

MEMORANDUM

Date: July 29, 2022

To: Jennifer Gates, Planning Manager – Policy & Housing, Development Services Department, City of Encinitas

From: Brooke Peterson, AICP, Planning Director, RICK Planning + Design Division

Project: El Camino Real Specific Plan

Subject: Final Draft Preferred Design Alternative Concept

RICK Planning + Design (RICK) is supporting the City of Encinitas (City) with the El Camino Real Specific Plan Project (Project). This memorandum (memo) provides a draft methodology, evaluation, and a recommended Preferred Design Alternative. This memo also provides the context for the Project background, the methodology of the design alternative concepts, and key themes of the community input received relevant to the preferred design elements and standards. The process of evaluating design alternatives and establishing a preferred design alternative serves as the foundation of the Specific Plan development standards, design guidelines, and future mobility and other infrastructure improvements in the Specific Plan.

The concepts presented in Section IV Preliminary Design Alternative Concepts were developed by RICK subconsultant, Citythinkers, in collaboration with RICK and City staff. As part of the Alternatives task of this Project, RICK, Citythinkers, and City staff (Project Team) met to define the essential elements of these concepts. The RICK Team submitted three draft design alternative concepts, which were subsequently presented to the community at the Design Alternatives Workshop, on June 20, 2022. These concepts are documented in Section III, Preliminary Design Alternative Concepts. Subsequently, the Project Team led group exercises at the workshop to allow community members to evaluate, interact with, and create their own design alternatives. The input received at the Design Alternatives Workshop was documented in the Workshop 2 Summary. This memorandum is organized as follows:

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I. BACKGROUND

In April 2021, the City of Encinitas issued a Request For Proposals to prepare the EL Camino Real Specific Plan (Project). The main objective of this Project is to create a planning document to guide the redevelopment of the City's commercial corridor known as the El Camino Real Corridor, towards a more vibrant, authentic, and pedestrian-friendly area that becomes a destination for residents, to live, work and shop. The desire is to create a sustainable plan that recognizes the existing successful nature of the El Camino Real commercial corridor and incorporates innovative and creative mixed-use concepts with a focus on adding housing.

The Project began with analysis of the site and the surrounding context and review of key policy documents to ensure the eventual land use configuration would be in accordance with these documents or take them into account as appropriate. An Opportunities and Constraints Memorandum was prepared in December 2021, which distilled technical market analysis, parking analysis, mobility analysis, and existing conditions analysis. In addition to the Opportunities and Constraints Memorandum, an Affordable Housing Memorandum was prepared by RICK's in-house economist to present tailored strategies for the City to bring affordable housing to the El Camino Real corridor. Lastly, a site analysis was conducted by subconsultant, Citythinkers, on various test sites within the Project area to understand the types of redevelopment that could occur. The site analysis effort was distilled into multiple approaches that were presented at a public workshop: Selective Redevelopment, Partial Redevelopment and Wholesale Redevelopment.

A collaborative stakeholder and public outreach strategy was integral to the Project. Outreach efforts were intended to be inclusive and reach key stakeholders as well as the wider community. An extensive public outreach program was launched that included an Opportunities and Constraints workshop, a developer roundtable, a Design Alternatives workshop, a series of pop-up outreach events at local stores and farmers markets, and a Project task force. The two public workshops were supplemented with online engagement opportunities that increased the scale and diversity of input received by the community. Structured group exercises during the Design Alternatives workshop were instrumental in understanding the preferred design of future development along El Camino Real.

The purpose of this memorandum is to describe the methodology used to prepare the Preferred Project Alternative Concept based on application of input received through the community outreach and all of the research and technical analysis conducted as described above.

II. METHODOLOGY

The preliminary Project design concepts were created with the intent of exploring numerous different possibilities for the physical redevelopment and design character of the El Camino Real corridor. The following Project goals acted as foundational pillars in the creation of the preliminary design alternatives:

- Provide critically-needed housing options to diversify activity in the corridor and serve the community's housing needs;
- Comply with the 2021-2029 Housing Element goals and programs;
- Improve multi-modal transportation safety and connections;
- Enhance passive and active green space through creek connections, open space, and other amenities.

Through a series of internal Project Team meetings and a design charrette, it was determined that lot size plays a significant role in determining how sites could be redeveloped in the Project area. As such, the RICK Team assessed the Project area to identify two differently-sized test sites that were large enough to allow for significant change on the site, that met the following criteria:

- Adjacency characteristics (topography, residential land use, etc.)
- Transferability
- Opportunity for mobility improvements
- Opportunity for placemaking
- Visibility to the corridor

The two test sites, one a 7.4-acre site (Site A) and one 14.75-acre site (Site B), Site A is currently anchored by Home Goods, is adjacent to residences, contains slopes, is relatively the same size as other shopping centers along the corridor, has four existing driveways, and has enough acreage for placemaking opportunities. Site B is a combination of three parcels that make up the shopping center currently anchored by LA Fitness. Site B is constrained by surrounding slopes and adjacent to residences, is similar in size to other large parcels and shopping centers along the corridor, has opportunities for ingress/egress improvements as well as the capacity and location for placemaking.

The two test sites were then test-fitted with development prototypes to see what types of realistic redevelopment could hypothetically occur on the test sites. Using to-scale building prototypes, Citythinkers, crafted the Preliminary Design Alternatives Concepts, detailed in Section III, Preliminary Design Alternative Concepts. The Preliminary Design Alternatives were prepared by the Project Team, independent of any community or external input. A description and defining metrics are provided for each of the preliminary design alternative concepts. The metrics include the approximate total number of dwelling units provided on the test site; the approximate gross and net residential density; and the approximate existing and proposed commercial square footage onsite. The following design alternatives are conceptual with the intent to serve as a foundation for the development of the Preferred Design Alternatives Concept Memorandum. All Preferred Design Alternative Concepts assume a building height of three stories.

III. PRELIMINARY DESIGN ALTERNATIVE CONCEPTS

Site A: Selective Redevelopment Concept

Description: This single site approach offers a less intrusive approach to redevelopment along El Camino Real (ECR), with some existing retail maintained. Mixed use would front ECR, while new residential would be tucked toward the rear of the parcel, providing a transition or buffer from mixed use areas to nearby residential neighborhoods. This alternative would consolidate the access points along ECR from two driveways down to one. This alternative is intended to maintain a suburban feel while improving walkability and providing a relatively limited number of housing units onsite.

Approximate total # of dwelling units: 75 (15 affordable)

Approximate gross density: 10 du/ac

Approximate net density: 13 du/ac

Approximate commercial square footage: 90,000 square feet (sf)



Note: Image not to scale

Site A: Partial Redevelopment Concept

Description: This is a single site approach to redevelopment along ECR, that provides new housing and retains some existing retail uses. Larger, mixed-use development with generous stepbacks would front ECR, while existing retail would be retained toward the rear of the parcel, along with existing buffers from neighboring residential. Driveways would be consolidated and located on side streets to limit direct vehicle access to/from the ECR right-of-way. This alternative is intended to develop a mixed use feel by providing for ground-floor commercial along ECR, while improving walkability and providing an expanded number of housing units away from existing lower density residential neighborhoods.

Approximate total # of dwelling units: 100 (20 affordable)

Approximate gross density: 14du/ac

Approximate net density: 17 du/ac

Approximate commercial square footage: 85,000 sf



Note: Image not to scale

Site A: Wholesale Redevelopment Concept

Description: This alternative offers a more comprehensive single site redevelopment approach to ECR. In this alternative, no existing development would be retained. New stand-alone commercial development would front ECR while new residential would be tucked toward the rear of the parcel, providing a buffer from neighboring residential. In this alternative, multiple driveways providing access to/from the ECR right-of-way would be consolidated to a single driveway. This alternative is intended to maintain a suburban feel by providing a relatively limited number of lower density residential development towards the rear of the site while improving commercial development and walkability.

Approximate total # of dwelling units: 120 (24 affordable)

Approximate gross density: 16 du/ac

Approximate net density: 20 du/ac

Approximate commercial square footage 83,000 sf



Note: Image not to scale

Site B: Partial Redevelopment Alternative

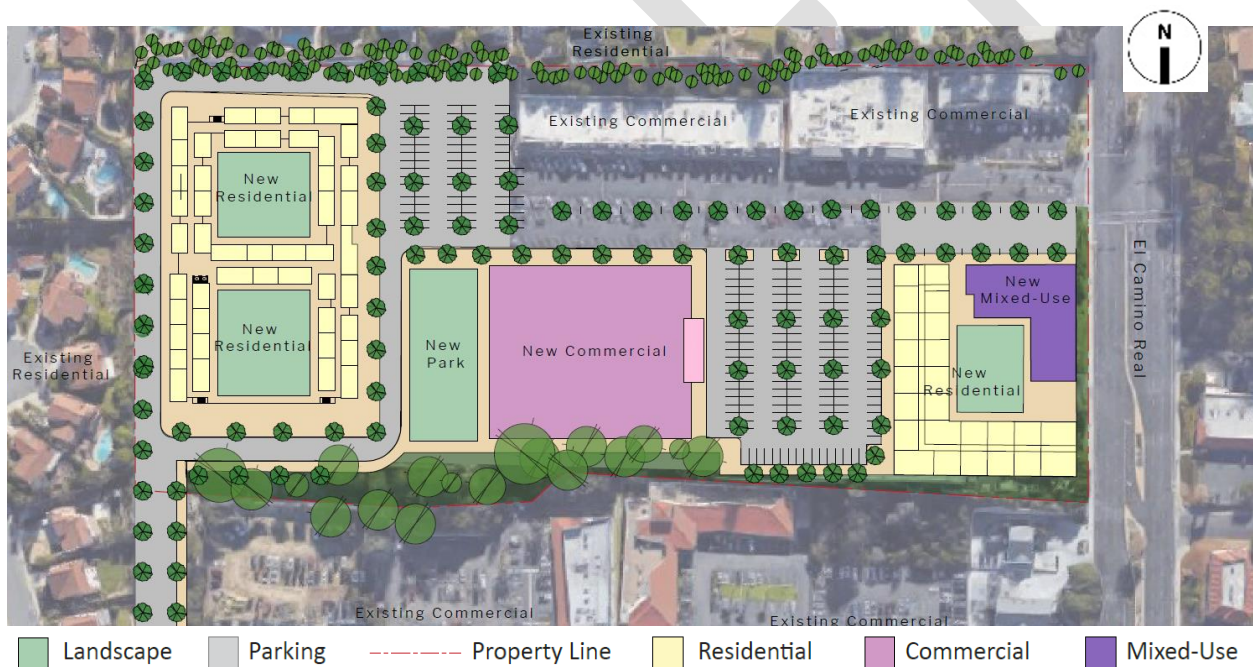
Description: This site comprises of three (3) separate parcels and show an approach to redevelopment along ECR that retains some existing commercial development but provides ample opportunity for further residential and commercial redevelopment. Mixed use and residential development would front ECR complemented by new centralized green space. Lower density residential development would be tucked towards the rear of the parcel, providing a buffer from existing neighboring residential. The center of the site would include new commercial development along with green space such as parks. This alternative is intended to provide a more urban village feel while improving livability through the provision of new centralized parks to serve residential developments.

Approximate total # of dwelling units: 190 (38 affordable)

Approximate gross density: 13 to 18du/ac

Approximate net density: 16 du/ac

Approximate commercial square footage: 120,000 sf



Note: Image not to scale

Site B: Wholesale Redevelopment: Residential Focus Alternative

Description: This is a full scale, multi-parcel, comprehensive approach to redevelopment along ECR. The wholesale redevelopment of the site would occur with a focus on residential development rather than commercial. New residential in a variety of building types (including townhomes) would be located throughout the site with access to centralized parking areas and/or buffer areas between new development and neighboring residential areas would be established. New commercial would be located centrally within the site to provide services for the new residential population and would be flanked by new community parks. This alternative is intended to create new residential neighborhoods along ECR while improving walkability and providing additional public green space.

Approximate total # of dwelling units: 300 (60 affordable)

Approximate gross density: 20 du/ac

Approximate net density: 25 du/ac

Approximate commercial square footage: 30,000 sf



Note: Image not to scale

Site B: Wholesale Redevelopment: Mixed-Use Focus Alternative

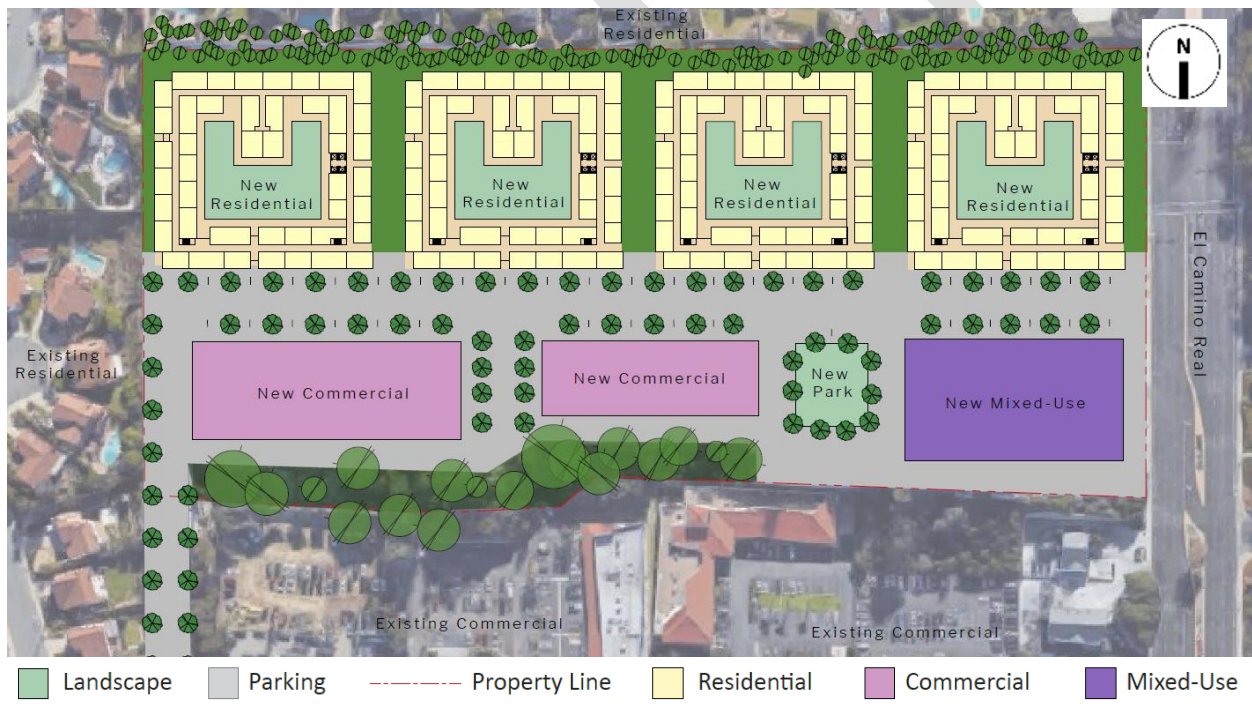
Description: This is a full scale, multi-parcel, comprehensive approach to redevelopment along ECR. The wholesale redevelopment of the site would occur with the focus on mixed-use and commercial development. New residential would be located along one side of the site, fronting ECR and would be buffered from neighboring residential. Mixed use development would also front ECR and new commercial development would be tucked in behind the mixed use area, towards the rear of the site. New public parks or plazas would also be provided around the new commercial development. This alternative is intended to create new residential neighborhoods along ECR while also providing for new commercial development opportunities.

Approximate total # of dwelling units: 450 (90 affordable)

Approximate gross density: 31 du/ac

Approximate net density: 38 du/ac

Approximate commercial square footage: 160,000 sf



Note: Image not to scale

IV. COMMUNITY INPUT

Phase Two of the El Camino Real Specific Plan community outreach program included extensive on-the-ground efforts to notify the community of the Project, upcoming in-person workshop, and an interactive online outreach platform. The City mailed a workshop notice to all property owners within a 500 foot radius of the Project area. The City also held four (4) pop-up events at the Leucadia Farmers' Market, Encinitas Village Shopping Center, the Brewer's Tap Room, and Encinitas Town Center. Phase Two of community outreach focused on receiving the community's input on the development types, uses, amenities, and the intensity of redevelopment they would like to see along El Camino Real. In addition, a main objective of Phase Two was to provide an opportunity for community members to give feedback and expand on their Vision for the El Camino Real Corridor.

The in-person workshop resulted in a diverse range of views from the community on how the El Camino Real Corridor should develop. Some community members desire a greater provision of housing and associated development with buildings up to three (3) stories high, while others do not want any additional housing nor change along the corridor due to concerns regarding increased traffic. For those in favor of housing and/or mixed use development, it was commonly expressed that they do not want tall buildings directly along ECR. Some community members articulated that should traffic and parking concerns be adequately resolved then housing along the corridor could be accommodated. Some felt that public benefits should be incorporated into any new development, including public spaces. Reflecting this diverse range of views, the Workshop provided a split opinion of the typologies of housing and design for new development along the corridor.

Despite split opinions, feedback from the group exercises still included some broad agreement within the community. The community at large appears to be united on the provision of greater parks, plazas, trees and landscaping, and community facilities. As a reflection of this, the community appears to be receptive to a vision statement that promotes active open spaces and a blend of uses including moderate housing options towards the rear of sites and/or adjacent to existing residential neighborhoods. Further, the community appears to be in general agreement that development standards should protect the existing views of residential development upslope of the canyon. Finally, the community feedback supports limiting vehicle access to/from El Camino Real, increasing pedestrian and vehicle safety and not increasing traffic congestion along El Camino Real.

The input received from Phase Two of community outreach has been documented in a separately prepared Workshop No. 2 Summary (and attached as Appendix B to this memo) and serves as a foundation for the Preferred Design Alternative.

V. PREFERRED DESIGN ALTERNATIVE

The Preferred Design Alternative is a product of the following:

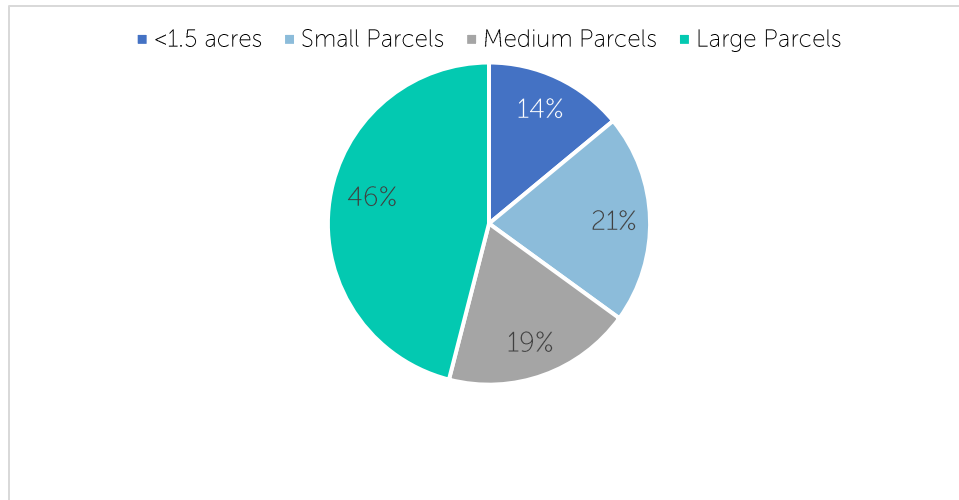
1. Community Input
2. Housing Element Site Qualifications
3. Market Feasibility
4. Development Strategies and Site Design Refinement
5. The City's Objective Design Standards

As part of the Preferred Design Alternative, development standards were formulated for three different classes distinguished by parcel size: Small Parcels (1-3.0 acres), Medium Parcels (3.1-7.0 acres), and Large Parcels (7.1 acres and greater). The purpose of formulating three sets of design standards is to provide more customized standards for development depending on the size of a given site. In other words, large parcels may offer more area to develop building structures as well as civic amenities such as widened pedestrian amenities or building frontages with greater green space. As such, the development standards included in Table 5.1, Preferred Alternative Development Standards, are intended to reflect the restrictions of small sites, and the greater opportunities present on larger sites.

The small parcel size class includes parcels 1.5 to 3 acres in size. The rationale of a 1.5-acre minimum parcel size is supported by similar metrics for development and redevelopment around the country along similar suburban corridors. RICK explored various case studies throughout the country that successfully implemented residential development of three stories on sites of approximately one to two acres.

Using a minimum lot size of larger than 1.5 acre would significantly increase the share of total parcels along the corridor falling below the minimum acreage threshold. For example, parcels of two acres or less in size comprise approximately 20 percent of the total Project Area. In contrast, parcels of 1.5 acre or less in size comprise only 14 percent of the Project Area. The 1.5 acre minimum parcel size will incentivize the consolidation of small individually-owned parcels along ECR, thus reducing the number of driveways on ECR and allowing for more preferred development concepts. Figure 5-1, Project Area By Parcel Size Class, shows the distribution of parcel sizes within the Project Area. Figure 5-2, Parcel Size Class Map, shows each parcel within the Project Area and its parcel class size. Redevelopment of sites exceeding the 1.5 acre threshold could proceed by-right, without lot consolidation.

Figure 5-1, Project Area By Parcel Size Class



The medium parcel size class includes parcels ranging from 3.1 to 7.0 acres in size. The rationale for a 3.1 acre minimum threshold is that the development of larger residential projects (of 100 dwelling units or greater) becomes feasible as parcel size increases above 3 acres (gross area) or 2.1 acres (net area), assuming a lot coverage of 70 percent. Therefore, development standards should differ for parcels above, versus below, the 3.1 gross acre threshold to ensure the use of preferred design elements.

The large parcel size class includes parcels 7.1 acres and above. The rationale for a 7.1 acre minimum threshold is that the development of even larger residential projects (of 200 dwelling units or greater) becomes feasible as parcel size increases above 7.1 acres (gross area) or 4.5 acres, assuming a lot coverage of 65 percent. The average multi-family project size in the U.S. fluctuates between 200 and 250 units, and the metric of 200 units has often separated smaller projects from larger, more institutional-oriented multi-family projects. Projects comprising more than 200 to 250 units benefit from economies of scale in the provision of infrastructure and in recouping soft costs involved in development.

Figure 5-2, Parcel Size Class Map

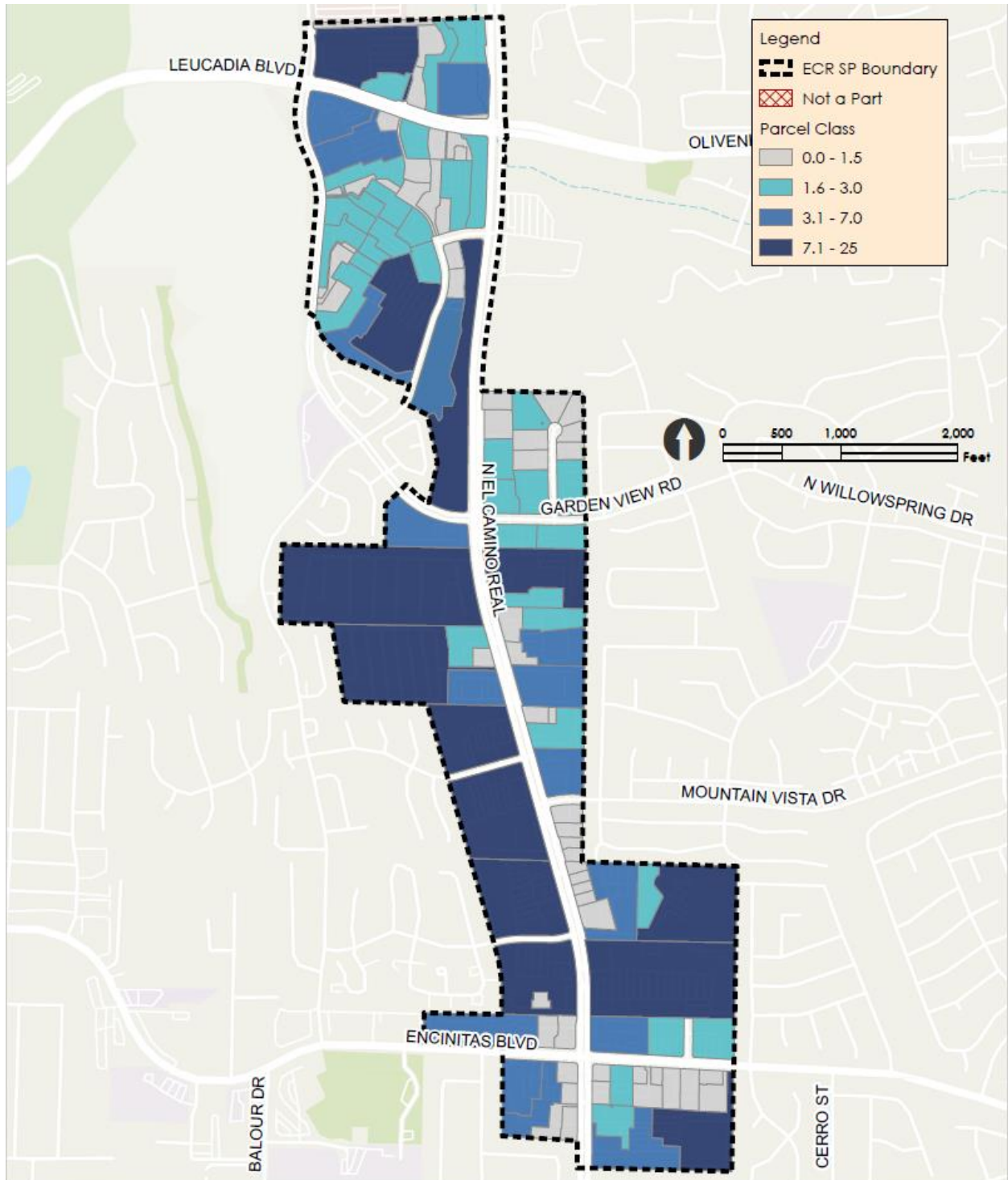


Table 5-1, Preferred Alternative Development Standards

Development Standard	Small Parcels (1.5-3.0 acres) ¹	Medium Parcels (3.1-7.0 acres)	Large Parcels (7.1+ acres)	Source/Justification
Min. Housing Density (Net) ²	15 du/ac	20 du/ac	25 du/ac	R-30 zoning has a minimum net density of 25. Would like to allow for the flexibility to go below that to accommodate height restrictions. Citythinker's test sites average out to 17 du/ac (net) for Site A and 26 du/ac (net) for Site B.
Max. Housing Density (Net)	30 du/ac	30 du/ac	30 du/ac	R-30 Zoning. Workshop 2 test site exercise input had an average net density of 29.9 du/ac for Site A and 20.3 du/ac for Site B.
Max. Building Height	3 stories above grade. See adjacency standards in Policy X.X and Figure X.X			Small Parcels: test site was only feasible if townhomes were 3 stories in height Medium Parcels: Workshop 2 test site exercise input had an average of 3 stories in height. Large Parcels: Workshop 2 test site exercise input had an average of 2.7 stories in height.

¹ The Mixed Use Overlay may be applied to sites greater than 1 acre. The purpose of this minimum lot size is to encourage lot consolidation to allow for better redevelopment strategies. Sites under 1 acre are found to have little economic feasibility to be redeveloped in a way that's consistent with the goals and standards included in the Specific Plan. The underlying use shall take precedent, unless the site is combined with an adjacent site in the Project Area to bring the total site acreage over 1 acre.

² Net acreage is the gross acreage minus 20% for constraints such as slopes, flood plains, major power transmission easements, existing and future right-of-way and easements for public or private streets/roads.

Max. Lot Coverage	70%	65%	60%	Carlsbad Village & Barrio Master Plan consists of 1-2 acre sites with 70-80% lot coverage, COE R-30 zoning allows 65%. Test sites resulted in lot coverages under 65%. Want to allow more flexibility on the most restricted small sites. Left 65% on medium and large sites to prioritize onsite amenities and public benefits.
Min. Common Open Space ³	A minimum 10-foot dimension in all directions (100 sf/ unit) for projects with five or more units.	A minimum 12-foot dimension in all directions (144 sf/ unit) for projects with five or more units.	A minimum 15-foot dimension in all directions (324 sf/ unit) for projects with five or more units, or 5% of the property, whichever is greater.	Workshop 2 input wanted as much as possible. City's Objective Design standards is: The common open space shall have a minimum 15-foot dimension in all directions (225 sf) for projects with five or more units. Small Site: reduced to 10x10 to make it more feasible. Carlsbad V&B Master Plan is 6-10 in all directions for small sites. Medium Site: slight decrease from COE ODS. Large: 5% of the useable acreage of 14-acre site = 20,691 square feet (about the size of a mini park or large plaza)

³ Common open space may be publicly or privately-maintained but open to the public. Common open space shall be purposefully designed as active or passive recreational facilities.

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VI. DEVELOPMENT BUILDOUT YIELD

Using the development standards included in section V. Preferred Design Alternative, community input, case studies, market research, City precedent and best practices, the Project Team created a Development Buildout Yield Matrix, included as Appendix E. The purpose of Development Buildout Yield is to see the approximate results of the development standards put in place, and then once the development standards are defined as final, the Development Buildout Yield will be used to define the Proposed Project and worst-case scenario to assess in the environmental impact report (EIR) under the California Environmental Quality Act (CEQA).

The Development Buildout Yield uses a number of assumptions to estimate residential and non-residential yields as a result of the standards and allowances of a Preferred Design Alternative. The assumptions are detailed in the text accompanying the Development Buildout Yield calculations. The calculations included in the Development Buildout Yield, are for informational purposes, and are not intended to place a precise limit or prescription on a parcel-by-parcel basis.

El Camino Real Specific Plan

DRAFT Preferred Design Alternatives

APPENDIX A

2002 SANDAG Trip Generation Rates

(NOT SO)
BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES
FOR THE SAN DIEGO REGION

APRIL 2002



401 B Street, Suite 800
San Diego, California 92101
(619) 699-1900 • Fax (619) 699-1950

NOTE: This listing only represents a **guide** of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. **Always check with local jurisdictions for their preferred or applicable rates.**

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY] ^p	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M. Between 3:00-6:30 P.M.				TRIP LENGTH (Miles) ^t
AGRICULTURE (Open Space)	[80:18:2]	2/acre**					10.8
AIRPORT	[78:20:2]						12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft. * **	5%	(6:4)	8%	(5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft * **	9%	(7:3)	15%	(5:5)	
Heliports		100/acre**					
AUTOMOBILE ^s							
Car Wash							
Automatic		900/site, 600/acre**	4%	(5:5)	9%	(5:5)	
Self-serve		100/wash stall**	4%	(5:5)	8%	(5:5)	
Gasoline	[21:51:28]						2.8
with/Food Mart		160/vehicle fueling space**	7%	(5:5)	8%	(5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8%	(5:5)	9%	(5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7%	(5:5)	9%	(5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall* **	5%	(7:3)	8%	(4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8%	(7:3)	11%	(4:6)	
Auto Parts Sales		60/1000 sq. ft. **	4%		10%		
Quick Lube		40/service stall**	7%	(6:4)	10%	(5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7%	(6:4)	11%	(5:5)	
CEMETERY		5/acre*					
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5%	(6:4)	8%	(5:5)	5.1
COMMERCIAL/RETAIL ^s							
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft., ^c 400/acre*	4%	(7:3)	10%	(5:5)	
Regional Shopping Center	[54:35:11]	50/1000 sq. ft., ^c 500/acre*	4%	(7:3)	9%	(5:5)	5.2
(40-80acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)							
Community Shopping Center	[47:31:22]	80/1000 sq. ft., 700/acre* **	4%	(6:4)	10%	(5:5)	3.6
(15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)							
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4%	(6:4)	10%	(5:5)	
Commercial Shops	[45:40:15]						
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	4.3
Electronics Superstore		50/1000 sq. ft**			10%	(5:5)	
Factory Outlet		40/1000 sq. ft.**	3%	(7:3)	9%	(5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4%	(7:3)	10%	(5:5)	
Drugstore		90/1000 sq. ft.**	4%	(6:4)	10%	(5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8%	(5:5)	8%	(5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9%	(5:5)	7%	(5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6%	(5:5)	7%	(5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	1%	(7:3)	9%	(5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	3%	(6:4)	8%	(5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4%	(7:3)	9%	(5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7%	(6:4)	9%	(5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5%	(6:4)	8%	(5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2%	(6:4)	9%	(5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3%	(6:4)	10%	(5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only)	3%	(6:4)	9%	(5:5)	
		5/dwelling unit, 200/acre* (residential only)	9%	(3:7)	13%	(6:4)	
EDUCATION							
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10%	(8:2)	9%	(3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12%	(8:2)	9%	(6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20%	(7:3)	10%	(4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30%	(6:4)	9%	(4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32%	(6:4)	9%	(4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17%	(5:5)	18%	(5:5)	3.7
FINANCIAL ^s	[35:42:23]						3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4%	(7:3)	8%	(4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5%	(6:4)	10%	(5:5)	
Drive-Through only		250 (125 one-way)/lane*	3%	(5:5)	13%	(5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%		9%		
Drive-Through only		100 (50 one-way)/lane**	4%		15%		
HOSPITAL	[73:25:2]						8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8%	(7:3)	10%	(4:6)	
Convalescent/Nursing		3/bed**	7%	(6:4)	7%	(4:6)	
INDUSTRIAL							
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12%	(8:2)	12%	(2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	(9:1)	12%	(2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14%	(8:2)	15%	(3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19%	(9:1)	20%	(2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13%	(7:3)	15%	(4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6%	(5:5)	9%	(5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16%	(9:1)	14%	(1:9)	
Landfill & Recycling Center		6/acre	11%	(5:5)	10%	(4:6)	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY]°	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio)				TRIP LENGTH (Miles) ¹
			Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office	[77:19:4]	20/1000 sq. ft., ^o 300/acre*	14%	(9:1)	13%	(2:8)	8.8
(less than 100,000 sq. ft.)							
Large (High-Rise) Commercial Office	[82:15:3]	17/1000 sq. ft., ^o 600/acre*	13%	(9:1)	14%	(2:8)	10.0
(more than 100,000 sq. ft., 6 + stories)							
Office Park (400,000 + sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.* **	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000sq.ft.* **	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5)	9%	(5:5)	
Regional (developed)		20/acre*					
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural		12/dwelling unit * ^R	8%	(3:7)	10%	(7:3)	
(average 1-2 DU/acre)							
Single Family Detached		10/dwelling unit * ^R	8%	(3:7)	10%	(7:3)	
(average 3-6 DU/acre)							
Condominium		8/dwelling unit * ^R	8%	(2:8)	10%	(7:3)	
(or any multi-family 6-20 DU/acre)							
Apartment		6/dwelling unit * ^R	8%	(2:8)	9%	(7:3)	
(or any multi-family units more than 20 DU/acre)							
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit* **	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT^s	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.* **	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.* **					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, 2 ^{1/2} /parking space (4/occupied)* **	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

* Primary source: *San Diego Traffic Generators*.

* Other sources: *ITE Trip Generation Report [6th Edition]*, Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

^a Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG *Analysis of Trip Diversion*, revised November, 1990):

PRIMARY - one trip directly between origin and primary destination.

DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.

PASS-BY - undiverted or diverted < 1 mile.

^L Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

c Fitted curve equation: $\ln(T) = 0.502 \ln(x) + 6.945$ } T = total trips, x = 1,000 sq. ft.

o Fitted curve equation: $\ln(T) = 0.756 \ln(x) + 3.950$ $\int$ x = total trips, x = 1,000 sq. ft.

^R Fitted curve equation: $t = -2.169 \ln(d) + 12.85$ $t = \text{trips/DU}$, $d = \text{density (DU/acre)}$, $\text{DU} = \text{dwelling unit}$

^s Suggested PASS-BY [undiverted or diverted < 1 mile] percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

Trip Reductions - in order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

- [1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.
- [2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

El Camino Real Specific Plan

DRAFT Preferred Design Alternatives

APPENDIX B

Workshop No. 2 Summary Report

[Click Here to Access the Workshop No. 2
Summary Report](#)

El Camino Real Specific Plan

DRAFT Preferred Design Alternatives

APPENDIX C

**DRAFT Development Buildout Yield
Matrix**

DRAFT Preferred Design Alternative - Appendix C - DRAFT Development Buildout Yield Matrix

APN	Gross AcresParcel Size Class		Net Acres (80% of gross)	Minimum Residential Density	Midpoint Density	Maximum Residential Density	Commercial Area	Min Residential Buildout (DUs)	Expected Residential Buildout (DUs)	Max. Residential Buildout (DUs)	Non-Residential Buildout (SF)	% Residential Lot Area	% Parking Lot Area	% Commercial Lot Area
				(du/ac)	(du/ac)	(du/ac)	(sf/acre)							
2574702600	0.004 < 1.5 acre													
2595502900	0.004 < 1.5 acre													
2575000400	0.196 < 1.5 acre													
2570622900	0.212 < 1.5 acre													
2570622000	0.340 < 1.5 acre													
2570621900	0.343 < 1.5 acre													
2595501601	0.347 < 1.5 acre													
2575010300	0.351 < 1.5 acre													
2575003900	0.362 < 1.5 acre													
2570622100	0.369 < 1.5 acre													
2570621800	0.371 < 1.5 acre													
2570623000	0.389 < 1.5 acre													
2595501400	0.397 < 1.5 acre													
2570623100	0.414 < 1.5 acre													
2591213500	0.437 < 1.5 acre													
2595500100	0.493 < 1.5 acre													
2595502500	0.549 < 1.5 acre													
2593710100	0.570 < 1.5 acre													
2575002000	0.579 < 1.5 acre													
2570305600	0.592 < 1.5 acre													
2570621600	0.629 < 1.5 acre													
2575003800	0.654 < 1.5 acre													
2595502700	0.667 < 1.5 acre													
2570622800	0.678 < 1.5 acre													
2593710800	0.691 < 1.5 acre													
2575011000	0.691 < 1.5 acre													
2574702900	0.738 < 1.5 acre													
2575001600	0.777 < 1.5 acre													
2575011600	0.778 < 1.5 acre													
2570623600	0.779 < 1.5 acre													
2574701200	0.804 < 1.5 acre													
2575001200	0.868 < 1.5 acre													
2593710900	0.885 < 1.5 acre													
2570401600	0.917 < 1.5 acre													
2570621500	0.921 < 1.5 acre													
2574701000	0.922 < 1.5 acre													
2575010400	0.933 < 1.5 acre													
2575004500	0.943 < 1.5 acre													
2575003400	0.946 < 1.5 acre													

DRAFT Preferred Design Alternative - Appendix C - DRAFT Development Buildout Yield Matrix

APN				Minimum Residential Density	Midpoint Density	Maximum Residential Density	Commercial Area	Min Residential Buildout (DUs)	Expected Residential Buildout (DUs)	Max. Residential Buildout (DUs)	Non-Residential Buildout (SF)	% Residential Lot Area	% Parking Lot Area	% Commercial Lot Area
	Gross Acres	Parcel Size Class	Net Acres (80% of gross)	(du/ac)	(du/ac)	(du/ac)	(sf/acre)							
2575010500	0.971	< 1.5 acre												
2591213900	1.011	< 1.5 acre												
2591213800	1.037	< 1.5 acre												
2575001800	1.087	< 1.5 acre												
2593711000	1.098	< 1.5 acre												
2574700600	1.139	< 1.5 acre												
2575004800	1.170	< 1.5 acre												
2574700700	1.178	< 1.5 acre												
2595502400	1.195	< 1.5 acre												
2575001900	1.200	< 1.5 acre												
2570623300	1.223	< 1.5 acre												
2595501500	1.242	< 1.5 acre												
2574700900	1.245	< 1.5 acre												
2595500800	1.289	< 1.5 acre												
2575004600	1.327	< 1.5 acre												
2575005100	1.365	< 1.5 acre												
2574702300	1.371	< 1.5 acre												
2595502600	1.381	< 1.5 acre												
2591213200	1.417	< 1.5 acre												
2575002700	1.502	1.5 - 3.0 acres	1.201	15	23	30	7000	18	28	43	8408	27.55%	31.16%	16.07%
2575004700	1.515	1.5 - 3.0 acres	1.212	15	23	30	7000	18	28	44	8486	27.55%	31.16%	16.07%
2595501300	1.533	1.5 - 3.0 acres	1.227	15	23	30	7000	18	28	44	8586	27.55%	31.16%	16.07%
2575001300	1.552	1.5 - 3.0 acres	1.242	15	23	30	7000	19	29	45	8693	27.55%	31.16%	16.07%
2575010900	1.571	1.5 - 3.0 acres	1.257	15	23	30	7000	19	29	45	8798	27.55%	31.16%	16.07%
2575003500	1.840	1.5 - 3.0 acres	1.472	15	23	30	7000	22	34	53	10306	27.55%	31.16%	16.07%
2574700300	1.868	1.5 - 3.0 acres	1.494	15	23	30	7000	22	34	54	10459	27.55%	31.16%	16.07%
2574702500	1.872	1.5 - 3.0 acres	1.497	15	23	30	7000	22	34	54	10481	27.55%	31.16%	16.07%
2574702700	1.956	1.5 - 3.0 acres	1.565	15	23	30	7000	23	36	56	10955	27.55%	31.16%	16.07%
2591212900	1.958	1.5 - 3.0 acres	1.567	15	23	30	7000	24	36	56	10967	27.55%	31.16%	16.07%
2574702400	1.963	1.5 - 3.0 acres	1.570	15	23	30	7000	24	36	57	10993	27.55%	31.16%	16.07%
2570623800	2.011	1.5 - 3.0 acres	1.609	15	23	30	7000	24	37	58	11263	27.55%	31.16%	16.07%
2591213600	2.024	1.5 - 3.0 acres	1.619	15	23	30	7000	24	37	58	11335	27.55%	31.16%	16.07%
2574702100	2.034	1.5 - 3.0 acres	1.627	15	23	30	7000	24	37	59	11390	27.55%	31.16%	16.07%
2595502800	2.149	1.5 - 3.0 acres	1.719	15	23	30	7000	26	40	62	12035	27.55%	31.16%	16.07%
2575004400	2.162	1.5 - 3.0 acres	1.730	15	23	30	7000	26	40	62	12107	27.55%	31.16%	16.07%
2570305700	2.184	1.5 - 3.0 acres	1.747	15	23	30	7000	26	40	63	12232	27.55%	31.16%	16.07%
2570623400	2.195	1.5 - 3.0 acres	1.756	15	23	30	7000	26	40	63	12289	27.55%	31.16%	16.07%
2591211400	2.275	1.5 - 3.0 acres	1.820	15	23	30	7000	27	42	66	12740	27.55%	31.16%	16.07%
2574702883	2.328	1.5 - 3.0 acres	1.862	15	23	30	7000	28	43	67	13034	27.55%	31.16%	16.07%

DRAFT Preferred Design Alternative - Appendix C - DRAFT Development Buildout Yield Matrix

APN				Minimum Residential Density	Midpoint Density	Maximum Residential Density	Commercial Area	Min Residential	Expected Residential	Max. Residential	Non-Residential			
	Gross Acres	Parcel Size Class	Net Acres (80% of gross)	(du/ac)	(du/ac)	(du/ac)	(sf/acre)	Buildout (DUs)	Buildout (DUs)	Buildout (DUs)	(SF)	% Residential Lot Area	% Parking Lot Area	% Commercial Lot Area
2575003600	2.351	1.5 - 3.0 acres	1.881	15	23	30	7000	28	43	68	13167	27.55%	31.16%	16.07%
2575003300	2.414	1.5 - 3.0 acres	1.932	15	23	30	7000	29	44	70	13521	27.55%	31.16%	16.07%
2575000100	2.429	1.5 - 3.0 acres	1.943	15	23	30	7000	29	45	70	13604	27.55%	31.16%	16.07%
2574702200	2.583	1.5 - 3.0 acres	2.067	15	23	30	7000	31	48	74	14466	27.55%	31.16%	16.07%
2575001400	2.610	1.5 - 3.0 acres	2.088	15	23	30	7000	31	48	75	14615	27.55%	31.16%	16.07%
2575011400	2.649	1.5 - 3.0 acres	2.119	15	23	30	7000	32	49	76	14834	27.55%	31.16%	16.07%
2575011500	2.653	1.5 - 3.0 acres	2.123	15	23	30	7000	32	49	76	14859	27.55%	31.16%	16.07%
2591211500	2.759	1.5 - 3.0 acres	2.207	15	23	30	7000	33	51	79	15448	27.55%	31.16%	16.07%
2575005000	2.820	1.5 - 3.0 acres	2.256	15	23	30	7000	34	52	81	15791	27.55%	31.16%	16.07%
2575010600	2.928	1.5 - 3.0 acres	2.343	15	23	30	7000	35	54	84	16398	27.55%	31.16%	16.07%
2570622600	2.972	1.5 - 3.0 acres	2.378	15	23	30	7000	36	55	86	16645	27.55%	31.16%	16.07%
2570305400	3.068	3.1 - 7.0 acres	2.455	20	25	30	10000	49	61	88	24548	27.55%	35.19%	22.96%
2593711100	3.140	3.1 - 7.0 acres	2.512	20	25	30	10000	50	63	90	25119	27.55%	35.19%	22.96%
2593711200	3.256	3.1 - 7.0 acres	2.605	20	25	30	10000	52	65	94	26050	27.55%	35.19%	22.96%
2570622200	3.387	3.1 - 7.0 acres	2.710	20	25	30	10000	54	68	98	27100	27.55%	35.19%	22.96%
2591213300	3.470	3.1 - 7.0 acres	2.776	20	25	30	10000	56	69	100	27759	27.55%	35.19%	22.96%
2570623500	3.627	3.1 - 7.0 acres	2.902	20	25	30	10000	58	73	104	29018	27.55%	35.19%	22.96%
2575010700	3.702	3.1 - 7.0 acres	2.962	20	25	30	10000	59	74	107	29616	27.55%	35.19%	22.96%
2575003100	3.945	3.1 - 7.0 acres	3.156	20	25	30	10000	63	79	114	31563	27.55%	35.19%	22.96%
2550204800	4.406	3.1 - 7.0 acres	3.525	20	25	30	10000	70	88	127	35247	27.55%	35.19%	22.96%
2570620900	4.629	3.1 - 7.0 acres	3.703	20	25	30	10000	74	93	133	37034	27.55%	35.19%	22.96%
2570402800	4.673	3.1 - 7.0 acres	3.739	20	25	30	10000	75	93	135	37387	27.55%	35.19%	22.96%
2575003200	4.739	3.1 - 7.0 acres	3.791	20	25	30	10000	76	95	136	37909	27.55%	35.19%	22.96%
2591211600	5.074	3.1 - 7.0 acres	4.059	20	25	30	10000	81	101	146	40591	27.55%	35.19%	22.96%
2595502000	5.367	3.1 - 7.0 acres	4.294	20	25	30	10000	86	107	155	42939	27.55%	35.19%	22.96%
2575011700	5.636	3.1 - 7.0 acres	4.509	20	25	30	10000	90	113	162	45090	27.55%	35.19%	22.96%
2595502100	7.141	7.1 + acres	5.713	25	28	30	10000	143	160	206	57126	27.55%	35.19%	22.96%
2570623700	7.724	7.1 + acres	6.179	25	28	30	10000	154	173	222	61794	27.55%	35.19%	22.96%
2591212000	7.791	7.1 + acres	6.233	25	28	30	10000	156	175	224	62332	27.55%	35.19%	22.96%
2591213400	8.654	7.1 + acres	6.923	25	28	30	10000	173	194	249	69232	27.55%	35.19%	22.96%
2575004900	8.923	7.1 + acres	7.139	25	28	30	10000	178	200	257	71388	27.55%	35.19%	22.96%
2575010800	9.816	7.1 + acres	7.853	25	28	30	10000	196	220	283	78526	27.55%	35.19%	22.96%
2591211800	9.909	7.1 + acres	7.927	25	28	30	10000	198	222	285	79271	27.55%	35.19%	22.96%
2570404900	10.156	7.1 + acres	8.125	25	28	30	10000	203	228	293	81252	27.55%	35.19%	22.96%
2591213700	10.606	7.1 + acres	8.485	25	28	30	10000	212	238	305	84850	27.55%	35.19%	22.96%
2591212100	11.423	7.1 + acres	9.138	25	28	30	10000	228	256	329	91382	27.55%	35.19%	22.96%
2570306600	14.461	7.1 + acres	11.569	25	28	30	10000	289	324	416	115685	27.55%	35.19%	22.96%
2591212400	18.451	7.1 + acres	14.761	25	28	30	10000	369	413	531	184508	27.55%	38.54%	28.70%
2570306478	25.299	7.1 + acres	20.239	25	28	30	10000	506	567	729	202389	27.55%	35.19%	22.96%

DRAFT Preferred Design Alternative - Appendix C - DRAFT Development Buildout Yield Matrix

APN				Minimum Residential Density	Midpoint Density	Maximum Residential Density	Commercial Area	Min Residential Buildout (DUs)	Expected Residential Buildout (DUs)	Max. Residential Buildout (DUs)	Non-Residential Buildout (SF)	% Residential Lot Area	% Parking Lot Area	% Commercial Lot Area
	Gross Acres	Parcel Size Class	Net Acres (80% of gross)	(du/ac)	(du/ac)	(du/ac)	(sf/acre)							
Total	325.622							4813	5855	8068	2115611			
Assumed 50% Turnover:								2406	2928	4034	1057805			
< 1.5 Acre Existing Commercial Building Area:								n/a	n/a	n/a	231370			
<1.5 Acre Existing Public + Industrial Building Area:								n/a	n/a	n/a	16436			
50% of Existing Commercial Building Area:								n/a	n/a	n/a	237592			
50% of Existing Public + Industrial Building Area:								n/a	n/a	n/a	3843			
Mobile Home Park:								253	253	253	n/a			
GRAND TOTAL:								2659	3181	4287	1547045			
Affordable								532	636	857				