width: 96' Curb-to-Curb Width: 25' (Each Side of Median) Parking Lane Width: 8' Bike Lane Width: 5' Travel Lane Width: 12' Drainage Type: Curb, Gutter, and Storm Drain; LID in Some Locations Width of Sidewalks: 15' Other Unique Features: 16' Median Swale; Trees Planted in 5' x 8' Tree Grates with Structural Soil Tree Species and Spacing: Species Vary: <i>Platanus racemosa</i> and <i>Populus fremontii</i> Spaced at 25' Maximum on Center; <i>Alnus rhombifolia</i> Spaced at 20' Maximum on Center Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram	Standards: Design Speed: 25 mph Right-of-Way Width: 74-270' Curb-to-Curb Width: 50-48-40' Parking Lane Width: 8' Bike Lane Width: <u>Sharrows (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u> 4' Travel Lane Width: 12' Drainage Type: <u>Curb, Gutter, and Storm Drain; LID in Some Locations</u> <u>Center Median</u> Width of Sidewalks: 12-15' Other Unique Features: <u>Trees Planted in 5' x 8' Tree Grates with Structural Soil</u> Tree Species and Spacing: <i>Arbutus 'Marina'</i> and <i>Rhus lancea</i> Spaced at 25' Maximum on Center. <u>May be modified through Site Development Permit or by Director's Permit</u> Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram
90	VI-20	Street Type C (Campus Way Entrance)	Street Type C ₁ (Campus Way Entrance)



Comment #	Page #	Original Text	Proposed Text																																														
91	VI-20	<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>25 mph</td></tr><tr><td>Right-of-Way Width:</td><td>110'</td></tr><tr><td>Curb-to-Curb Width:</td><td>24' (Each Side of Median)</td></tr><tr><td>Parking Lane Width:</td><td>Not Applicable</td></tr><tr><td>Bike Lane Width:</td><td>Not Applicable</td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td>Curb, Gutter, and Storm Drain; LID in Some Locations</td></tr><tr><td>Width of Sidewalks:</td><td>20'</td></tr><tr><td>Other Unique Features:</td><td>22' Median Swale; Trees Planted in 5' x 8' Tree Grates with Structural Soil</td></tr><tr><td>Tree Species and Spacing:</td><td>Accent Tree: <i>Syagrus romanzoffianum</i> Spaced at 15' Maximum on Center; Street Tree: <i>Tipuana tipu</i> Spaced at 30' Maximum on Center</td></tr><tr><td colspan="2">Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</td></tr></table>	Standards:		Design Speed:	25 mph	Right-of-Way Width:	110'	Curb-to-Curb Width:	24' (Each Side of Median)	Parking Lane Width:	Not Applicable	Bike Lane Width:	Not Applicable	Travel Lane Width:	12'	Drainage Type:	Curb, Gutter, and Storm Drain; LID in Some Locations	Width of Sidewalks:	20'	Other Unique Features:	22' Median Swale; Trees Planted in 5' x 8' Tree Grates with Structural Soil	Tree Species and Spacing:	Accent Tree: <i>Syagrus romanzoffianum</i> Spaced at 15' Maximum on Center; Street Tree: <i>Tipuana tipu</i> Spaced at 30' Maximum on Center	Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram		<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>25 mph</td></tr><tr><td>Right-of-Way Width:</td><td>110'114'</td></tr><tr><td>Curb-to-Curb Width:</td><td>24' (Each Side of Median)74'</td></tr><tr><td>Parking Lane Width:</td><td>Not Applicable8'</td></tr><tr><td>Bike Lane Width:</td><td>Not ApplicableSharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td>Curb, Gutter, and Storm Drain; LID in Some LocationsCenter Median</td></tr><tr><td>Width of Sidewalks:</td><td>20'</td></tr><tr><td>Other Unique Features:</td><td>22' Median Swale; Trees Planted in 5' x 8' Tree Grates with Structural SoilNot Applicable</td></tr><tr><td>Tree Species and Spacing:</td><td>Accent Tree: <i>Syagrus romanzoffianum</i> Spaced at 15' Maximum on Center; Street Tree: <i>Tipuana tipu</i><i>Callistemon viminalis</i> Spaced at 30' Maximum on Center. <u>May be modified through Site Development Permit or by Director's Permit</u></td></tr></table>	Standards:		Design Speed:	25 mph	Right-of-Way Width:	110' 114'	Curb-to-Curb Width:	24' (Each Side of Median) 74'	Parking Lane Width:	Not Applicable 8'	Bike Lane Width:	Not Applicable Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)	Travel Lane Width:	12'	Drainage Type:	Curb, Gutter, and Storm Drain; LID in Some Locations Center Median	Width of Sidewalks:	20'	Other Unique Features:	22' Median Swale; Trees Planted in 5' x 8' Tree Grates with Structural Soil Not Applicable	Tree Species and Spacing:	Accent Tree: <i>Syagrus romanzoffianum</i> Spaced at 15' Maximum on Center; Street Tree: <i>Tipuana tipu</i> <i>Callistemon viminalis</i> Spaced at 30' Maximum on Center. <u>May be modified through Site Development Permit or by Director's Permit</u>
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92	VI-21	Street Type D-1 (One-Way Parkway)	[Entire Page Deleted]																																														
93	VI-22	Street Type D-2 (Two-Way Parkway)	[Entire Page Deleted]																																														
94	VI-23	Street Type E-1 (Two-Lane Collector Street at Park/School)	[Entire Page Deleted]																																														
95	VI-24	Street Type E-2 (Two-Lane Collector	Street Type E-2 (Two-Lane CollectorIndustrial Street)																																														



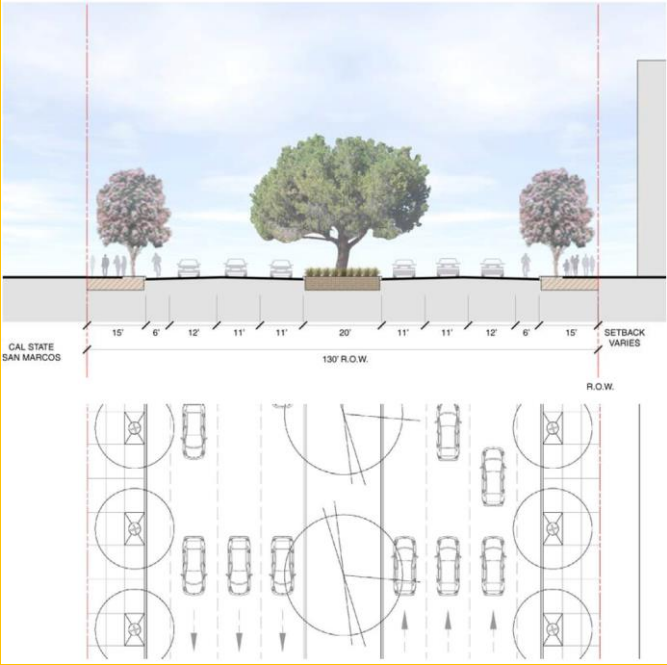
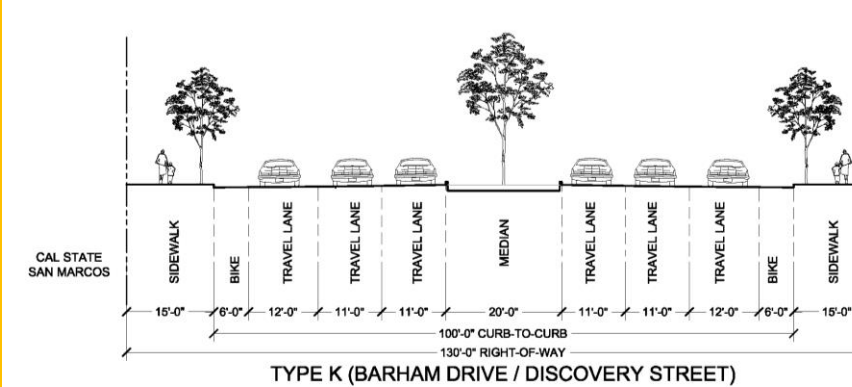
**** FIGURE TO BE UPDATED TO REFLECT DIMENSIONS SHOWN IN TABLE**

Comment #	Page #	Original Text	Proposed Text
96	VI-24	Standards: Design Speed: 25 mph Right-of-Way Width: 72' Curb-to-Curb Width: 48' Parking Lane Width: 8' Bike Lane Width: 4' Travel Lane Width: 12' Drainage Type: Curb, Gutter, and Storm Drain; LID in Some Locations Width of Sidewalks: 12' Other Unique Features: Trees Planted in 5' x 8' Tree Grates with Structural Soil Tree Species and Spacing: <i>Arbutus</i> 'Marina' and <i>Rhus lancea</i> Spaced at 25' Maximum on Center Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram	Standards: Design Speed: 25 mph Right-of-Way Width: 72' 60' Curb-to-Curb Width: 50' 40' Parking Lane Width: 8' Bike Lane Width: <u>Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u> 4' Travel Lane Width: 12' Drainage Type: <u>Curb, Gutter, and Storm Drain; LID in Some Locations</u> <u>Center Median</u> Width of Sidewalks: 12' 10' Other Unique Features: Trees Planted in 5' x 8' Tree Grates with Structural Soil Tree Species and Spacing: <i>Arbutus</i> 'Marina' and <i>Rhus lancea</i> Spaced at 25' Maximum on Center. <u>May be modified through Site Development Permit or by Director's Permit</u> Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram
97	VI-25	Street Type E-3 (Four-Lane Collector)	[Entire Page Deleted]
98	VI-26	Street Type F (Mixed-Use Street)	[Entire Page Deleted]
99	VI-27	Street Type G (residential Street) 	Street Type G (residential Street)

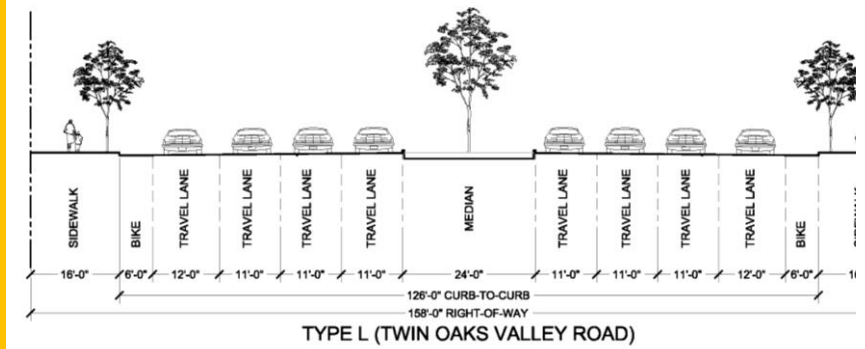
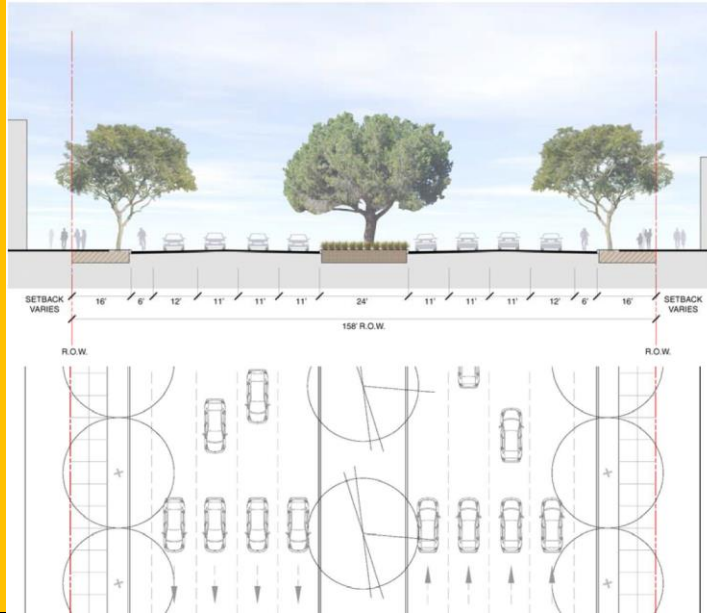
Comment #	Page #	Original Text	Proposed Text
			<p>TYPE G (RESIDENTIAL STREET)</p>

Comment #	Page #	Original Text	Proposed Text																																																
100	VI-27	<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>25 mph</td></tr><tr><td>Right-of-Way Width:</td><td>70'</td></tr><tr><td>Curb-to-Curb Width:</td><td>40'</td></tr><tr><td>Parking Lane Width:</td><td>8'</td></tr><tr><td>Bike Lane Width:</td><td>Not Applicable</td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td>Curb, Gutter, and Storm Drain; LID in Some Locations</td></tr><tr><td>Width of Sidewalks:</td><td>12' and 6' (Setback Varies)</td></tr><tr><td>Other Unique Features:</td><td>Bioswale; Flow-Through Planters</td></tr><tr><td>Tree Species and Spacing:</td><td><i>Platanus racemosa</i> and <i>Rhus lancea</i> Spaced at 25' Maximum on Center</td></tr><tr><td colspan="2">Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</td></tr></table>	Standards:		Design Speed:	25 mph	Right-of-Way Width:	70'	Curb-to-Curb Width:	40'	Parking Lane Width:	8'	Bike Lane Width:	Not Applicable	Travel Lane Width:	12'	Drainage Type:	Curb, Gutter, and Storm Drain; LID in Some Locations	Width of Sidewalks:	12' and 6' (Setback Varies)	Other Unique Features:	Bioswale; Flow-Through Planters	Tree Species and Spacing:	<i>Platanus racemosa</i> and <i>Rhus lancea</i> Spaced at 25' Maximum on Center	Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram		<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>250 mph</td></tr><tr><td>Right-of-Way Width:</td><td>48'70'</td></tr><tr><td>Curb-to-Curb Width:</td><td>24'52'</td></tr><tr><td>Parking Lane Width:</td><td>Not Applicable8'</td></tr><tr><td>Bike Lane Width:</td><td><u>Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u>Not Applicable</td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td><u>Curb, Gutter, and Storm Drain; LID in Some Locations</u><u>Flow-Through Planter</u></td></tr><tr><td>Width of Sidewalks:</td><td><u>6', 7', 12'</u></td></tr><tr><td>Other Unique Features:</td><td><u>Trees Planted in 5' x 8' Tree Grates with Structural Soil</u></td></tr><tr><td>Tree Species and Spacing:</td><td><u><i>Platanus racemosa</i> and <i>Rhus lancea</i> Spaced at 25' Maximum on Center, May be modified through Site Development Permit or by Director's Permit</u></td></tr><tr><td colspan="2">Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</td></tr></table>	Standards:		Design Speed:	25 0 mph	Right-of-Way Width:	48' 70'	Curb-to-Curb Width:	24' 52'	Parking Lane Width:	Not Applicable 8'	Bike Lane Width:	<u>Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u> Not Applicable	Travel Lane Width:	12'	Drainage Type:	<u>Curb, Gutter, and Storm Drain; LID in Some Locations</u> <u>Flow-Through Planter</u>	Width of Sidewalks:	<u>6', 7', 12'</u>	Other Unique Features:	<u>Trees Planted in 5' x 8' Tree Grates with Structural Soil</u>	Tree Species and Spacing:	<u><i>Platanus racemosa</i> and <i>Rhus lancea</i> Spaced at 25' Maximum on Center, May be modified through Site Development Permit or by Director's Permit</u>	Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram	
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Parking Lane Width:	8'																																																		
Bike Lane Width:	Not Applicable																																																		
Travel Lane Width:	12'																																																		
Drainage Type:	Curb, Gutter, and Storm Drain; LID in Some Locations																																																		
Width of Sidewalks:	12' and 6' (Setback Varies)																																																		
Other Unique Features:	Bioswale; Flow-Through Planters																																																		
Tree Species and Spacing:	<i>Platanus racemosa</i> and <i>Rhus lancea</i> Spaced at 25' Maximum on Center																																																		
Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram																																																			
Standards:																																																			
Design Speed:	25 0 mph																																																		
Right-of-Way Width:	48' 70'																																																		
Curb-to-Curb Width:	24' 52'																																																		
Parking Lane Width:	Not Applicable 8'																																																		
Bike Lane Width:	<u>Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u> Not Applicable																																																		
Travel Lane Width:	12'																																																		
Drainage Type:	<u>Curb, Gutter, and Storm Drain; LID in Some Locations</u> <u>Flow-Through Planter</u>																																																		
Width of Sidewalks:	<u>6', 7', 12'</u>																																																		
Other Unique Features:	<u>Trees Planted in 5' x 8' Tree Grates with Structural Soil</u>																																																		
Tree Species and Spacing:	<u><i>Platanus racemosa</i> and <i>Rhus lancea</i> Spaced at 25' Maximum on Center, May be modified through Site Development Permit or by Director's Permit</u>																																																		
Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram																																																			
101	VI-28	Street Type H (One-Way Access Street)	[Entire Page Deleted]																																																
102	VI-29	Street Type I (Two-Way Access Street)	Street Type J (Redel Road Two-Way Access Street)																																																

Comment #	Page #	Original Text	Proposed Text																																																				
		<p>Street Type I (Two-Way Access Street)</p>	<p>TYPE J (REDEL RD.)</p>																																																				
103	VI-29	<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>20 mph</td></tr><tr><td>Right-of-Way Width:</td><td>48'</td></tr><tr><td>Curb-to-Curb Width:</td><td>24'</td></tr><tr><td>Parking Lane Width:</td><td>Not Applicable</td></tr><tr><td>Bike Lane Width:</td><td>Not Applicable</td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td>Curb, Gutter, and Storm Drain; LID in Some Locations</td></tr><tr><td>Width of Sidewalks:</td><td>12'</td></tr><tr><td>Other Unique Features:</td><td>Trees Planted in 5' x 8' Tree Grates with Structural Soil</td></tr><tr><td>Tree Species and Spacing:</td><td>Arbutus 'Marina', Rhus lancea, and Schinus molle Spaced at 25' Maximum on Center</td></tr><tr><th colspan="2">Notes:</th></tr><tr><td colspan="2">The spacing of street trees may be modified where curb-cuts are required for driveway access;</td></tr><tr><td colspan="2">See Figure VI.E: LID in Public R.O.W.;</td></tr><tr><td colspan="2">See Figure VI.F: Street Tree Diagram</td></tr></table>	Standards:		Design Speed:	20 mph	Right-of-Way Width:	48'	Curb-to-Curb Width:	24'	Parking Lane Width:	Not Applicable	Bike Lane Width:	Not Applicable	Travel Lane Width:	12'	Drainage Type:	Curb, Gutter, and Storm Drain; LID in Some Locations	Width of Sidewalks:	12'	Other Unique Features:	Trees Planted in 5' x 8' Tree Grates with Structural Soil	Tree Species and Spacing:	Arbutus 'Marina', Rhus lancea, and Schinus molle Spaced at 25' Maximum on Center	Notes:		The spacing of street trees may be modified where curb-cuts are required for driveway access;		See Figure VI.E: LID in Public R.O.W.;		See Figure VI.F: Street Tree Diagram		<table><tr><th colspan="2">Standards:</th></tr><tr><td>Design Speed:</td><td>25 20 mph</td></tr><tr><td>Right-of-Way Width:</td><td>48'</td></tr><tr><td>Curb-to-Curb Width:</td><td>24' 32'</td></tr><tr><td>Parking Lane Width:</td><td>Not Applicable 8'</td></tr><tr><td>Bike Lane Width:</td><td>Not Applicable Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)</td></tr><tr><td>Travel Lane Width:</td><td>12'</td></tr><tr><td>Drainage Type:</td><td>Curb and Gutter, and Storm Drain; LID in Some Locations</td></tr><tr><td>Width of Sidewalks:</td><td>6', 10' 12'</td></tr><tr><td>Other Unique Features:</td><td>Trees Planted in 5' x 8' Tree Grates with Structural Soil</td></tr><tr><td>Tree Species and Spacing:</td><td>Arbutus 'Marina', Rhus lancea, and Schinus mollePhoenix doctylifera Spaced at 25' Maximum on Center. May be modified through Site Development Permit or by Director's Permit</td></tr></table>	Standards:		Design Speed:	25 20 mph	Right-of-Way Width:	48'	Curb-to-Curb Width:	24' 32'	Parking Lane Width:	Not Applicable 8'	Bike Lane Width:	Not Applicable Sharrow (Per the discretion of the City Engineer and appropriate regulatory guidelines)	Travel Lane Width:	12'	Drainage Type:	Curb and Gutter, and Storm Drain; LID in Some Locations	Width of Sidewalks:	6', 10' 12'	Other Unique Features:	Trees Planted in 5' x 8' Tree Grates with Structural Soil	Tree Species and Spacing:	Arbutus 'Marina', Rhus lancea, and Schinus molle Phoenix doctylifera Spaced at 25' Maximum on Center. May be modified through Site Development Permit or by Director's Permit
Standards:																																																							
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104	VI-30	Street Type J-1 (Sprinter Line Access Street)	[Entire Page Deleted]																																																				

Comment #	Page #	Original Text	Proposed Text
105	VI-31	Street Type J-2 (Sprinter Line Access Street w/Turn Lane)	[Entire Page Deleted]
106	VI-32	Street Type K (Barham Drive/Discovery Street)	Street Type K (Barham Drive/Discovery Street)
			 <p>TYPE K (BARHAM DRIVE / DISCOVERY STREET)</p> <p>** FIGURE TO BE UPDATED TO REFLECT DIMENSIONS SHOWN IN TABLE</p> <p>** FIGURE TO BE RENUMBERED STREET TYPE K-1 AND A NEW FIGURE FOR STREET TYPE K-2 WILL BE PREPARED FOR BARHAM REFLECTING 15' SIDEWALK ON NORTH SIDE, 5' BIKE LANE, 3 11' LANES, 24' MEDIAN, 3 11' LANES, 5' BIKE LANE, AND 13' SIDEWALK ON THE SOUTH SIDE. STREET TYPE K WILL BECOME K-1 AND THE BARHAM SECTION WILL BE K-2</p>

Comment #	Page #	Original Text	Proposed Text
107	VI-32	<p>Standards:</p> <p>Design Speed: 45 mph</p> <p>Right-of-Way Width: 130'</p> <p>Curb-to-Curb Width: 40' (Each Side of Median)</p> <p>Parking Lane Width: Not Applicable</p> <p>Bike Lane Width: 6'</p> <p>Travel Lane Width: 11 to 12'</p> <p>Drainage Type: Curb, Gutter, and Storm Drain; LID in Some Locations</p> <p>Width of Sidewalks: 15'</p> <p>Other Unique Features 20' Median; Trees and Spacing to Match Existing</p> <p>Tree Species and Spacing: Median: <i>Pinus Pinea</i> Spaced at 50' Maximum on Center; Street Tree: <i>Lagerstroemia</i> 'Muskogee' Spaced at 25' Maximum on Center</p> <p>Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</p>	<p>Standards:</p> <p>Design Speed: 45 mph</p> <p>Right-of-Way Width: 130'132'</p> <p>Curb-to-Curb Width: 40' (Each Side of Median)100106'</p> <p>Parking Lane Width: Not Applicable</p> <p>Bike Lane Width: 6'5' (Per the discretion of the City Engineer and appropriate regulatory guidelines)</p> <p>Travel Lane Width: 11' to 12'</p> <p>Drainage Type: Curb and, Gutter, and Storm Drain; LID in Some Locations</p> <p>Width of Sidewalks: 15'16'</p> <p>Other Unique Features 20' Median; Trees and Spacing to Match Existing</p> <p>Tree Species and Spacing: Median: <i>Pinus Pinea</i> Spaced at 50' Maximum on Center; Street Tree: <i>Lagerstroemia</i> 'Muskogee' Spaced at 25' Maximum on Center. <u>May be modified through Site Development Permit or by Director's Permit</u></p> <p>Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</p>
108	VI-33	Street Type L (Twin Oaks Valley Road)	Street Type L (Twin Oaks Valley Road)



**** FIGURE TO BE UPDATED TO REFLECT DIMENSIONS SHOWN IN TABLE**

Comment #	Page #	Original Text	Proposed Text
109	VI-33	<p>Standards:</p> <p>Design Speed: 45 mph</p> <p>Right-of-Way Width: 158'</p> <p>Curb-to-Curb Width: 51' (Each Side of Median)</p> <p>Parking Lane Width: Not Applicable</p> <p>Bike Lane Width: 6'</p> <p>Travel Lane Width: 11 to 12'</p> <p>Drainage Type: Curb, Gutter, and Storm Drain; LID in Some Locations</p> <p>Width of Sidewalks: 16' (Setback Varies)</p> <p>Other Unique Features 24' Median; Trees and Spacing to Match Existing</p> <p>Tree Species and Spacing: Median: <i>Pinus Pine</i>a Spaced at 50' Maximum on Center; Street Tree: <i>Tipuana tipu</i> Spaced at 35' Maximum on Center</p> <p>Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</p>	<p>Standards:</p> <p>Design Speed: 45 mph</p> <p>Right-of-Way Width: 158' <u>157'</u></p> <p>Curb-to-Curb Width: 51' (Each Side of Median) <u>125'</u></p> <p>Parking Lane Width: Not Applicable</p> <p>Bike Lane Width: 6' <u>5' (Per the discretion of the City Engineer and appropriate regulatory guidelines)</u></p> <p>Travel Lane Width: 11' to 12'</p> <p>Drainage Type: Curb, Gutter, and Storm Drain; LID in Some Locations <u>Curb and Gutter</u></p> <p>Width of Sidewalks: 16' (Setback Varies)</p> <p>Other Unique Features <u>24' Median; Trees and Spacing to Match Existing</u></p> <p>Tree Species and Spacing: Median: <i>Pinus Pine</i>a Spaced at 50' Maximum on Center; Street Tree: <i>Tipuana tipu</i> <u><i>Cassia leptophylla</i></u> Spaced at 35' Maximum on Center. <u>May be modified through Site Development Permit or by Director's Permit</u></p> <p>Notes: The spacing of street trees may be modified where curb-cuts are required for driveway access; See Figure VI.E: LID in Public R.O.W.; See Figure VI.F: Street Tree Diagram</p>
110	VI-34	Figure VI.E: LID in Public R.O.W. Refer to attached redlined Specific Plan for original and proposed figures.	<p>[Figure Revised and Renumbered]</p> <p>Figure VI.E: LID in Public R.O.W. (<u>West</u>)</p> <p>Figure VI.E: LID in Public R.O.W. (<u>East</u>)</p> <p>** FIGURES TO BE UPDATED TO MAKE THEM MORE LEGIBLE</p>
111	VI-35	Figure VI.F: Street Tree Diagram Refer to attached redlined Specific Plan for original and proposed figures.	<p>[Figure Revised]</p> <p>** FIGURE TO BE UPDATED TO REFLECT REVISED CONFIGURATION AND</p>

Comment #	Page #	Original Text	Proposed Text
STREET TREES			
112	VI-40	<p>Bridges shall only be allowed to span over the following street types:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Street Type F <input type="checkbox"/> Street Type G <input type="checkbox"/> Street Type H <input type="checkbox"/> Street Type I 	<p>Below <u>Above ground parking structure connection</u> bridges shall only be allowed to span over the following street types:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Street Type F <input type="checkbox"/> Street Type G <input type="checkbox"/> Street Type H <input type="checkbox"/> Street Type I <p><u>Above Ground Parking Structure Ramps</u></p> <p><u>To better accommodate more urban development, the following standards apply to parking structures within the University District:</u></p> <ul style="list-style-type: none"> • <u>Standard stall dimensions for retail and restaurant parking shall be a minimum of 8.5 feet wide by 18 feet long.</u> • <u>Standard stall dimensions for residential parking shall be a minimum of 8 feet wide by 18 feet long.</u> • <u>Compact stall dimensions for commercial parking shall be a minimum of 8 feet wide by 18 feet long. A maximum of 20 percent of the parking spaces may utilize these compact parking stall dimensions; the remainder shall comply with the standard stall dimensions of 8.5 feet wide by 18 feet long.</u> • <u>Drive aisles shall be a minimum of 24 feet wide for 90 degree (perpendicular) parking and a minimum of 26 feet wide along end aisles to allow for an efficient turning radius in both directions. Perpendicular parking is the most efficient and is preferred over angled or parallel parking.</u> • <u>Ramps shall have a maximum slope of 6 percent.</u>
113	VI-42	<p>East Urban Plaza</p> <p>The East Urban Plaza shall occupy approximately 2.0 acres, with a minimum dimension of one-hundred (100) feet.</p> <p>The following elements are required within the East Urban Plaza:</p> <ul style="list-style-type: none"> • Space for outdoor cafés and seating areas • Site furnishings including fixed and moveable seating, trash receptacles, bike racks, and pedestrian scaled lighting • A pedestrian paseo connection to the blocks and developments north of the plaza • Shade trees at a maximum of forty (40) feet on center, excluding 	<p>East Urban Plazas</p> <p>The East Urban Plazas shall occupy approximately 2.0 acres, with a minimum dimension of one-hundred (100) feet.</p> <p>The following elements are required within the East Urban Plaza:</p> <ul style="list-style-type: none"> • Space for outdoor cafés and seating areas • Site furnishings including fixed and moveable seating, trash receptacles, bike racks, and pedestrian scaled lighting • A pedestrian paseo connection to the blocks and developments north of the plaza • <u>Canopy Shade and accent</u> trees at a maximum of forty (40) feet on

Comment #	Page #	Original Text	Proposed Text
		<p>in areas of driveway curb cuts and utility vaults</p> <ul style="list-style-type: none"> Storm water management features such as permeable paving, bioretention and self-retaining areas, sized at a minimum to accommodate run-off from plaza hardscape areas Distinctive, enhanced plaza paving, consistent with the surrounding commercial and residential development Community event space for performances, festivals, 40-stall fair or farmer's market <p>The following elements may also be provided within the East Urban Plaza:</p> <ul style="list-style-type: none"> Public art elements Interactive water feature Shade structures, kiosks or arcades Food carts and mobile vendors Informational kiosks 	<p>center, excluding in areas of driveway curb cuts and utility vaults</p> <ul style="list-style-type: none"> Storm water management features such as permeable paving, bioretention and self-retaining areas, sized at a minimum to accommodate run-off from plaza hardscape areas Distinctive, enhanced plaza paving, consistent with the surrounding commercial and residential development Community event space for performances, festivals, <u>and multi-use gathering space</u>40-stall fair or farmer's market <p>The following elements may also be provided within the East Urban Plaza:</p> <ul style="list-style-type: none"> Public art elements Interactive water feature Shade structures, kiosks or arcades Food carts and mobile vendors Informational kiosks <u>Area for farmer's market</u>
114	VI-43	<p>Figure VI.G: East Urban Plaza Enlarged Plan</p> <p><i>Refer to attached redlined Specific Plan for original and proposed figures.</i></p>	<p>[Figure Revised]</p> <p>** FIGURE TO BE UPDATED TO REFLECT PROPOSED CHANGES</p>
115	VI-45	<p>Figure VI.H: Typical East Paseo Conceptual Plan</p> <p><i>Refer to attached redlined Specific Plan for original and proposed figures.</i></p>	<p>[Figure Revised]</p> <p>** FIGURE TO BE UPDATED TO REFLECT PROPOSED CHANGES</p>
116	VI-45	<p>Figure VI.I: Typical West Paseo Conceptual Plan</p> <p><i>Refer to attached redlined Specific Plan for original and proposed figures.</i></p>	<p>[Figure Revised]</p> <p>** FIGURE TO BE UPDATED TO REFLECT PROPOSED CHANGES</p>
117	VI-46	<p>East Green</p> <p>The East Green shall occupy approximately 1.5 acres. It is a primarily softscape recreational space and due to its location as a relative low point within the district, could potentially function as a stormwater infiltration site.</p> <p>The following elements are required within the East Green:</p> <ul style="list-style-type: none"> Storm water management features including vegetated self-retaining or bio-retention area, designed to accommodate recreational activity during non-storm events 	<p>East Green</p> <p>The East Green shall occupy approximately 1.5 acres. It is a primarily softscape recreational space and due to its location as a relative low point within the district, could potentially function as a stormwater infiltration site.</p> <p>The following elements are required within the East Green:</p> <ul style="list-style-type: none"> Storm water management features including vegetated self-retaining or bio-retention area, designed to accommodate recreational activity during non-storm events

Comment #	Page #	Original Text	Proposed Text
		<ul style="list-style-type: none"> Pervious paving at all paths , plazas and play areas Shade structure and pervious surface plaza Minimum .75 acre open field play area Site furnishings including seating, trash receptacles, bike racks, and pedestrian scaled lighting Mini-plazas at pedestrian paseo linkages 	<ul style="list-style-type: none"> Pervious paving at all paths , plazas and play areas Shade structure and pervious surface plaza Minimum .75 acre Open field play area Site furnishings including seating, trash receptacles, bike racks, and pedestrian scaled lighting Mini-plazas at pedestrian paseo linkages
118	VI-47	Figure VI.J: East Green Conceptual Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Figure Revised] ** FIGURE TO BE UPDATED TO REFLECT PROPOSED CHANGES
119	VI-48	<p>Twin Oaks Plaza (East) shall occupy approximately 1.2 acre. With Twin Oaks Plaza West it forms the symbolic south gateway to the District.</p> <p>The following elements are required within Twin Oaks Plaza (East):</p> <ul style="list-style-type: none"> Major accent trees, coordinated with the design of the plaza to the west, that form a focal point for the gateway and compliments the existing plantings on the south side of the intersection Storm water management features such as self-retaining areas, pervious paving, rain gardens or flow through planters Enhanced paving at the pedestrian crosswalk and mini plazas that is coordinated with the design of the plaza to the west and compliments the existing enhanced paving in the intersection Site furnishings including seating, trash receptacles, bike racks, and pedestrian scaled lighting Wayfinding graphics and signage <p>The following elements may also be provided within Twin Oaks Plaza (East):</p> <ul style="list-style-type: none"> Public art element Water feature Café seating area Enhanced/accent lighting effects Information or small retail kiosks 	<p>Twin Oaks Plaza (East), with shall occupy approximately 1.2 acres <u>0.25 acre</u>. With Twin Oaks Plaza West, it forms the symbolic south gateway to the District.</p> <p>The following elements are required within Twin Oaks Plaza (East):</p> <ul style="list-style-type: none"> Major accent trees, coordinated with the design of the plaza to the west, that form a focal point for the gateway and compliments the existing plantings on the south side of the intersection Storm water management features such as self-retaining areas, pervious paving, rain gardens or flow through planters Enhanced paving at the pedestrian crosswalk and mini plazas that is coordinated with the design of the plaza to the west and compliments the existing enhanced paving in the intersection Site furnishings including seating, trash receptacles, bike racks, and pedestrian scaled lighting Wayfinding graphics and signage <p>The following elements may also be provided within Twin Oaks Plaza (East):</p> <ul style="list-style-type: none"> Public art element Water feature Café seating area Enhanced/accent lighting effects Information or small retail kiosks
120	VI-49	Figure VI.K: Twin Oaks Plaza (East) Conceptual Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Figure Revised] ** FIGURE TO BE UPDATED TO REFLECT PROPOSED CHANGES

Comment #	Page #	Original Text	Proposed Text
121	VI-50	<p>Twin Oaks Plaza (West) shall occupy approximately 2.70 acres. Combined with Twin Oaks Plaza (East), this mixed-use area forms the symbolic south gateway to the University District.</p> <p>The following elements are required within Twin Oaks Plaza (West):</p> <ul style="list-style-type: none"> • Major accent trees, coordinated with the design of the plaza to the east, that form a focal point for the gateway and are consistent with the existing plantings on the south side of the intersection • Storm water management features such as self-retaining areas, pervious paving, and flow through planters • Enhanced plaza paving that compliments the existing enhanced paving in the intersection • Enhanced paving at the pedestrian crosswalk • Site furnishings including seating, trash receptacles, bike racks, and pedestrian scaled lighting • Wayfinding graphics and signage <p>The following elements may also be provided within Twin Oaks Plaza (West):</p> <ul style="list-style-type: none"> • Community event space, farmer's markets or festivals • Amphitheater for performances and informal gathering • Public art element • Water feature • Café seating area • Site furnishings, including seating, trash receptacles, bike racks, and pedestrian-scaled lighting 	<p><u>These urban plazas and paseos are located north and west of the Twin Oaks Valley Road and Discovery Street/Barham Drive intersection. The primary purpose of these plazas and paseos is to provide strong pedestrian connectivity across Twin Oaks Valley Road and to mixed-use development on either side of the street. In concert with Twin Oaks Valley East Plaza, these plazas and paseos form the southern gateway to the District and serve to anchor the bridge across Twin Oaks Valley Road. Landscaping, monument signage, artwork, weater features, or architecturally significant building elements would distinguish these plazas and paseos, including at the northwest corner of the Twin Oaks Valley Road and Discovery Street/Barham Road intersection.</u>Twin Oaks Plaza (West) shall occupy approximately 2.70 acres. Combined with Twin Oaks Plaza (East), this mixed-use area forms the symbolic south gateway to the University District.</p> <p>The following elements <u>may be provided</u>are required within Twin Oaks <u>West Plazas and Paseos</u>(West):</p> <ul style="list-style-type: none"> • Major accent trees, coordinated with the design of the plaza to the east, that form a focal point for the gateway and are consistent with the existing plantings on the south side of the intersection • Storm water management features such as self-retaining areas, pervious paving, and flow through planters • Enhanced plaza paving that compliments the existing enhanced paving in the intersection • Enhanced paving at the pedestrian crosswalks • Site furnishings including seating, trash receptacles, bike racks, and pedestrian scaled lighting • Wayfinding graphics and signage <p><u>The following elements may also be provided within Twin Oaks Plaza (West):</u></p> <ul style="list-style-type: none"> • Community event space, farmer's markets or festivals • Amphitheater for performances and informal gathering • Public art element • Water feature • Café seating area <p>Site furnishings, including seating, trash receptacles, bike racks, and pedestrian-scaled lighting</p>
122	VI-51	Figure VI.L: Twin Oaks Plaza (West) Conceptual Plan	[Figure Deleted]
123	VI-52	<p>Knoll Park</p> <p>The Knoll Park shall occupy approximately 9.0 acres. Located centrally</p>	<p><u>Knoll Park and Neighborhood Greens</u></p> <p><u>The Knoll Park and Neighborhood Greens shall occupy approximately 9.0 acres</u></p>

Comment #	Page #	Original Text	Proposed Text
		<p>within the District, Knoll Park incorporates a variety of trails and active uses into the exiting and distinctive granitic topographic feature.</p> <p>The following elements are required within the Knoll Park:</p> <ul style="list-style-type: none"> • Stabilized decomposed granite or other soft surface multi-use trail with maximum 1:20 slope • Picnic seating and BBQ areas • Rest areas with seating along trail at a maximum distance of 1,200 feet • Observation point • Minimum .75 acre open field or sport court play area at base of knoll • Minimum .75 acre open play field area at top of knoll • Community Center <p>The following elements may be included within the Knoll Park:</p> <ul style="list-style-type: none"> • Recreational elements that make use of the rugged terrain, including Disc golf course, climbing wall, water fall, adventure playground, or bouldering trail • Interpretive exhibits and signage about regional ecology and the environment • Botanical Garden featuring specimen examples of native plant communities • User Orientation Kiosk 	<p>aeres. Located <u>are located</u> centrally within the District, Knoll Park <u>and Neighborhood Greens</u> incorporates a variety of trails and active uses into the exiting and distinctive granitic topographic feature.</p> <p>The following elements are required within the Knoll Park:</p> <ul style="list-style-type: none"> • Stabilized decomposed granite or other soft surface multi-use trail with maximum 1:20 slope • Picnic seating and BBQ areas • Rest areas with seating along trail at a maximum distance of 1,200 feet • Observation point • Minimum .75 acre open field or sport court play area at base of knoll • Minimum .75 acre open play field area at top of knoll • Community Center • <u>Full-size basketball court</u> • <u>Two tennis courts which can also accommodate pickle ball</u> • <u>Two tot lots (one for ages 2 to 5 years and one for 5 to 12 years)</u> • <u>Restroom</u> • <u>Skateboard park</u> • <u>Multi-purpose field (minimum of 180 feet by 320 feet)Downhill mountain bike path on the knoll</u> <p>The following elements may be included within the Knoll Park:</p> <ul style="list-style-type: none"> • Recreational elements that make use of the rugged terrain, including Disc golf course, climbing wall, water fall, adventure playground, or bouldering trail • Interpretive exhibits and signage about regional ecology and the environment • Botanical Garden featuring specimen examples of native plant communities • User Orientation Kiosk
124	VI-53	Figure VI.M: Knoll Park Conceptual Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	<p>[Figure Revised and Renumbered] Figure VI.<u>L</u>M: Knoll Park Conceptual Plan</p> <p>** FIGURE TO BE UPDATED TO REFLECT PROPOSED CHANGES</p>
125	VI-54	South Neighborhood Green	[Entire Page Deleted]
126	VI-55	Figure VI.N: South Neighborhood Green Conceptual Plan	[Figure Deleted]

Comment #	Page #	Original Text	Proposed Text
127	VI-56	North Neighborhood Green	[Entire Page Deleted]
128	VI-57	Figure VI.O: North Neighborhood Green Conceptual Plan	[Figure Deleted]
129	VI-58	The West Creek Park and trail provide a total of approximately 3.2 acres of park space. These spaces serve as the transition from the San Marcos Creek riparian corridor to the development, and should blend these areas together through the use of native plantings.	The West Creek Park and trail provide a total of approximately 3.2 acres of park space. These spaces serve as the transition from the San Marcos Creek riparian corridor to the development, and should blend these areas together through the use of native plantings.
130	VI-59	Figure VI.P: Creek Trail/West Creek Park Conceptual Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Figure Revised and Renumbered] Figure VI. P <u>M</u> : Creek Trail/West Creek Park Conceptual Plan ** FIGURE TO BE UPDATED TO REFLECT PROPOSED CHANGES
131	VI-60	The Creek Trail and East Creek Park provide a total of approximately 3.2 acres of park space and .75 miles of trail. These spaces serve as the transition from the San Marcos Creek riparian corridor to the development, and should blend these areas together through the use of native plantings.	The Creek Trail and East Creek Park provide a total of approximately 3.2 acres of park space and .75 miles of trail. These spaces serve as the transition from the San Marcos Creek riparian corridor to the development, and should blend these areas together through the use of native plantings.
132	VI-61	Figure VI.Q: Creek Trail/East Creek Park Conceptual Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Figure Revised and Renumbered] Figure VI. Q <u>N</u> : Creek Trail/East Creek Park Conceptual Plan ** FIGURE TO BE UPDATED TO REFLECT PROPOSED CHANGES
133	VI-62	A nearly 1,200-foot long boardwalk trail is proposed for the 10.0 acre open space area located at the far west end of the District, west of Grand Avenue. The Wetland Trail and Open Space will serve as a major connection for the district to neighboring development through trail and natural space connections.	A nearly 1,200-foot long boardwalk trail is proposed for the 10.0 acre open space area located at the far west end of the District, west of Grand Avenue. The Wetland Trail and Open Space will serve as a major connection for the district to neighboring development through trail and natural space connections.
134	VI-63	Figure VI. R: Wetland Trail / Open Space Conceptual Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Figure Renumbered] FIGURE VI. R <u>Q</u> : Wetland Trail / Open Space Conceptual Plan ** FIGURE TO BE UPDATED TO REFLECT PROPOSED CHANGES
135	VI-66	Mixed-Use Building A: a multi-story-building that contains a mix of commercial and residential uses. Along the front façade, the ground floor generally contains storefronts for retail, dining, and entertainment uses. Upper floors generally contain residential units or office uses. The development sites located to the north of and fronting the East Urban Plazas and/or along Street Type E-2 (Two-Lane Collector Street) may be developed with an anchor retail store building (any commercial building with a footprint greater than 50,000 square feet). The anchor	Mixed-Use Building A: a multi-story-building that contains a mix of commercial and residential uses. Along the front façade, the ground floor generally contains storefronts for retail, dining, and entertainment uses. <u>Upper floors generally contain residential units or office uses. Residential units may also be found on the ground floor on streets other than Main Street.</u> The development sites located to the north of and fronting the East Urban Plazas and/or along Street Type E-2 (Two-Lane Collector Street) may be

Comment #	Page #	Original Text	Proposed Text
		retail store building would only be allowed if it is partially concealed by mixed-use buildings placed in front of the anchor retail store.	developed with an anchor retail store building (any commercial building with a footprint greater than 50,000 square feet). The anchor retail store building would only be allowed if it is partially concealed by mixed-use buildings placed in front of the anchor retail store.

**Mixed-Use Building A: Lot Size and Building Placement:
Unique Standards for East Urban Plaza_s Block**

Build-to-Line (BTL)

A Build-to-Line of Mixed-Use Buildings Mixed-use buildings are allowed along all street frontages. They are required along Street Type A-1, the west edge of the East Urban Plaza_s, and along ~~at least 70% of the~~ north edge of the East Urban Plaza_s. The facades of these buildings shall be provided along front and external side property lines (at a 0' setback) and along the west and north edges of the Plaza.

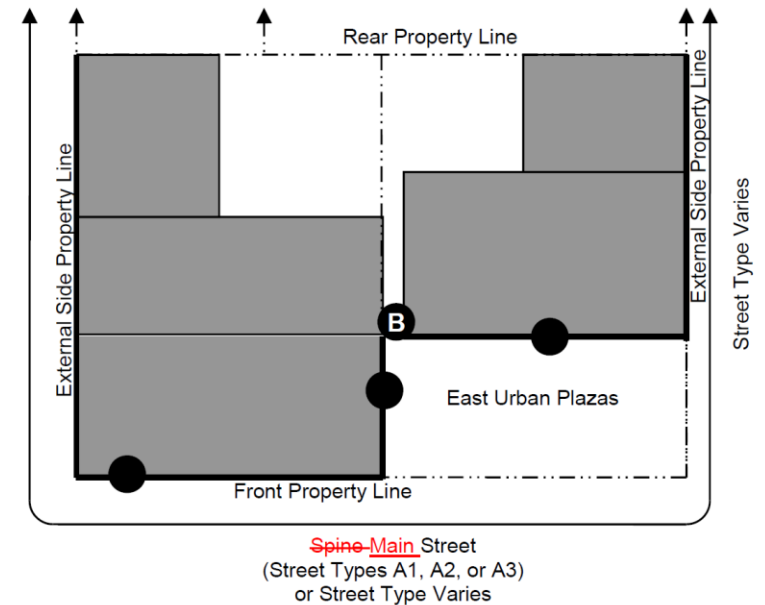
Exception A At block and plaza corners, the front facade may deviate from the BTL within an area that is not greater than 16' by 16' square.

~~Build to Line of Anchor Retail Store An anchor retail store is allowed north of Street Types A-1 and A-2, along Street Types E-2, F, and I and the northern edge of the East Urban Plaza_s. If provided along the Plaza, the facade shall occupy no more than 30% of the Plaza's edge. If provided along Street Type E-2, the facade shall be built along the property line (at a 0' setback). No BTL is required for Street Types F and I.~~

Frontage Buildout 100% of the total frontage along the Main Street (Street Type A-1) and the East Urban Plaza_s (as measured by the total length of front property lines along Street Type A-1 and the total length of the north and west edges of the Plaza) shall be occupied by one or more building facades.

B Exception The frontage build-out requirement may be reduced by 10% to create paseos that provide access from the East Urban Plaza_s to the rear properties on the block.

~~Surface Parking Surface parking is allowed along Street Types I, F and Carmel Street, and prohibited along Street Types A-1, A-2, and E-2.~~



Comment #	Page #	Original Text	Proposed Text
137	VI-70	<p>Mixed-Use Building A: Frontages</p> <p>All facades that are adjacent to a street or public space shall be designed with a specific building frontage. As indicated below, the types of frontages that are allowed vary based on the adjacent street type and the adjacent public space.</p> <p>Facades along the East Urban Plazas and Street Types A1, A2, A3, C, and the segment of E-2 that is within 75' south and 175' north of the intersection of Street Types A-2 and E-2 shall be designed with the following building frontage:</p> <p>Storefronts</p> <p>Exception: Up to 30% of the northern edge of the East Urban Plazas may be occupied by an anchor retail store frontage.</p> <p>Facades along Street Type L shall be designed with one or more of the following building frontages:</p> <p>Arcade/Gallery, Storefronts, or Anchor Retail Store Frontage</p> <p>Facades along Street Types E-21, F, H, and I shall be designed with one or more of the following building frontages:</p> <p>Storefronts, Live-Work Fronts, or Office Fronts</p> <p>Facades along Street Types I (segments to the north of Street Types A-1, A-2, and A-3), F, E-21, J1 and J2 shall be designed with one or more of the following building frontages:</p> <p>Storefronts, Live-Work Fronts, Office Fronts, Anchor Retail Store Frontage, or Parking Structure Frontages</p>	<p>Mixed-Use Building A: Frontages</p> <p>All facades that are adjacent to a street or public space shall be designed with a specific building frontage. As indicated below, the types of frontages that are allowed vary based on the adjacent street type and the adjacent public space.</p> <p>Facades along the East Urban Plazas and Street Types A1, A2, A3, C, and the segment of E-2 that is within 75' south and 175' north of the intersection of Street Types A-2 and E-2 shall be designed with the following building frontage:</p> <p>Storefronts</p> <p>Exception: Up to 30% of the northern edge of the East Urban Plazas may be occupied by an anchor retail store frontage.</p> <p>Facades along Street Type L shall be designed with one or more of the following building frontages:</p> <p>Arcade/Gallery, Storefronts, or Anchor Retail Store Frontage</p> <p>Facades along Street Types E-21, F, H, and I shall be designed with one or more of the following building frontages:</p> <p>Storefronts, Live-Work Fronts, or Office Fronts</p> <p>Facades along Street Types I (segments to the north of Street Types A-1, A-2, and A-3), F, E-21, J1 and J2 shall be designed with one or more of the following building frontages:</p> <p>Storefronts, Live-Work Fronts, Office Fronts, Anchor Retail Store Frontage, or Parking Structure Frontages</p>

Mixed-Use Building A: Building Uses

Upper Floors

A	Permitted by Right	Retail (2 nd floor), General Service, Health Service, Office, Residential, Live-Work
B	Conditionally Permitted Uses*	Retail (above 2nd floor) (m), Dining (m), Outdoor Dining (m), Dining/Entertainment (M), Entertainment/Recreation (M), Lodging (m), Assembly (M), Cultural/Civic Institutions (M), Alcohol Sales (M)

Ground Floor with frontage along the East Urban Plaza and the following Street Types: A1, A2, A3, C, and the segment of E-2 that is within 75' south and 175' north of the intersection of Street Types A-2 and E-2 :

C	Permitted by Right	Retail, General Service, Dining ¹
D	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Alcohol Sales (M)

Ground Floor with frontage along Street Types I, E-2¹, F, L, J-1, and H:

E	Permitted by Right	Retail, General Service, Dining, Office, Live-Work
F	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Cultural/Civic Institutions (M), Health Service (m), Alcohol Sales (M)

*** Notes:**

(d) Use requires Director's Permit, (m) Use requires Minor Use Permit, (M) Use requires Major Use Permit

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

2: Excluding the segment of Street Type E-2 that is within 75' south and 175' north of the intersection of Street Types A-2 and E-2. Storefronts are required in this segment.

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

Mixed-Use Building A: Building Uses

Upper Floors

A	Permitted by Right	Retail (2 nd floor), General Service, Health Service, Office, Residential, Live-Work, <u>Student housing (allowed on the south side of the first block of Main Street east of Campus Way, and anywhere east of Redel Road)</u>
B	Conditionally Permitted Uses*	Retail (above 2nd floor) (m), Dining (m), Outdoor Dining (m), Dining/Entertainment (M), Entertainment/Recreation (M), Lodging (m), Assembly (M), Cultural/Civic Institutions (M), Alcohol Sales (M) (d)

Ground Floor with frontage along the East Urban Plaza and the following Street Types: A1, A2, A3, C, and the segment of E-2 that is within 75' south and 175' north of the intersection of Street Types A-2 and E-2 :

C	Permitted by Right	Retail, General Service, Dining ¹
D	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Alcohol Sales (M) (d)

Ground Floor with frontage along Street Types I, E-2¹, F, L, J-1, and H:

E	Permitted by Right	Retail, General Service, Dining, Office, Live-Work, <u>Residential (on all streets except for Main Street)</u>
F	Conditionally Permitted Uses*	Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Cultural/Civic Institutions (M), Health Service (m), Alcohol Sales (M) (d)

*** Notes:**

(d) Use requires Director's Permit, (m) Use requires Minor Use Permit, (M) Use requires Major Use Permit

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

2: Excluding the segment of Street Type E-2 that is within 75' south and 175' north of the intersection of Street Types A-2 and E-2. Storefronts are required in this segment.

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

Upper Floors: Permitted by Right

Retail (2nd floor), General Service, Health Service, Office, Residential, Live-Work, Student housing Housing (allowed on the south side of the first block of Main Street east of Campus Way along Barham Road and perpendicular streets, but not along Main Street, and anywhere east of Redel Road)~~allowed on the south side of the first block of Main Street east of Campus Way, and anywhere east of Redel Road)~~

Upper Floors

Comment #	Page #	Original Text	Proposed Text
			<p>Conditionally Permitted Uses*</p> <p>Retail (above 2nd floor) (m)(d), Dining (md), Outdoor Dining (md), Dining/Entertainment (M), Entertainment/Recreation (M), Lodging (m), Assembly (M), Cultural/Civic Institutions (M), Alcohol Sales (M)(d)</p> <p>Ground Floor with Frontage along Street Types E-2, L, and J</p> <p>Conditionally Permitted Uses</p> <p>Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Civic/Cultural Institutions, Alcohol Sales (Md), <u>Residential (on all streets except for Main Street)(d)</u></p>
139	VI-71	<p>Floor-to-Floor Heights (excluding parking levels)</p> <p>Ground Floor</p> <p>15' minimum and 22' maximum if along Street Types A-1, A-2, A-3 and C. 12' minimum and 22' maximum along all other street types.</p> <p>["A" in associated figure]</p> <p>15' min and 22' max along Street Type A-1, A-2, A-3 and C. 12' min and 22' max along all other street types</p>	<p>Floor-to-Floor Heights (excluding parking levels)</p> <p>Ground Floor</p> <p>15' minimum and 22' maximum if along Street Type A-1, A-2, A-3 and C. 12' minimum and 22' maximum along all other street types.</p> <p>["A" in associated figure]</p> <p>15' min and 22' max along Street Type A-1, A-2, A-3 and C. 12' min and 22' max along all other street types</p>
140	VI-75	<p>Mixed-Use Building B: Vehicle Access and Parking</p> <p>Surface Parking and Delivery Zones</p> <p>Surface parking lots and delivery zones are allowed if they are located to the rear of the mixed-use buildings on the block and setback from all streets by at least 20'.</p>	<p>Mixed-Use Building B: Vehicle Access and Parking</p> <p>Surface Parking and Delivery Zones</p> <p>Surface parking lots and delivery zones are allowed if they are located to the rear of the mixed-use buildings on the block and setback from all streets by at least 20'. <u>Surface parking can occur where parking structures are allowed.</u></p>

Comment #	Page #	Original Text	Proposed Text
141	VI-78	<p>Mixed-Use Building B: Building Uses</p> <p>Upper Floors</p> <p>A Permitted by Right Retail (2nd floor), General Service, Health Service, Office, Residential, Live-Work</p> <p>B Conditionally Permitted Uses* Retail (above 2nd floor) (m), Dining (m), Outdoor Dining (m), Dining/Entertainment (M), Entertainment/Recreation (M), Lodging (m), Assembly (M), Cultural/Civic Institutions (M), Alcohol Sales (M)</p> <p>Ground Floor</p> <p>C Permitted by Right Retail, General Service, Health Service, Dining, Office, Live-Work, Residential (only allowed on Street Types E2, E3, F, and G)</p> <p>D Conditionally Permitted Uses* Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Civic/Cultural Institutions, Alcohol Sales (M)</p> <p>* Notes:</p> <p>(d) Use requires Director's Permit</p> <p>(m) Use requires Minor Use Permit</p> <p>(M) Use requires Major Use Permit</p> <p>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</p>	<p>Mixed-Use Building B: Building Uses</p> <p>Upper Floors</p> <p>Permitted by Right Retail (2nd floor), General Service, Health Service, Office, Residential, Live-Work</p> <p>Conditionally Permitted Uses* Retail (above 2nd floor) (m), Dining (m), Outdoor Dining (m), Dining/Entertainment (M), Entertainment/Recreation (M), Lodging (m), Assembly (M), Cultural/Civic Institutions (M), Alcohol Sales (M)(d)</p> <p>Ground Floor</p> <p>Permitted by Right Retail, General Service, Health Service, Dining, Office, Live-Work, Residential (only allowed on Street Types E2, E3, F, and G) (on all streets except for Main Street)</p> <p>Conditionally Permitted Uses* Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Civic/Cultural Institutions, Alcohol Sales (M)(d)</p> <p>* Notes:</p> <p>(d) Use requires Director's Permit</p> <p>(m) Use requires Minor Use Permit</p> <p>(M) Use requires Major Use Permit</p> <p>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</p> <p>Ground Floor</p> <p>Conditionally Permitted Uses</p> <p>Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Civic/Cultural Institutions, Alcohol Sales (M)(d), Residential (on all streets except for Main Street and on the east side of Twin Oaks Valley Road)(d)</p> <p>Upper Floors</p> <p>Conditionally Permitted Uses*</p> <p>Retail (above 2nd floor) (m)(d), Dining (m)(d), Outdoor Dining (m)(d), Dining/Entertainment (M), Entertainment/Recreation (M), Lodging (m),</p>

Comment #	Page #	Original Text	Proposed Text																								
			Assembly (M), Cultural/Civic Institutions (M), Alcohol Sales (M) (d)																								
142	VI-76	<p>Floor-to-Floor Heights (excluding parking levels)</p> <p>Ground Floor</p> <p>15’ minimum and 22’ maximum if along Street Type A-3. 12’ minimum and 22’ maximum along all other street types.</p> <p>[“A” in associated figure]</p> <p>15’ min and 22’ max along Street Type A-3. 12’ min and 22’ max along all other street types</p>	<p>Floor-to-Floor Heights (excluding parking levels)</p> <p>Ground Floor</p> <p>15’ minimum and 22’ maximum if along Street Type A-3. 12’ minimum and 22’ maximum along all other street types.</p> <p>[“A” in associated figure]</p> <p>15’ min and 22’ max along Street Type A-3. 12’ min and 22’ max along all other street types</p>																								
143	VI-84	<div><p>Commercial Building: Building Uses</p><p>Upper Floor</p><table><tr><td>A</td><td>Permitted by Right</td><td>Specialty Retail</td></tr><tr><td>B</td><td>Conditionally Permitted Uses*</td><td>Retail (M), Dining (M), General Service (M), Health Service (M), Office (M), Outdoor Dining (M), Dining/Entertainment (M), Entertainment/Recreation (M), Alcohol Sales (M)</td></tr></table><p>Ground Floor</p><table><tr><td>C</td><td>Permitted by Right</td><td>Specialty Retail</td></tr><tr><td>D</td><td>Conditionally Permitted Uses*</td><td>Retail (M), General Service (M), Dining (M), Outdoor Dining (M), Dining/Entertainment (M), Alcohol Sales (M)</td></tr></table><p>* Notes:</p><p>(d) Use requires Director’s Permit</p><p>(m) Use requires Minor Use Permit</p><p>(M) Use requires Major Use Permit</p><p>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</p></div>	A	Permitted by Right	Specialty Retail	B	Conditionally Permitted Uses*	Retail (M), Dining (M), General Service (M), Health Service (M), Office (M), Outdoor Dining (M), Dining/Entertainment (M), Entertainment/Recreation (M), Alcohol Sales (M)	C	Permitted by Right	Specialty Retail	D	Conditionally Permitted Uses*	Retail (M), General Service (M), Dining (M), Outdoor Dining (M), Dining/Entertainment (M), Alcohol Sales (M)	<div><p>Commercial Building: Building Uses</p><p>Upper Floor</p><table><tr><td>A</td><td>Permitted by Right</td><td>Specialty Retail</td></tr><tr><td>B</td><td>Conditionally Permitted Uses*</td><td>Retail (M), Dining (M), General Service (M), Health Service (M), Office (M), Outdoor Dining (M), Dining/Entertainment (M), Entertainment/Recreation (M), Alcohol Sales (M)(d)</td></tr></table><p>Ground Floor</p><table><tr><td>C</td><td>Permitted by Right</td><td>Specialty Retail</td></tr><tr><td>D</td><td>Conditionally Permitted Uses*</td><td>Retail (M), General Service (M), Dining (M), Outdoor Dining (M), Dining/Entertainment (M), Alcohol Sales (M)(d)</td></tr></table><p>* Notes:</p><p>(d) Use requires Director’s Permit</p><p>(m) Use requires Minor Use Permit</p><p>(M) Use requires Major Use Permit</p><p>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</p></div>	A	Permitted by Right	Specialty Retail	B	Conditionally Permitted Uses*	Retail (M), Dining (M), General Service (M), Health Service (M), Office (M), Outdoor Dining (M), Dining/Entertainment (M), Entertainment/Recreation (M), Alcohol Sales (M) (d)	C	Permitted by Right	Specialty Retail	D	Conditionally Permitted Uses*	Retail (M), General Service (M), Dining (M), Outdoor Dining (M), Dining/Entertainment (M), Alcohol Sales (M) (d)
A	Permitted by Right	Specialty Retail																									
B	Conditionally Permitted Uses*	Retail (M), Dining (M), General Service (M), Health Service (M), Office (M), Outdoor Dining (M), Dining/Entertainment (M), Entertainment/Recreation (M), Alcohol Sales (M)																									
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C	Permitted by Right	Specialty Retail																									
D	Conditionally Permitted Uses*	Retail (M), General Service (M), Dining (M), Outdoor Dining (M), Dining/Entertainment (M), Alcohol Sales (M) (d)																									

Comment #	Page #	Original Text	Proposed Text
144	VI-90	<div><div>Freeway Commercial Building A: Building Uses</div><div>Upper Floors</div><div><div><div>A</div><div>Permitted by Right</div><div>Office, Health Service</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Cultural/Civic Institutions (M), Alcohol Sales (M)</div></div></div><div>Ground Floor</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Health Service, Dining, Office</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Cultural/Civic Institutions (M), Assembly (M), Alcohol Sales (M)</div></div></div><div><div>* Notes:</div><div><div>(d) Use requires Director's Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div></div> <div><div>Freeway Commercial Building A: Building Uses</div><div>Upper Floors</div><div><div><div>A</div><div>Permitted by Right</div><div>Office, Health Service</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Cultural/Civic Institutions (M), Alcohol Sales (M)(d)</div></div></div><div>Ground Floor</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Health Service, Dining, Office</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Cultural/Civic Institutions (M), Assembly (M), Alcohol Sales (M)(d)</div></div></div><div><div>* Notes:</div><div><div>(d) Use requires Director's Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div></div>	

Comment #	Page #	Original Text	Proposed Text
145	VI-96	<div><div>Freeway Commercial Building B: Building Uses</div><div>Upper Floors</div><div><div><div>A</div><div>Permitted by Right</div><div>Office, General Service, Health Service</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Cultural/Civic Institutions (M), Alcohol Sales (M)</div></div></div><div>Ground Floor</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Health Service, Dining, Office</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Cultural/Civic Institutions (M), Assembly (M), Alcohol Sales (M)</div></div></div><div><div>* Notes:</div><div><div>(d) Use requires Director's Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div></div> <div><div>Freeway Commercial Building B: Building Uses</div><div>Upper Floors</div><div><div><div>A</div><div>Permitted by Right</div><div>Office, General Service, Health Service</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Cultural/Civic Institutions (M), Alcohol Sales (M)(d)</div></div></div><div>Ground Floor</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Health Service, Dining, Office</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Cultural/Civic Institutions (M), Assembly (M), Alcohol Sales (M)(d)</div></div></div><div><div>* Notes:</div><div><div>(d) Use requires Director's Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div></div>	

Comment #	Page #	Original Text	Proposed Text
146	VI-102	<p>University Flats: Building Uses</p> <p>Upper Floors</p> <p>A Permitted by Right Student Housing</p> <p>Exception Where a public pedestrian bridge lands at an upper floor of the building, retail, general service, and dining uses would be allowed on that upper floor.</p> <p>B Conditionally Permitted Uses* Residential (M), Office (M), Lodging (M), Alcohol Sales (M)</p> <p>Ground Floor (with frontage along Street Type C, including the building corners at the intersection of Street Types C and K)</p> <p>C Permitted by Right Retail, General Service, Dining</p> <p>D Conditionally Permitted Uses* Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (M), Alcohol Sales (M)</p> <p>Ground floor with frontage along other streets and paseos</p> <p>E Permitted by Right Retail, General Service, Dining, Office, Live-Work, Student Housing</p> <p>F Conditionally Permitted Uses* Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (M), Cultural/Civic Institutions (M), Residential (M), Alcohol Sales (M)</p> <p>* Notes:</p> <p>(d) Use requires Director's Permit</p> <p>(m) Use requires Minor Use Permit</p> <p>(M) Use requires Major Use Permit</p> <p>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</p>	<p>University Flats: Building Uses</p> <p>Upper Floors</p> <p>A Permitted by Right Student Housing, <u>Residential</u></p> <p>Exception Where a public pedestrian bridge lands at an upper floor of the building, retail, general service, and dining uses would be allowed on that upper floor.</p> <p>B Conditionally Permitted Uses* Residential (M), Office (M), Lodging (M), Alcohol Sales (M)(d)</p> <p>Ground Floor (with frontage along Street Type C, including the building corners at the intersection of Street Types C and K)</p> <p>C Permitted by Right Retail, General Service, Dining</p> <p>D Conditionally Permitted Uses* Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (M), Alcohol Sales (M)(d)</p> <p>Ground floor with frontage along other streets and paseos</p> <p>E Permitted by Right Retail, General Service, Dining, Office, Live-Work, Student Housing</p> <p>F Conditionally Permitted Uses* Outdoor Dining (d), Dining/Entert.....ent (d), Entertainment/Recreation (M), Lodging (M), Cultural/Civic Institutions (M), Residential (M), Alcohol Sales (M)(d)</p> <p>* Notes:</p> <p>(d) Use requires Director's Permit</p> <p>(m) Use requires Minor Use Permit</p> <p>(M) Use requires Major Use Permit</p> <p>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</p>

Comment #	Page #	Original Text	Proposed Text
147	VI-108	<div><div>Office Flats: Building Uses</div><div>Upper Floors with Frontage along Street Types B and K</div><div><div><div>A</div><div>Permitted by Right</div><div>Office, Live Work, General Service, Health Service</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Not applicable</div></div></div><div>Ground Floor with frontage along Street Types B and K</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Health Service Dining, Office, Live-Work</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Cultural/Civic Institutions (M), Alcohol Sales (M)</div></div></div><div>Upper Floors with Frontage along Street Type E-1</div><div><div><div>E</div><div>Permitted by Right</div><div>Residential, Office, Live Work, General Service, Health Service</div></div><div><div>F</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Cultural/Civic Institutions (M)</div></div></div><div>Ground Floor with frontage along Street Type E-1</div><div><div><div>G</div><div>Permitted by Right</div><div>Residential, Retail, General Service, Health Service, Dining, Office, Live-Work</div></div><div><div>H</div><div>Conditionally Permitted Uses*</div><div>Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Cultural/Civic Institutions (M), Alcohol Sales (M)</div></div></div><div><div>* Notes:</div><div><div>(d) Use requires Director's Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div></div>	<div><div>Office Flats: Building Uses</div><div>Upper Floors with Frontage along Street Types B and K</div><div><div><div>A</div><div>Permitted by Right</div><div>Office, Live Work, General Service, Health Service</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Not applicable</div></div></div><div>Ground Floor with frontage along Street Types B and K</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Health Service Dining, Office, Live-Work</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Cultural/Civic Institutions (M), Alcohol Sales (M)(d)</div></div></div><div>Upper Floors with Frontage along Street Type E-1</div><div><div><div>E</div><div>Permitted by Right</div><div>Residential, Office, Live Work, General Service, Health Service</div></div><div><div>F</div><div>Conditionally Permitted Uses*</div><div>Lodging (m), Cultural/Civic Institutions (M)</div></div></div><div>Ground Floor with frontage along Street Type E-1</div><div><div><div>G</div><div>Permitted by Right</div><div>Residential, Retail, General Service, Health Service, Dining, Office, Live-Work</div></div><div><div>H</div><div>Conditionally Permitted Uses*</div><div>Outdoor Dining (d), Dining/Entertainment (d), Entertainment/Recreation (M), Lodging (m), Cultural/Civic Institutions (M), Alcohol Sales (M)(d)</div></div></div><div><div>* Notes:</div><div><div>(d) Use requires Director's Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div></div>
148	VI-110	[New row under “Build-to-Line (BTL)” / “Build-to-Line” / “Exception B”]	<div><div>Exception C</div><div>Where topography does not allow for BTLs within ranges noted above, the applicant shall confer with the Planning Director to decide upon the most appropriate design measures. Such measures should both maximize the site’s functional connectivity to the rest of the project while mitigating excessive topographic elevation changes and grading cost constraints. Any</div></div>

Comment #	Page #	Original Text	Proposed Text
			<u>deviations from the above BTL requirements are subject to a Director's Permit.</u>
149	VI-110	[New row under "Build-to-Line (BTL)" / "Frontage Buildout" / "Exception A"]	Exception B <u>Pursuant to Exception C for the Build-to-Line, any deviations from the above frontage requirements are subject to a Director's Permit.</u>
150	VI-112	[New row under "Ground Floor" / "Elevation" / "Exception A"]	Exception B <u>Where topography does not allow for ground floor elevations within the ranges noted above, the applicant shall confer with the Planning Director to decide upon the most appropriate design measures. Such measures should both maximize the site's functional connectivity to the rest of the project while mitigating excessive topographic elevation changes and grading cost constraints. Any deviations from the above ground floor elevation requirements are subject to a Director's Permit.</u>
151	VI-113	At least 150 square feet of useable open space shall be provided for each unit. Useable open space includes stoops, balconies, roof-top gardens, courtyards, patio yards, playgrounds, and rear yards. This open space requirement may be achieved by providing a combination of private spaces for each individual unit and/or providing common open space areas that serve multiple units. For a common open space to qualify, the space shall be at least 500 square feet with no dimension less than 10'.	At least 150 100 square feet of useable open space shall be provided for each unit. Useable open space includes stoops, balconies, roof-top gardens, courtyards, patio yards, playgrounds, and rear yards. This open space requirement may be achieved by providing a combination of private spaces for each individual unit and/or providing common open space areas that serve multiple units. For a common open space to qualify, the space shall be at least 500 square feet with no dimension less than 10'. Also required in this area is 65 square feet per unit of private common usable space (common outdoor recreation or passive greenspace, tot lots, indoor fitness centers, etc.) and a total of 2.0 acres of public common open space west of Twin Oaks Valley Road.

Comment #	Page #	Original Text	Proposed Text
152	VI-114	<div><div>Townhomes/Flats: Building Uses</div><div>Upper Floors</div><div><div><div>A</div><div>Permitted by Right</div><div>Residential</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Not applicable</div></div></div><div>Ground Floor (with frontages along Street Type B)</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Dining, Office, Residential, Live-Work</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Outdoor Dining (d), Dining/Entertainment (d), Cultural/Civic Institutions (M), Alcohol Sales (M)</div></div></div><div>Ground Floor (with frontage along all other street types)</div><div><div><div>E</div><div>Permitted by Right</div><div>Residential</div></div><div><div>F</div><div>Conditionally Permitted Uses*</div><div>Not applicable</div></div></div><div><div>* Notes:</div><div>(d) Use requires Director's Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div>	<div><div>Townhomes/Flats: Building Uses</div><div>Upper Floors</div><div><div><div>A</div><div>Permitted by Right</div><div>Residential</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Not applicable</div></div></div><div>Ground Floor (with frontages along Street Type B)</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Dining, Office, Residential, Live-Work</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Outdoor Dining (d), Dining/Entertainment (d), Cultural/Civic Institutions (M), Alcohol Sales(M)(d)</div></div></div><div>Ground Floor (with frontage along all other street types)</div><div><div><div>E</div><div>Permitted by Right</div><div>Residential</div></div><div><div>F</div><div>Conditionally Permitted Uses*</div><div>Not applicable</div></div></div><div><div>* Notes:</div><div>(d) Use requires Director's Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div>
153	VI-116	[New row under “Build-to-Line (BTL) for Buildings with frontage along Street Types A-1 and B” / “Build-to-Line”]	Exception A <u>Where topography does not allow for BTLs within ranges noted above, the applicant shall confer with the Planning Director to decide upon the most appropriate design measures. Such measures should both maximize the site’s functional connectivity to the rest of the project while mitigating excessive topographic elevation changes and grading cost constraints. Any deviations from the above BTL requirements are subject to a Director’s Permit.</u>
154	VI-116	[New row under “Build-to-Line (BTL) for Buildings with frontage along Street Types A-1 and B” / “Frontage Buildout” / “Exception B”]	Exception C <u>Pursuant to BTL Exception A, any deviations from above frontage requirements are subject to Director’s Permit.</u>
155	VI-118	[New row under “Ground Floor” / “Elevation” / “Exception A”]	Exception B <u>Where topography does not allow for ground floor elevations within ranges noted above, applicant shall confer with Planning Director to decide upon most appropriate design measures. Such measures should both maximize</u>

Comment #	Page #	Original Text	Proposed Text
			site’s functional connectivity to rest of project while mitigating excessive topographic elevation changes and grading cost constraints. Any deviations from the above ground floor elevation requirements are subject to a Director’s Permit.
156	VI-119	At least 150 square feet of useable open space shall be provided for each unit. Useable open space includes stoops, balconies, roof-top gardens, courtyards, patio yards, playgrounds, and rear yards. This open space requirement may be achieved by providing a combination of private spaces for each individual unit and providing common open space areas that serve multiple units. For a common open space to qualify, the space shall be at least 500 square feet with no dimension less than 10’.	At least 150 100 square feet of useable open space shall be provided for each unit. Useable open space includes stoops, balconies, roof-top gardens, courtyards, patio yards, playgrounds, and rear yards. This open space requirement may be achieved by providing a combination of private spaces for each individual unit and/or providing common open space areas that serve multiple units. For a common open space to qualify, the space shall be at least 500 square feet with no dimension less than 10’. Also required in this area is 65 square feet per unit of private common usable space (common outdoor recreation or passive greenspace, tot lots, indoor fitness centers, etc.) and a total of 2.0 acres of public common open space west of Twin Oaks Valley Road.
157	VI-120	<div><div>Creek Side Townhomes/Flats: Building Uses</div><div>Upper Floors</div><div><div><div>A</div><div>Permitted by Right</div><div>Residential</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Not Applicable</div></div></div><div>Ground Floor (with frontages along Street Types B and D-1)</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Dining, Office, Residential, Live-Work</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Outdoor Dining (d), Dining/Entertainment (d), Cultural/Civic Institutions (M), Alcohol Sales (M)</div></div></div><div>Ground Floor (with frontage along all other street types)</div><div><div><div>E</div><div>Permitted by Right</div><div>Residential</div></div><div><div>F</div><div>Conditionally Permitted Uses*</div><div>Not Applicable</div></div></div><div>* Notes:<div><div>(d) Use requires Director’s Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div>	<div><div>Creek Side Townhomes/Flats: Building Uses</div><div>Upper Floors</div><div><div><div>A</div><div>Permitted by Right</div><div>Residential</div></div><div><div>B</div><div>Conditionally Permitted Uses*</div><div>Not Applicable</div></div></div><div>Ground Floor (with frontages along Street Types B and D-1)</div><div><div><div>C</div><div>Permitted by Right</div><div>Retail, General Service, Dining, Office, Residential, Live-Work</div></div><div><div>D</div><div>Conditionally Permitted Uses*</div><div>Outdoor Dining (d), Dining/Entertainment (d), Cultural/Civic Institutions (M), Alcohol Sales (M)(d)</div></div></div><div>Ground Floor (with frontage along all other street types)</div><div><div><div>E</div><div>Permitted by Right</div><div>Residential</div></div><div><div>F</div><div>Conditionally Permitted Uses*</div><div>Not Applicable</div></div></div><div>* Notes:<div><div>(d) Use requires Director’s Permit</div><div>(m) Use requires Minor Use Permit</div><div>(M) Use requires Major Use Permit</div></div></div><div>Definitions for the above uses, including types of businesses that are specifically prohibited, are provided in Section VI.11 (Definitions). Refer to Chapter IX (Implementation and Administration) for uses not specifically listed.</div></div>

Comment #	Page #	Original Text	Proposed Text
158	[New]	[New Page Added] <i>Refer to attached redlined Specific Plan for proposed imagery.</i>	<p><u>Development Standards for Alternative “Adaptive Reuse”</u></p> <p><u>Description</u></p> <p><u>The Alternative Adaptive Reuse area is generally located along Main Street east from Redel Road to Industrial Street. This special use area is intended to create a unique destination for housing, entertainment, dining, and retail which joins the industrial character of the existing neighborhood with thoughtfully crafted sustainable buildings, landscapes and courtyards, and promotes locally produced food and goods from regional artisans, artists, and farmers.</u></p> <p><u>Buildings are primarily conceived of as adaptive reuse of the existing warehouse and industrial buildings as unique specialty retail, bar and restaurant, entertainment, and beer and wine tasting venues with limited live/work space and upper floor residential units. The reuse of existing buildings on site is encouraged. However, new buildings that take cues from vernacular industrial or agricultural (e.g., old cannery style treatments) buildings and employ sustainable design features or use recycled or salvaged materials shall also be allowed. Creative solutions for providing spaces for small retail tenants, such as repurposed shipping containers, trailers, or other small outbuildings shall be allowed. Existing buildings and structures that are retained as part of the Adaptive Reuse area shall be considered conforming buildings. New buildings and improvements to existing buildings should be made through use of building massing, materials, and other treatments as approved through a Site Development Permit.</u></p> <p><u>Lot Size and Building Placement:</u></p> <p><u>It is recognized that many of the existing buildings and lots in this area will not comply with lot size and building placement regulations for other building types in the Form Based Code. To encourage the sustainable practice of re-using these buildings, and to facilitate a distinctive retail zone comprised of small plazas, gardens, courts, and walks, there are no specific standards for building placement or lot size within this area. Setbacks from the public right of way are not required, nor are build-to-lines (BTL). Rather, it is encouraged that each building be thoughtfully planned to engage with adjacent structures, sidewalks, and public spaces to create interesting and dynamic spaces as approved through a Site Development Permit.</u></p>

Comment #	Page #	Original Text	Proposed Text
			<p><u>Landscape and Hardscape:</u> <u>Adaptive reuse buildings shall implement a combination of hardscape (paved surfaces such as plazas and paseo) and landscaping (in the form of potted plants, grassy areas, water features, ornamental landscaping) to create gathering spaces to activate the area. All landscape and hardscape details shall be approved through a Site Development Permit.</u></p> <p><u>Building Height and Mass:</u> <u>1-story or 20' minimum</u> <u>5-stories or 60' maximum.</u> <u>There is no minimum for small detached retail buildings or kiosks.</u></p> <p><u>Frontages:</u> <u>No specific frontage type is required. To allow creativity in the architectural design, a variety of frontage types are allowed.</u></p> <p><u>Building Uses:</u> <u>Allowed building uses are as per Mixed-Use Building A.</u></p> <p><u>Parking:</u> <u>Off-Street parking requirements are as per Mixed-Use Building A</u></p>
159	VI-157	Dining Use: Any business that prepares and serves food and beverages, which can be consumed on- or off-site. Within the University District, these uses include cafes, coffee shops, ice cream parlors, fast-food restaurants, limited service restaurants, full-service restaurants, and other uses that are determined to be similar by the Planning Director. Dining uses with live entertainment and/or outdoor dining are regulated separately (see Outdoor Dining Use and Dining/Entertainment Use). Dining uses that serve alcoholic beverages for on-premise consumption shall require a major conditional use permit.	Dining Use: Any business that prepares and serves food and beverages, which can be consumed on- or off-site. Within the University District, these uses include cafes, coffee shops, ice cream parlors, fast-food restaurants, limited service restaurants, full-service restaurants, and other uses that are determined to be similar by the Planning Director. Dining uses with live entertainment and/or outdoor dining are regulated separately (see Outdoor Dining Use and Dining/Entertainment Use). Dining uses that serve alcoholic beverages for on-premise consumption shall require a major conditional use <u>Director's permit.</u>
160	VI-157	Dining/Entertainment Use: Any dining use that includes live entertainment, including live music, performing arts, comedy shows, karaoke, dancing, and other forms of entertainment that are determined to be similar by the Planning Director (see Dining Use). Dining/entertainment uses that serve alcoholic beverages for on-premise consumption shall require a major conditional use permit.	Dining/Entertainment Use: Any dining use that includes live entertainment, including live music, performing arts, comedy shows, karaoke, dancing, and other forms of entertainment that are determined to be similar by the Planning Director (see Dining Use). Dining/entertainment uses that serve alcoholic beverages for on-premise consumption shall require a major conditional use <u>Director's permit.</u>
161	VI-161	Outdoor Dining Use: Any dining use that has outdoor space, including space on sidewalks, for seating or patio space (see Dining Use). Outdoor dining uses that serve alcoholic beverages for on-premise consumption shall require a major conditional use permit.	Outdoor Dining Use: Any dining use that has outdoor space, including space on sidewalks, for seating or patio space (see Dining Use). Outdoor dining uses that serve alcoholic beverages for on-premise consumption shall require a major conditional use <u>Director's permit.</u>

Comment #	Page #	Original Text	Proposed Text
162	VI-163	Service Uses: Any business in which income is generated primarily from customers that receive a service performed on-site. Service businesses may also generate secondary income from retail sales that are related to the service. Service businesses include hair salons, barber shops, health clubs and gyms, movie theaters, pet grooming, photography studios, massage parlors, tutoring, dance and art instructions, martial arts studios, laundry and dry cleaning services, repair shops (appliances, televisions, radios, and computers), tattoo parlors/body piercing, veterinary clinics, counselors, therapist, medical services (doctors, chiropractors, dentists and orthodontists offices; medical laboratories; etc.), and blue printing/copy centers.	Service Uses: Any business in which income is generated primarily from customers that receive a service performed on-site. Service businesses may also generate secondary income from retail sales that are related to the service. Service businesses include hair salons, barber shops, health clubs and gyms, movie theaters, pet grooming, photography studios, massage parlors, tutoring, dance and art instructions, martial arts studios, laundry and dry cleaning services, repair shops (appliances, televisions, radios, and computers), tattoo parlors/body piercing , veterinary clinics, counselors, therapist, medical services (doctors, chiropractors, dentists and orthodontists offices; medical laboratories; etc.), and blue printing/copy centers. <u>Tattoo parlors/body piercing and hookah lounges are prohibited.</u>
163	VII-6	Figure VII.A: Conceptual District Sign Program Plan <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure]
164	VIII-2	With elevations ranging from approximately 550 feet to 700 feet within the site, the project will be served from the District's 855 Zone system.	With elevations ranging from approximately 550 feet to 700 feet within the site, the project will be served from the District's 855 <u>and 920</u> Zone systems.
165	VIII-2	See Appendix Item A.4: Water System Analysis for a detailed summary of projected water demands for the University District project.	See Appendix Item A.4: Water System Analysis for a detailed summary of projected water demands for the University District project. <u>The 2009 Water System Analysis was evaluated for the 2014 University District Specific Plan. It has been determined that the Water System Analysis would not be demonstrably effected by the proposed amendments to the 2009 University District Specific Plan.</u>
166	VIII-2	Based on the updated University District Specific Plan land uses and zoning designation as "Mixed-Use" (MU), VWD projected the total average daily demand to be 1.21 mgd for the project area.	Based on the updated <u>previously approved</u> University District Specific Plan land uses and zoning designation as "Mixed-Use" (MU), VWD projected the total average daily demand to be 1.21 mgd for the project area.
167	VIII-3	The 920 Zone includes four water storage reservoirs with a total combined capacity of 18 million gallons. There is a 24-inch transmission line in Twin Oaks Valley Road that supplies 920 Zone water to the area.	The 920 Zone includes four water storage reservoirs with a total combined capacity of 18 million gallons. There is a 24-inch transmission line in Twin Oaks Valley Road that supplies 920 Zone water to the area. <u>There are also 10-inch and 12-inch lines in Barham Drive, east of Twin Oaks Valley Road. In the northeast section of the project, there is a 12-inch line in Carmel Street that reduces to a 6-inch line.</u>
168	VIII-3	There are 12-inch water lines in Twin Oaks Valley Road and at the western edge of the project in Grand Avenue and Discovery Street. There are also 10-inch and 12-inch lines in Barham Drive, east of Twin Oaks Valley Road. In the northeast section of the project, there is a 12-inch line in Carmel Street that reduces to a 6-inch line.	There are 12-inch water lines in Twin Oaks Valley Road and at the western edge of the project in Grand Avenue and Discovery Street. There are also 10-inch and 12-inch lines in Barham Drive, east of Twin Oaks Valley Road. In the northeast section of the project, there is a 12-inch line in Carmel Street that reduces to a 6-inch line.
169	VIII-5	This section presents the recommended water system improvements necessary to provide water services to the San Marcos University District project. The entire project can be served from the District 855 Zone. With	This section presents the recommended water system improvements necessary to provide water services to the San Marcos University District project. <u>The entire project is generally to be served by the 855 Zone west of</u>

Comment #	Page #	Original Text	Proposed Text
		elevations ranging from approximately 550 feet to 700 feet, maximum static pressures on the project will range from 67 psi to 132 psi (see Figure VIII.B: Proposed Water Facilities).	<u>Twin Oaks Valley Road and by the 920 Zone east of Twin Oaks Valley Road. can be served from the District 855 Zone.</u> With elevations ranging from approximately 550 feet to 700 <u>650</u> feet <u>west of Twin Oaks Valley Road</u> , maximum static pressures on the project will range from 67 <u>89</u> psi to 132 psi <u>in the 855 Zone</u> . Similarly, with elevations east of Twin Oaks Valley Road ranging from 570 to 605 feet, static pressures in the 920 Zone will range from 136 psi to 152 psi (see Figure VIII.B: Proposed Water Facilities).
170	VIII-5	The primary source of water to the project will be the 920/855 Zone pressure-reducing station located at the intersection of Twin Oaks Valley Road and Barham Drive. There are also 920/855 Zone pressure-reducing stations west and north of the project that can supply water to the project.	The primary source of water to the project will be the <u>24-inch and 12-inch 920 Zone lines in Twin Oaks Valley Road</u> . These lines supply <u>10-inch and 12-inch lines in Barham Drive and the 920/855 Zone</u> pressure-reducing station located at the intersection of Twin Oaks Valley Road and Barham Drive. There are also 920/855 Zone pressure-reducing stations west and north of the project that can supply water to the project.
171	VIII-6	Figure VIII.B: Proposed Water Facilities <i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	[Revised Figure] <u>Figure VIII.B: Proposed Water Facilities (East)</u> <u>Figure VIII.B: Proposed Water Facilities (West)</u> <i>** FIGURE TO BE UPDATED TO INCLUDE BOLD LINE IN COLOR.</i>
172	VIII-7	See Appendix Item A.5: Sewer System Analysis for a detailed summary of projected sewer flows for the University District project.	See Appendix Item A.5: Sewer System Analysis for a detailed summary of projected sewer flows for the University District project. <u>The 2009 Sewer System Analysis was evaluated for the 2014 University District Specific Plan. It has been determined that the Sewer System Analysis would not be demonstrably effected by the proposed amendments to the 2009 University District Specific Plan.</u>
173	VIII-7	The VWD Master Plan relies on the San Marcos General Plan and land use zoning in this area as a basis for converting land uses to projected sewage flows. Based on the proposed University District Specific Plan land uses and zoning designation as "Mixed-Use" (MU), the increase in projected average sewage flows is approximately 0.79 mgd.	The VWD Master Plan relies on the San Marcos General Plan and land use zoning in this area as a basis for converting land uses to projected sewage flows. Based on the proposed <u>previously approved</u> University District Specific Plan land uses and zoning designation as "Mixed-Use" (MU), the increase in projected average sewage flows is approximately 0.79 mgd.
174	VIII-10	This section presents the recommended sewer system improvements necessary to provide sewer service to the San Marcos University District project (see Figure VIII.D: Proposed Sewer Facilities).	This section presents the recommended sewer system improvements necessary to provide sewer service to the San Marcos University District project (see Figure VIII.D: Proposed <u>On-Site Sewer Facilities (East)</u> , Figure VIII.D: Proposed <u>On-Site Sewer Facilities (West)</u> , and Figure VIII.E: Proposed <u>Off-Site Sewer Facilities</u>).
175	VIII-10	The results of this sewer system analysis indicate that on-site gravity sewer lines will consist of 8-inch through 12-inch pipes (see Figure VIII.D: Proposed Sewer Facilities).	The results of this sewer system analysis indicate that on-site gravity sewer lines will consist of 8-inch through 12-inch pipes (see Figure VIII.D: Proposed <u>On-Site Sewer Facilities (East)</u> and Figure VIII.D: Proposed <u>On-Site Sewer Facilities (West)</u>).
176	VIII-11	Figure VIII.D: Proposed On-Site Sewer Facilities	[Revised Figure]

Comment #	Page #	Original Text	Proposed Text
		<i>Refer to attached redlined Specific Plan for original and proposed figures.</i>	<p>Figure VIII.D: Proposed On-Site Sewer Facilities (East) Figure VIII.D: Proposed On-Site Sewer Facilities (West)</p> <p>** FIGURE TO BE UPDATED TO INCLUDE BOLD LINE IN COLOR.</p>
177	[New]	[New Figures] <i>Refer to attached redlined Specific Plan for proposed figures.</i>	<p>[New Figures] Figure VIII.F: Storm Drain System (East) Figure VIII.F: Storm Drain System (West)</p> <p>** FIGURE TO BE UPDATED TO INCLUDE BOLD LINE IN COLOR.</p>
178	IX-4	IX.3 Program EIR	<p>IX.3 Program EIR Environmental Analysis</p> <p>Pursuant to the California Environmental Quality Act (CEQA), a Program EIR was prepared for the 2009 University District Specific Plan. An Addendum to the 2009 Program EIR and has been prepared to evaluate the potential environmental effects of the proposed amendments to the University District Specific Plan.</p> <p><u>Ix.3.1 Addendum to the 2009 Program EIR for the University District Specific Plan Amendment</u></p> <p>The Addendum to the 2009 Program EIR has determined the environmental impacts of the University District Specific Plan Amendment, will not introduce environmental impacts beyond those identified and analyzed in the 2009 Program EIR. The Addendum to the 2009 Program FEIR complies with the statutory requirements of state law. CEQA Guidelines § 15164(a) states the following with respect to an Addendum to an EIR:</p> <p><i><u>(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.</u></i></p> <p>An Addendum to prior environmental analysis is appropriate if the minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. The Addendum is not required to be circulated for public review; however, an Addendum is to be considered by the decision-making body prior to making a decision on the project.</p>

Comment #	Page #	Original Text	Proposed Text
			<u>IX.3.2 Program EIR for 2009 University District Specific Plan Amendment</u>
179	IX-4 to IX-7	IX.3.1 Certification IX.3.2 Mitigation Monitoring Program IX.3.3 CEQA Findings IX.3.4 Notice of Determination	IX.3.1 —Certification IX.3.2 —Mitigation Monitoring Program IX.3.3 —CEQA Findings IX.3.4 —Notice of Determination
180	IX-7	The following section outlines the financing mechanisms used by the City of San Marcos and/or San Marcos Redevelopment Agency, other than developer exactions currently authorized by local ordinance, which could be employed alone, in combination with the listed financing mechanisms or other possible unlisted financing mechanisms, for implementation of public improvements within the project area:	The following section outlines the financing mechanisms used by the City of San Marcos and/or San Marcos Redevelopment Agency , other than developer exactions currently authorized by local ordinance, which could be employed alone, in combination with the listed financing mechanisms or other possible unlisted financing mechanisms, for implementation of public improvements within the project area:
181	IX-8	State Community Redevelopment Law (Tax Increment Financing) Local governments may activate redevelopment agencies to improve blighted areas. Specific plans are also often used to improve the blighted areas which may at the same time be subject to a redevelopment plan. As an area is redeveloped, it may generate new property tax revenue. This revenue is known as the tax increment. This act allows communities to utilize tax increment financing to carry out redevelopment activities, by applying tax increments generated within a redevelopment project area to finance planning, administrative, acquisition, and improvement activities. The act permits a redevelopment agency to finance land acquisition for public purposes, construction of public facilities, such as roads, parks, and sewers, as well as administrative, legal, planning, and engineering costs related to the project. The Agency is then empowered to issue bonds to finance project area improvements and administrative costs, and to apply the tax increments derived in the project area to pay the debt service on those bonds. With certain exceptions, the agency must allocate 20 percent of the tax increment to funding low and moderate-income housing. (See Section 16 of Article XVI of the California Constitution and Sections 33000 et seq. of the Health and Safety Code). The San Marcos Redevelopment Agency has established two redevelopment project areas and the majority of the Heart of the City falls within one or the	State Community Redevelopment Law (Tax Increment Financing) Local governments may activate redevelopment agencies to improve blighted areas. Specific plans are also often used to improve the blighted areas which may at the same time be subject to a redevelopment plan. As an area is redeveloped, it may generate new property tax revenue. This revenue is known as the tax increment. This act allows communities to utilize tax increment financing to carry out redevelopment activities, by applying tax increments generated within a redevelopment project area to finance planning, administrative, acquisition, and improvement activities. The act permits a redevelopment agency to finance land acquisition for public purposes, construction of public facilities, such as roads, parks, and sewers, as well as administrative, legal, planning, and engineering costs related to the project. The Agency is then empowered to issue bonds to finance project area improvements and administrative costs, and to apply the tax increments derived in the project area to pay the debt service on those bonds. With certain exceptions, the agency must allocate 20 percent of the tax increment to funding low and moderate income housing. (See Section 16 of Article XVI of the California Constitution and Sections 33000 et seq. of the Health and Safety Code). The San Marcos Redevelopment Agency has established two redevelopment project areas and the majority of the Heart of the City falls within one or the other.

Comment #	Page #	Original Text	Proposed Text
		other.	
182	IX-18	Disposition and Development Agreements (DDA) A Disposition and Development Agreement is a contract between a Redevelopment Agency and developer for the sale and development of property located within a redevelopment project area, and provides the conditions under which the property will be developed. Pursuant to a DDA, the Redevelopment Agency will agree to acquire property and sell it to the developer. The developer will agree to develop the property subject to certain conditions on its use and design. The Redevelopment Agency may agree to construct certain public facilities improvements or provide public financing (Health and Safety Code Sections 33100 et. seq.). Owner Participation Agreements Owner participation agreements are similar to Disposition and Development Agreements, except that they are utilized with a developer who already owns property within the redevelopment project area. The owner participation agreement is a contract between the property owner or developer, and the Redevelopment Agency to allow for development of a property owned by an entity other than the agency, usually the property owner or developer (Health and Safety Code Sections 33100 et. seq.). Specific financing methods to be used in implementation of this Specific Plan, including any funding mechanisms not listed above, shall be determined by and between the City of San Marcos, San Marcos Redevelopment Agency, and/or prospective developer(s) at which time a more detailed development proposal has been submitted for review.	Disposition and Development Agreements (DDA) A Disposition and Development Agreement is a contract between a Redevelopment Agency and developer for the sale and development of property located within a redevelopment project area, and provides the conditions under which the property will be developed. Pursuant to a DDA, the Redevelopment Agency will agree to acquire property and sell it to the developer. The developer will agree to develop the property subject to certain conditions on its use and design. The Redevelopment Agency may agree to construct certain public facilities improvements or provide public financing (Health and Safety Code Sections 33100 et. seq.). Owner Participation Agreements Owner participation agreements are similar to Disposition and Development Agreements, except that they are utilized with a developer who already owns property within the redevelopment project area. The owner participation agreement is a contract between the property owner or developer, and the Redevelopment Agency to allow for development of a property owned by an entity other than the agency, usually the property owner or developer (Health and Safety Code Sections 33100 et. seq.). Specific financing methods to be used in implementation of this Specific Plan, including any funding mechanisms not listed above, shall be determined by and between the City of San Marcos, San Marcos Redevelopment Agency, and/or prospective developer(s) at which time a more detailed development proposal has been submitted for review.
183	IX-21	For any legal purposes, the City and/or City Redevelopment Agency may condemn property, including land needed for identified or necessary public improvements, such as flood control or Low-Impact Development (LID) improvements, street rights-of-way, public parking, and proposed parkland. The City Redevelopment Agency may use eminent domain for the assembly and acquisition of property. Any use of eminent domain shall comply with all applicable laws regarding fair compensation, including those of the State of California and the United States of America.	For any legal purposes, the City and/or City Redevelopment Agency may condemn property, including land needed for identified or necessary public improvements, such as flood control or Low-Impact Development (LID) improvements, street rights-of-way, public parking, and proposed parkland. The City Redevelopment Agency may use eminent domain for the assembly and acquisition of property. 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.
184	IX-23	<ul style="list-style-type: none"> Preliminary grading and drainage plan; 	Preliminary <u>(conceptual)</u> grading and drainage plan;