

CENTRE CITY PARKWAY

LANDSCAPE MASTER PLAN

SUMMARY BOOKLET

SEPTEMBER 1990

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CITY OF ESCONDIDO, CALIFORNIA
PARKS AND RECREATION DEPARTMENT



NOWELL • THOMPSON, ASLA & ASSOCIATES
Landscape Architecture, Land Planning
San Diego, CA



CENTRE CITY PARKWAY LANDSCAPE MASTER PLAN
Escondido, California 1990

This booklet was prepared for the City of Escondido to synthesize the design of the overall landscape master plan for Centre City Parkway. As an explanation of the thought processes underlying the design and the master plan drawings, it is intended to serve as a tool for both the City and designers to guide future development along the Parkway.

Our sincere appreciation must be expressed to Mr. Neal Osias, Mr. Dale Mathre, and Mr. Don Anderson of the Parks & Recreation Department, and to the other City Staff members who have spent numerous hours in assisting and reviewing the progress of this project.

Nowell - Thompson A.S.L.A. and Associates, Inc.

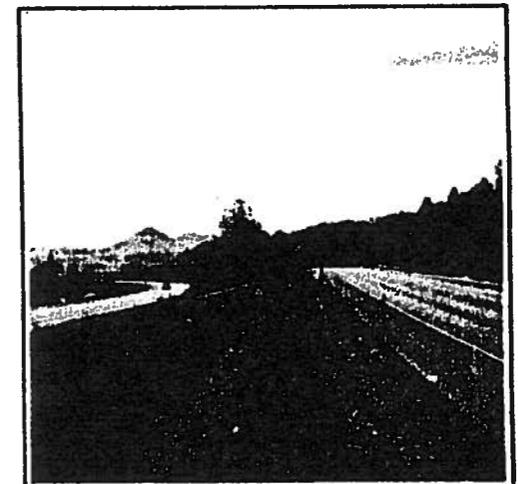
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Parkway: A strip of land dedicated to recreation and the movement of vehicles, ...meant for comfortable driving in pleasant surroundings.¹

The concept of landscaped parkways began in the late 1800's with the design and expansion of the park systems of the New York city area. Parkways were originally designed as approaches to or connections between many of the larger parks of the area. These "grand approaches" were generally only wider and more heavily landscaped streets, but their aesthetic qualities led to the realization that driving along certain roadways could be a pleasurable experience.

The Bronx River Parkway in New York in 1915 was one of the first roadways to use the combination of design features now associated with classic parkways; a scenic drive curving through a landscaped right-of way of various width, with a limited number of access points. Although this and many of the other parkways of this period were seen as solutions to larger scale environmental

concerns, parkways were soon proposed as purely aesthetic and enjoyable means of travel through scenic areas. Parkways were designed as "bioengineering... a marriage of architecture, landscaping and civil engineering in a three dimensional design"². In the following 40 years parkway designs evolved to include longer roadways designed for ever increasing traffic speeds. Their form fit to the contours and natural plantings of the land. The separate lanes often had separate alignments to allow for the retention of significant natural features or to allow for views of particularly scenic areas. Visual characteristics of areas adjacent to the roadway were of prime importance. Unnecessary signage, conflicting land uses and other eyesores were purchased for removal, or screened from driver's views.

With the beginnings of the Interstate Highway System in the 1950's many of the tenets of parkway design were replaced by rigid engineering formulas for roadway design. While the Interstate system maintained the parkway concepts of driving lanes separated by a median strip and limited access, landscaping, scenic qualities and fit to the land were seen as being of lesser importance.

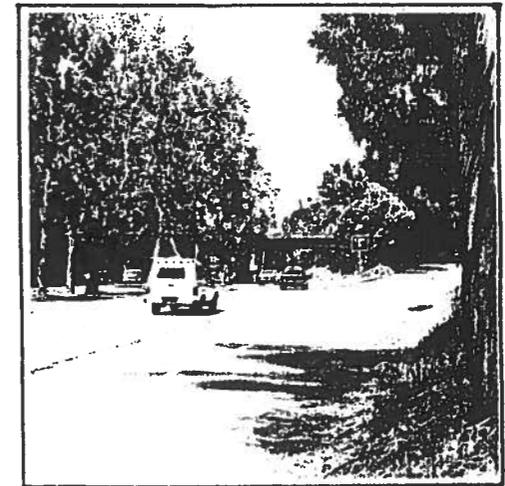
As Interstate "Freeways" have replaced the classical concept of parkways connecting distant points, the term "Parkway" has since reverted back to it's beginnings. Parkways are now included in many new developments to designate wider and somewhat more heavily landscaped urban streets connecting major nodes. With many often conflicting access points and little attention to limiting or screening off-site nuisances, these modern parkways offer few of the scenic qualities of their predecessors.

Centre City Parkway falls somewhere between the classic and modern interpretations of a parkway. Originally built in the late 1940's by the California Department of Transportation, the current Centre City Parkway was a part of State Highway 395, the main highway linking San Diego and Escondido. This two lane highway offered a faster route from the western side of downtown Escondido to the cities to the south. Access rights were obtained from adjacent landowners, limiting vehicular access to the major crossing streets. The portion of 395 from Felicita Avenue to Mission Avenue was built as a divided highway, with heavily landscaped medians and shoulders. Median islands were planted with a combination of flowering trees and shrub hedges set in a lawn. Roadway shoulder landscaping of Eucalyptus, Pines and native shrubs both enclosed the parkway and screened the adjacent



Golden Gate Parkway, an urban parkway example in San Francisco, is bordered by both parkland and well screened residential uses.

Opposite: A densely forested Connecticut highway exemplifies classic parkway character.



State Route 163 running through San Diego's Balboa Park sets a local precedent for landscaped parkways.

uses. The northern and southern sections of the highway, while not divided, were designed with gentle curves through a rolling landscape of orchards, with distant views of the hills and valleys. During the 1960's, increases in traffic volumes along the northern and southern sections led to the widening of these areas to four lanes with median islands. However, additional landscape plantings were not included at this time. In 1977 Caltrans completed the construction of Interstate 15 to the west of Centre City Parkway, removing much of the highway usage while passing jurisdiction and maintenance of the Parkway to the City of Escondido.

The central section of Centre City Parkway is now seen as a beautiful, landscaped corridor within the City of Escondido. The canopy of mature Eucalyptus trees lining the right-of-way from Felicita Avenue to Mission Avenue, and the mixture of Oleander, Flowering Plum and lawn in the center median have a character unique to this portion of the city. Recent development and changing land uses along the parkway, as well as increases in automobile traffic volumes since the opening of I-15, are requiring that Centre City's "Parkway" designation be reassessed. The Escondido City Council has directed the Parks and Recreation Department staff to study the entire length of the parkway, analyze the existing landscape, and make recommendations in a master plan form for preserving, enhancing and expanding on the existing landscape character. The intent of this master plan is to preserve the existing scenic qualities of the parkway; to coordinate future development (and landscape installations) with the existing plantings; and to recommend changes to the various existing developments along the parkway to provide a cohesive parkway experience to drivers.

The initial phase of any master planning process includes a detailed inventory of the existing features found in the area to be master planned. This gathering and analysis of existing data helps to determine the factors which are influencing changes to the area, and sets the starting point for future plans to build upon.

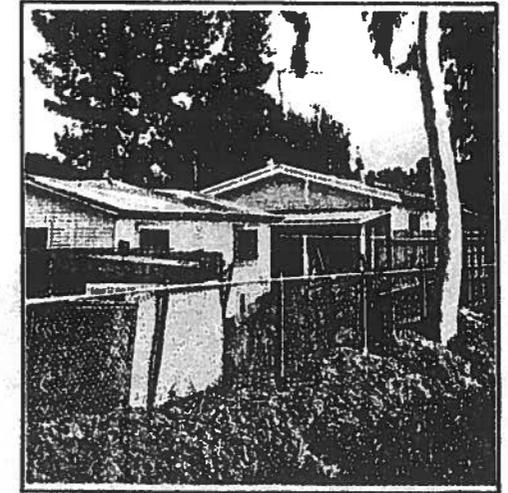
The inventory phase of the Centre City Parkway Landscape Master Plan began with discussions with city staff and Caltrans officials to determine project impacts, parkway boundaries, and governmental concerns. This was followed by a detailed on-site field investigation, photo inventory, and an analysis of the existing soils, drainage, and utilities. In analyzing the information gathered during the inventory process it became evident that there were several features which had an impact on the overall design of a parkway within an increasingly urban context. The following impacts effect not only individual areas of the parkway, but all areas of the master plan.

- Changes in development patterns and increases in density along the parkway
- Increases in the amount of automobile traffic
- The ability of the existing plantings to convey the image of a parkway
- Irrigation concerns related to the landscape plantings
- The impact of utilities on any proposed designs
- Centre City Parkway as a drainage collector
- Controlled pedestrian access and fencing

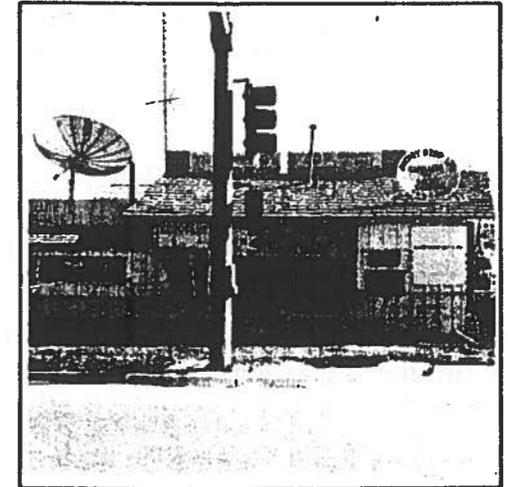
Increasing Development

The past 40 years have aged the residential neighborhoods along the Parkway and have seen an increase in the number of adjacent commercial developments. As residential areas near the center of the city have become older maintenance has become increasingly more difficult. Less affluent homeowners and tenants have not been able to keep up with these increasing demands. With the lack of lower screening plantings along the sides of the parkway, these predominantly rear yard and storage areas facing the Parkway have become more visible to passing motorists.

The visibility of commercial areas along the Parkway has also increased in recent years. Modern businesses desire higher degrees of visibility of storefronts, parking areas, and signage than businesses of 40 years ago. Increased reliance on the automobile has led to an increase in paved parking areas and a decrease in planted areas around buildings. At many of the



Views to residential rear yards and storage areas are prevalent throughout the urban mid-blocks along Centre City Parkway.



Existing commercial uses at centrally located intersections maximize their visibility and display excessive signage.

¹ *Design on the Land* - Norman Newton
² Wilbur Simonson, Landscape Architect



Recent increases in development have created increased traffic volumes along Centre City Parkway.

intersections along the central portion of Centre City Parkway this increase in paving coupled with the desire for increased visibility of ever larger signage has resulted in the unwarranted removal of eye level landscaping from the Parkway right-of-way. In the outlying and newly developed areas of the parkway, commercial development has been primarily automobile oriented strip development and shopping centers. Built to maximize their visibility from this major thoroughfare, these commercial areas minimize the separation between the roadway and buildings or parking areas, and present varied architectural and landscape themes to the parkway.

In addition to the signage, pavement and visibility concerns noted above the larger shopping centers are increasing pressures on the City to redefine the limits of access to the Parkway. The inclusion of the additional driveway entrances that these centers desire will effect general traffic circulation. The increased pavement widths required for acceleration and deceleration lanes required for a driveway opening could reduce the width of the landscaped parkways, changing the perception of these areas.

Increased Traffic

Potentially one of the greatest factors of change in the landscaped appearance of the parkway is increasing traffic volumes. The opening of I-15 in 1978 caused a dramatic drop in the number of vehicular trips on Centre City Parkway. Increases in development over the past 10 years have resulted in increases in traffic such that current levels are approaching the pre freeway levels. Projections by the City's Engineering Department coupled with the Parkway's designation as a major road are forecasting the widening of the roadway. Typical projected widths for a widened roadway call for two lanes plus shoulders in each direction, with additional lanes added for right and left turns at intersections. It is anticipated that the widening would be accomplished over many years, beginning in the more heavily traveled central sections. With the overall right-of-way of the Parkway limited, the addition of driving and turn lanes will result in a decrease in the amount of shoulder and median area available for planting. In the narrower central section of the parkway, this widening could result in the loss of much of the mature Eucalyptus tree canopy along the landscaped shoulders.

Increased traffic and development has also led to the planning of commuter rail services for the Escondido area. The North San Diego County Commuter Transportation Board, as an extension of a rail line connecting Escondido and Oceanside, has proposed a

trolley line extending from the Escondido Transit Center on Valley Parkway to North County Fair Shopping Center. Although the exact alignment of this line is only in the planning phases, the favored preliminary alignments are within the Centre City Parkway corridor. Proposed alignments within this corridor should recognize the unique aesthetic and cultural resource of the existing mature landscape. Alignments along the west side of the Parkway should be located such that the installation of the tracks, overhead wires and associated structures do not require the unnecessary removal of mature trees - possibly a location entirely within Pine Street. Other alignments and rail crossings will need to be coordinated with the City's plans for lane widening. In either case, the location and design of the rail line will require that it be sensitive to the landscape character of the parkway, and that the landscape recognize the trolley location.

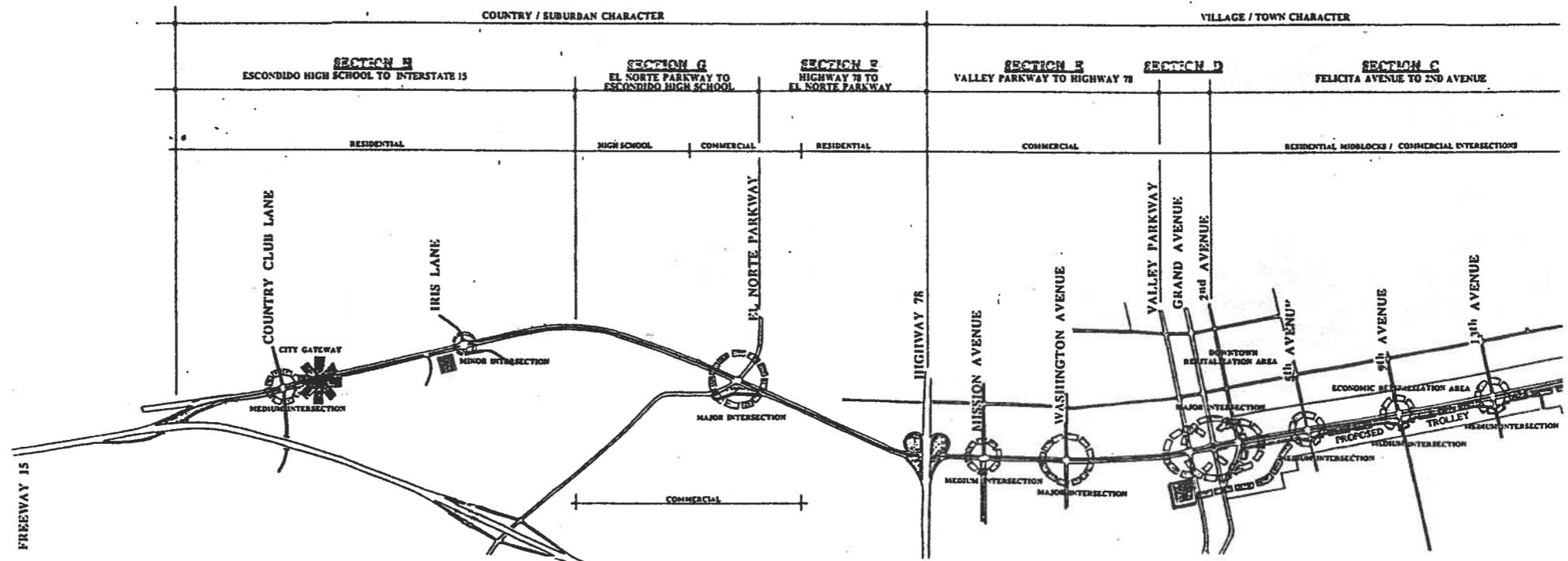
Existing Plantings

Centre City Parkway is characterized by the linear plantings of mature eucalyptus found along the edges of the right-of-way in the central section. Shrub and ground cover plantings under the trees are minimal. Additional colorful parkway plantings including Oleander hedges, Purple Leaf Plum, Flowering Cherry, and other shrub masses are located in the center median lawn. Throughout this area, the Eucalyptus trees form both a canopy and the visible boundary along the parkway. Their mass along the sides of the road encloses a driver's views and visually separates the roadway from the surrounding area. However, as these trees mature the higher leaf canopies loose their ability to screen adjacent developments and enclose the Parkway. The shrubs in the center median have the opposite effect. As they mature, their increasing height tends to blur the distinction between the shrubs and flowering trees. Tall shrub masses in the center divider also change a driver's perception of the Parkway from one contiguous ribbon to two tunnels of vegetation.

The portions of the Parkway north of Mission Avenue and South of Felicita Avenue were not planted in the same manner as the central area. These areas are now characterized by native grass median strips, with sloping or limited size right-of-ways lined by scattered Eucalyptus and Acacia plantings. At the far north and south ends Caltrans has installed drought tolerant plantings of Eucalyptus, Acacia, Pepper and Gazania near the freeway entrances. Proposed landscapes in these areas will need to transition from the formal plantings of the central area to the less formal, semi-native plantings of the freeways, while reinforcing



Mature eucalyptus trees in the central area of town define and unify the parkway with overhead canopy and vertical massing.



dramatic distant valley and mountain views.

Irrigation

As the landscape plantings are upgraded along the Parkway, irrigation systems will need to be brought up to current standards. The irrigation system installed with the plantings of the central section in the 1940's was a galvanized pipe spray system controlled by manually operated valves. Backflow prevention devices were not used. This original system has recently been abandoned, with only the median island areas served by an electrically controlled pop-up spray system. The northern and southern sections were either never irrigated, or have been serviced by now abandoned drip systems. Because of the size and length of the Parkway, there is a need for proposed irrigation systems to coordinate and update the irrigation of all areas.

Utilities

Utility lines along the Parkway have generally been limited to crossing lines by its past status as a state highway. Both water mains and electrical service (for future irrigation) are available from lines which parallel the parkway outside of the right-of-way.

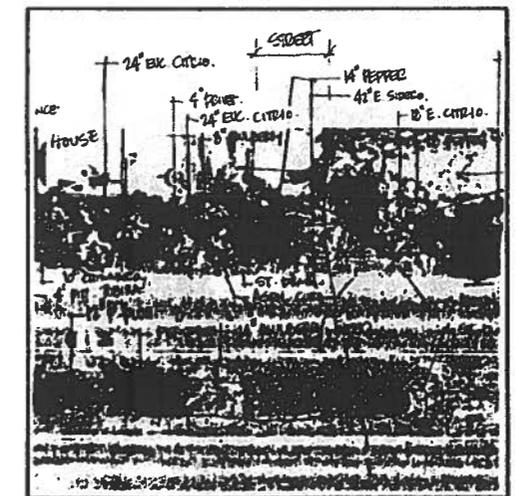
Drainage

Centre City Parkway is aligned through a low area of the Escondido Valley. Due to this alignment it acts as a drainage collector for much of the adjacent area to the east. The roadside ditches on the east side of the Parkway function as regional drains, conveying drainage not only from the pavement, but also intercepting drainage from the adjacent streets, private lots and commercial areas. These open earth ditches collect trash and require continual maintenance.

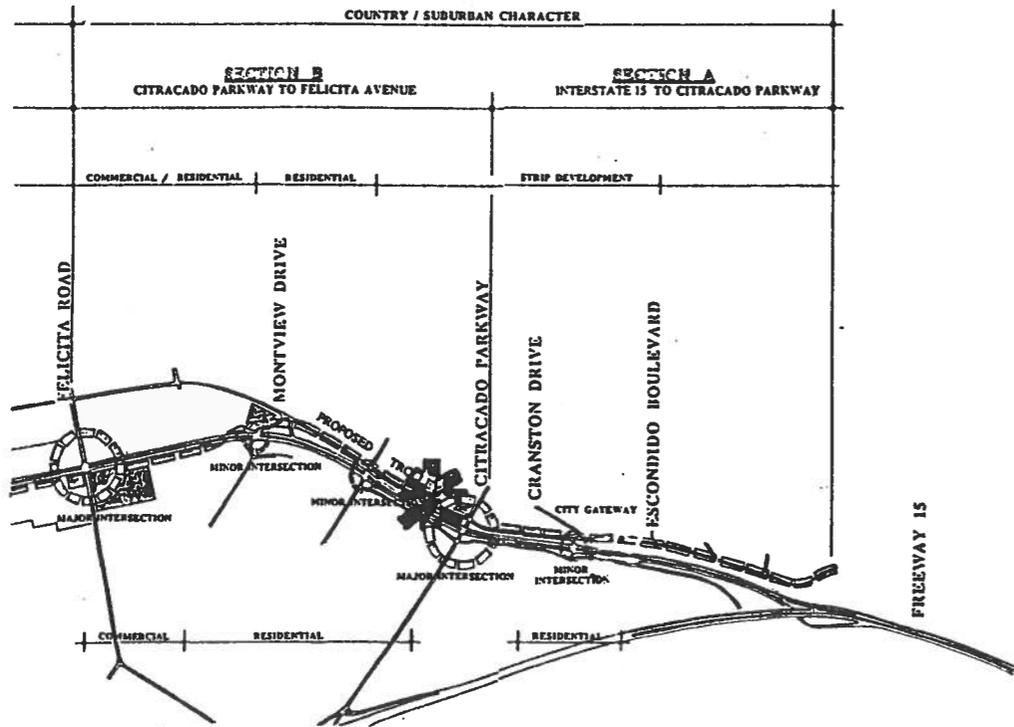
Median areas are generally graded in an inverted crown, collecting runoff from the adjacent pavement lanes. Due to the relatively flat grades and compacted soils in some areas of the Parkway, the medians will frequently pond water after rains.

Water from the west lanes and shoulders of the Parkway drain towards the west - into Pine Street or adjacent roadside ditches. This water, as well as the water from the east side ditches and medians is collected in one of several major crossing drainageways.

Design of the proposed landscaping and pavement additions will need to consider the impacts on the capacity of the existing drains, and impacts on adjacent properties as well as aesthetics.



A detailed inventory of the existing features along Centre City Parkway was conducted.



LEGEND	
INVENTORY	ANALYSIS
EXISTING TREE AND SHRUB MASSES	INTERSECTION TREATMENT AND DESIGNATION
EXISTING SHRUB PLANTINGS	PLANTINGS TO SOFTEN EDGES NEEDED
VEHICULAR TRAFFIC MOVEMENTS	TRANSITIONAL PLANTINGS NEEDED
PROPOSED LIGHT RAIL ALIGNMENTS	CANOPY TREE PLANTINGS NEEDED
PEDESTRIAN TRAFFIC MOVEMENTS	COLOR PLANTINGS NEEDED
PROPOSED TURN POCKET WIDENING	PLANTINGS NEEDED FOR VISUAL SEPARATION
DRAINAGE LOW POINT EXISTING WET AREA EXISTING DRAINAGEWAY	SCREENING NEEDED
EXISTING FENCE LINE/EXISTING WALL	AREA FOR ACCENT PLANTINGS &/OR HARDSCAPE
EXISTING SLOPE	FENCING IMPROVEMENTS NEEDED
MAJOR VIEWS	

Pedestrian Access and Fencing

As a controlled access state highway, Centre City Parkway was entirely fenced along its right-of way to control both vehicular and pedestrian access. This fencing, consisting of primarily 42" or 6' high chain link remains in most areas. In residential areas it has generally been added to with wooden fences, or heavily planted to create additional privacy. In the commercial areas the fencing has not fared as well. Low plantings have been removed to increase visibility to the businesses, allowing pedestrians to climb on and damage the fence tops and fabric. Newer commercial areas have been allowed to remove the fencing entirely, allowing conflicting mid-block pedestrian crossings of the Parkway.

Pedestrian access has been limited by the fencing to street crossings at intersections only. However, the concentration of commercial areas, the location of Escondido High School along the Parkway, and the Parkway's status as a major north/south street have all led to a considerable amount of pedestrian traffic in the landscape shoulder areas.

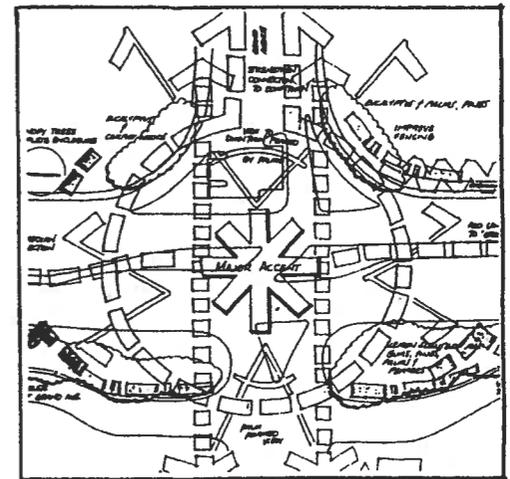
Centre City Parkway Overall Character

As has been indicated in the analysis of the overall parkway, the

7.5 miles of Centre City Parkway is easily divided into three areas of distinct character. The central area of Centre City Parkway between Felicity Ave. and Highway 78 is characterized by mature parkway plantings and adjacent full blocks of residential and commercial uses. The village center character of this area is especially evident in the spring during cherry and plum tree blossoming.

The north and south approaches from Interstate 15, while different from each other in physical features, display comparable progressions toward the parkway center. Open country with views to distant hills at either end of the parkway transitions into strip commercial centers and shopping centers with scattered housing. The curve at Montview acts as a gateway to the town center from the south, with the bridge at Highway 78 forming a similar gateway to the town center from the North.

Furthermore, these overall areas can be subdivided into eight smaller sections distinguishable by landform, surrounding land uses, and defined by street intersections. These areas will be described in detail in the following section.



Analysis drawings were developed from the on-site surveys and preceded Master plan designs.

Proposed Landscape Improvements

As we discovered during the inventory of existing parkway features, there are many areas of the Parkway which could benefit aesthetically from additional landscape planting. However, simply planting flowering shrubs and ground covers in a continuous line from the north end of the parkway to the south would not necessarily be beneficial. Improvements in highway aesthetics should involve more than a general clean-up and the addition of flowers. The primary purpose of any roadway is to move vehicles safely from one point to another. Properly placed planting can improve both the safety of the roadway and its' aesthetics by limiting conflicting views, accenting decision points, better defining the sequential experience of driving, and accentuating landmarks. User pleasure, clarity of information, and safety can all be effected by the landscape and how it limits and accents the view from the road.

A properly designed roadway landscape planting should help to accomplish the following:

- Provide opportunities for the driver to experience the dominant characteristics of the area.
- Enhance landmark information (information on location and direction.)

The landscape should help to identify landmarks and features which aid the driver in determining location, direction, or progress. These landmarks could be any area or object which is conspicuous, ranging in size and scale from natural features of the area such as major hills or existing plantings, to landmark buildings, directional features, or signs. The landscape should act to frame and accent views of landmarks with large masses of plants. Smaller features such as road signs should be accented with blocks of color or flowering plants. Solid planting screens behind informational signs would also help them to be more visible.

- Augment the purpose of the highway
- Enhance choice making opportunities

Landscape plantings should enhance the safety and vehicular movement characteristics of the roadway by minimizing conflicting decision sequences and screening conflicting or competing views. Planting should not be a distraction to the

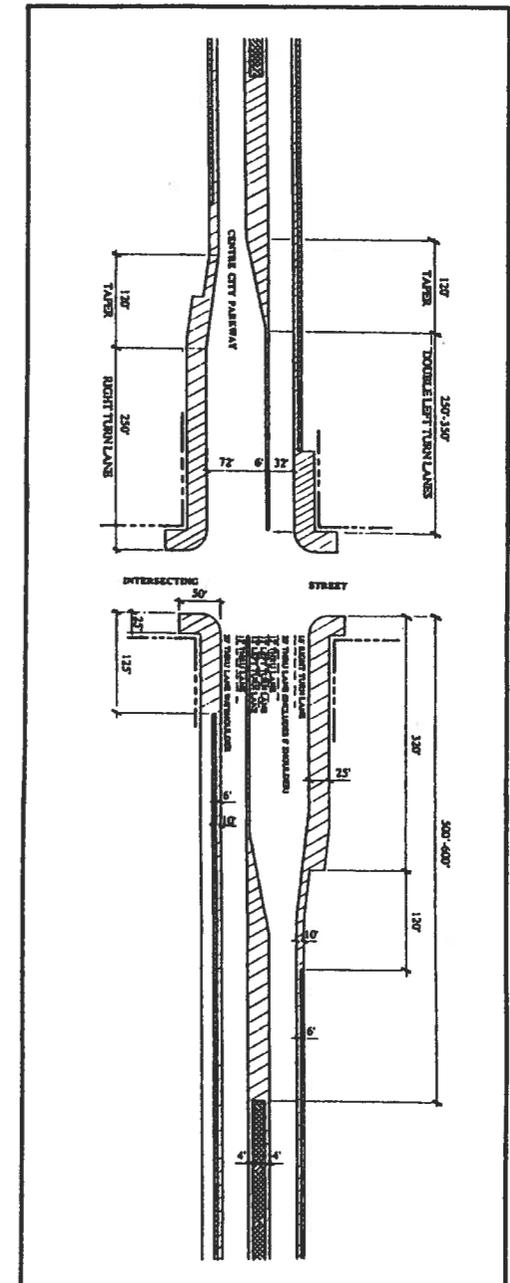
drivers. Colorful accents should not be placed in areas which would tend to distract drivers views away from decision points such as traffic warning signs or intersections. Plantings which block a 15 second view of a decision point should not be used. Plantings at intersections should recognize the need for sufficient sight distances. Accepted view triangles for 55 mph roadways such as Centre City Parkway require that plantings within 50' of intersections should be less than 30" in height, with additional low plantings required in the direction of travel (see landscape setback areas diagram).

- Provide for visual complexity
- Provide for a sequential experience
- Respond to the form of the land
- Provide for the greatest scenic experience

A landscape which minimized monotony resulted in greater roadway safety by keeping the driver alert. This however is a double edged sword; too little visual complexity is boring, too much visual complexity is confusing. In order to limit the complexity of the landscape, plantings need to recognize that it takes a very large mass of one type of plant to make a visual statement to a driver passing by at 55 mph. For Centre City Parkway, site observations have determined that shrub masses should be at least 50' in length, flowering accent trees should be planted in groupings of at least five trees, large accent trees in groupings of three trees minimum, and central theme trees should be planted in linear groupings of at least 1,000' in length, with individual trees spaced at approximately 25' apart. In addition to placing plants in large masses, the masses should be placed into large groupings to form a gradual transition or sequential experience for the driver. Segments should be at least 30 seconds (2,000'+/-) in length-shorter segments will generally be perceived as a point.

Parkway Planting Design

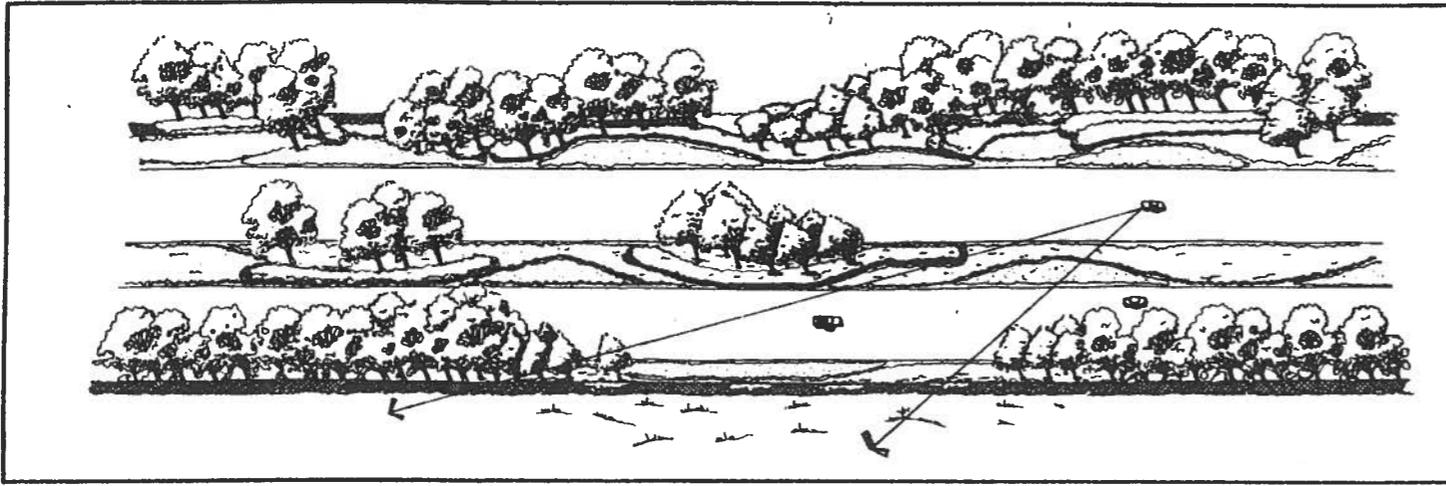
The existing character of the various areas of the Parkway will be the primary factor which determines the final landscape design. Any new landscape must build upon the existing planting and the character of the surrounding area. As the existing landscape character of the parkway changes from north to south or from native, rocky hillsides to an urban character and back to the native hillsides, the proposed landscape will expand upon this transition.



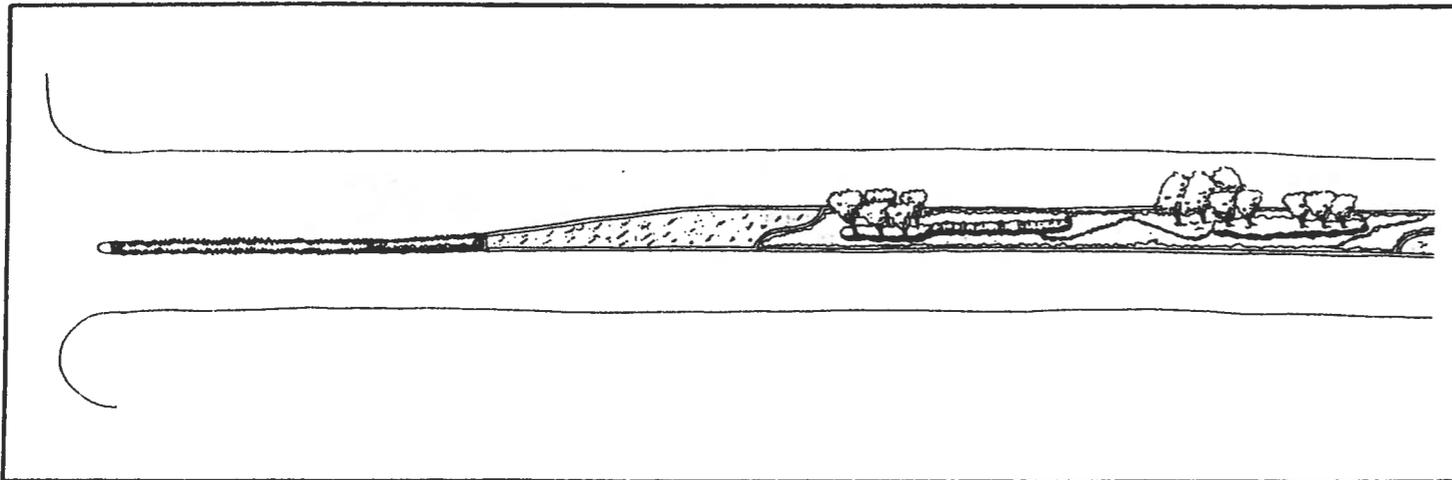
LEGEND
LANDSCAPE SET BACK AREAS

 PLANTINGS OR STREETScape MATERIALS UNDER 30" HEIGHT

 ALL TREES UNDER 4" MATURE TRUNK DIAMETER



In the outlying areas of the Parkway, both the theme tree plantings and the additional accent plantings of shade trees, flowering trees and shrubs will be planted in naturalized groupings. Openings in these groupings will allow for and accent views to the distant hillsides.



The plantings proposed for median areas which do not have any existing plantings look similar to the existing planted median areas. Flowering trees and accent shade trees will be planted in groupings, with 5' high flowering shrubs and lower flowering shrubs and ground covers providing additional interest. Lawn areas will be limited to areas near intersections, with other areas planted in a variety of herbaceous and shrubby ground covers.

Plant species and the design of the plant groupings will reflect this transition as follows:

NORTH ENTRY	TOWN CENTER	SOUTH ENTRY
suburban/country	urban	suburban/country
informal groupings	formal groupings	informal groupings
sprawling plant forms	refined plant forms	sprawling plant forms
semi-native plants	ornamental plants	semi-native plants

Proposed landscapes will begin on either end of the Parkway by expanding on the native and semi-native landscapes planted by CALTRANS at the I-15 on ramps. California Peppers are the predominant theme tree to be used in these areas, combined with various species of Eucalyptus. Under plantings and ground covers of predominantly drought tolerant native and semi-native plantings will be used.

The linear stands of mature Eucalyptus set the landscape theme for the central urban section of the Parkway. Proposed plantings in this area will build on the existing formal landscape theme. Various species of the Eucalyptus will be used to infill and extend the existing plantings. Under plantings of ornamental shrubs, ground covers, and vines will be used to augment the existing plantings and screen views.

Areas which fall between these areas will be planted with a combination of plantings as transitional areas. The overall theme of both new and infill plantings will maintain the character of the existing mature Eucalyptus area - that of a roadway corridor formed by large trees at the edges of the right-of-way, with smaller, more colorful plantings set within a grassy (or low ground cover) median. Additional shrub plantings along the edges of the parkway will be used to screen and direct views. A matrix has been developed as a part of the master plan drawings which notes the design intent for each type of plant (Central Theme Tree, Accent Tree, Shrub, etc...) in each of the eight areas of the Parkway.

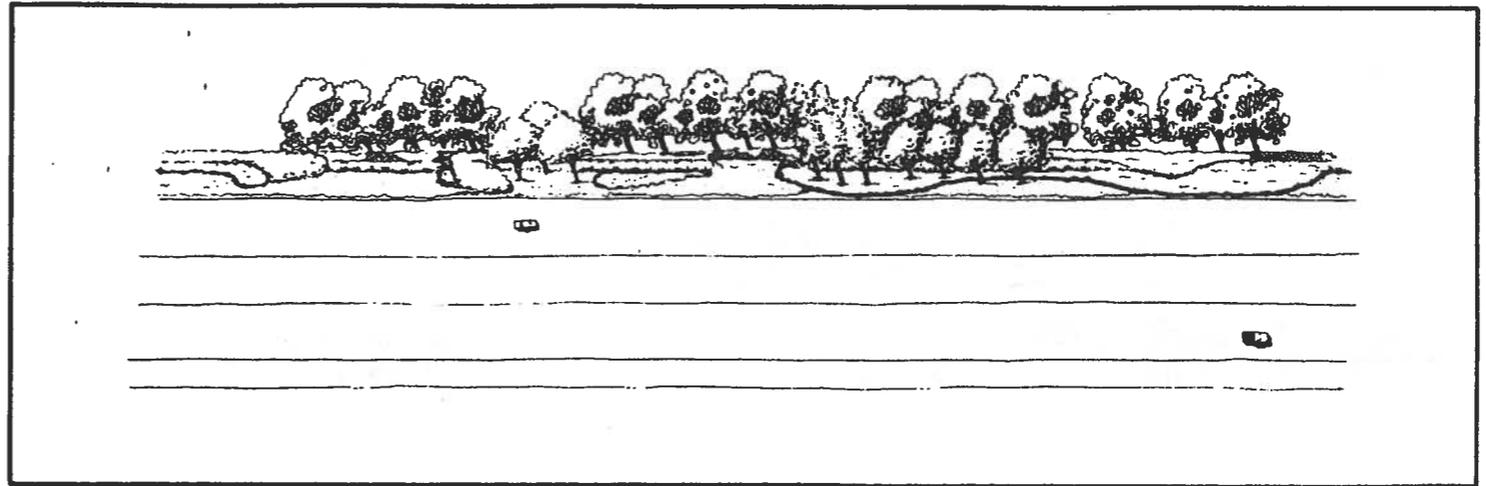
In addition to forming the transition from one area of the Parkway to another, proposed planting will need to respond to the requirements of the roadway and adjacent land uses. A complete matrix showing the specific plant species to be used in each of the eight areas of the

Parkway has been developed as a part of the proposed master plan drawings. This matrix has been subdivided to note planting differences for median plantings and parkway plantings. Because of the limited size of the medians, and driver's visibility needs as they approach the many intersections, plantings in the medians will generally utilize smaller and more colorful plant materials than the parkways. The general concept for the median plantings is to continue the style of the existing medians in the older sections of the Parkway. The predominant plantings will be a mixture of low ground covers and lawn areas. Set within this flat field will be long plantings of low (under 4') shrubs, color accent plants, and flowering trees. These low shrubs will be used in the place of the much taller existing Oleander hedges which, because of their height, block much of the view of the existing flowering accent trees. Larger trees will be used in the medians only as accents or to direct views across the roadway.

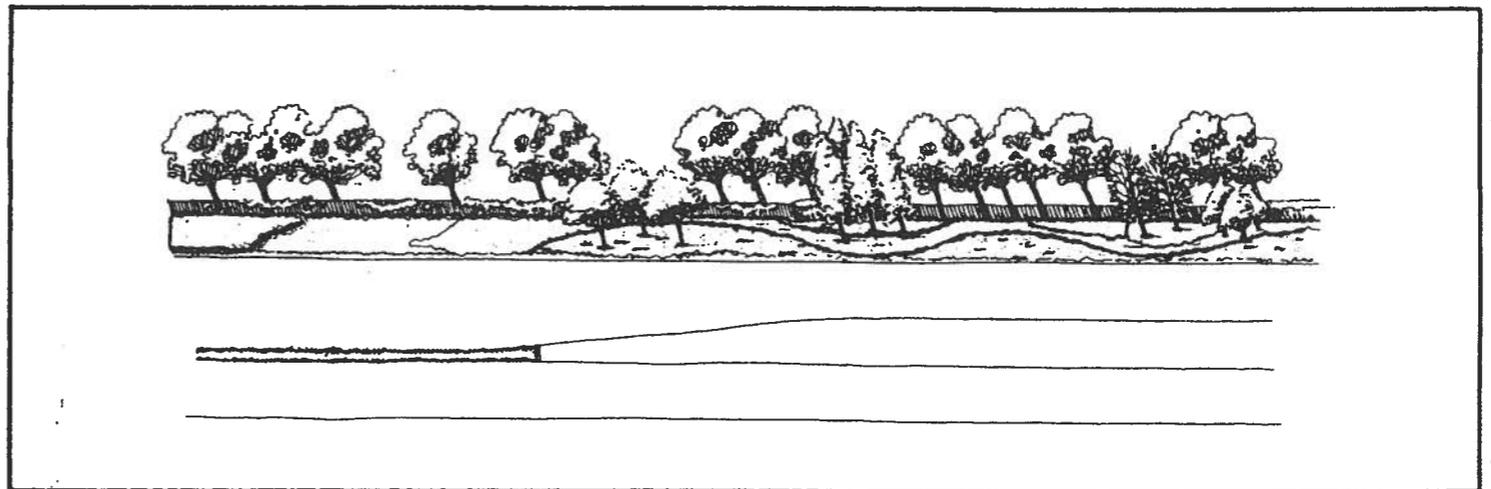
The parkway planting section of the matrix has been further subdivided to note plants for intersection areas, areas with adjacent commercial land uses, and adjacent residential land uses. Intersection plantings will generally be lower than 30" high to maintain visibility at corners. Since these are the areas where people may be stopped, with more time to look closely at the plantings, colorful, more intricate plantings will be used in these areas.

Areas with adjacent residential uses should be heavily planted to provide for privacy and separation from the roadway. In addition to the framework of large theme trees along the edge of the right-of-way, fence lines should be planted with a combination of vines, large shrubs, and flowering trees to completely screen views into the houses at all levels.

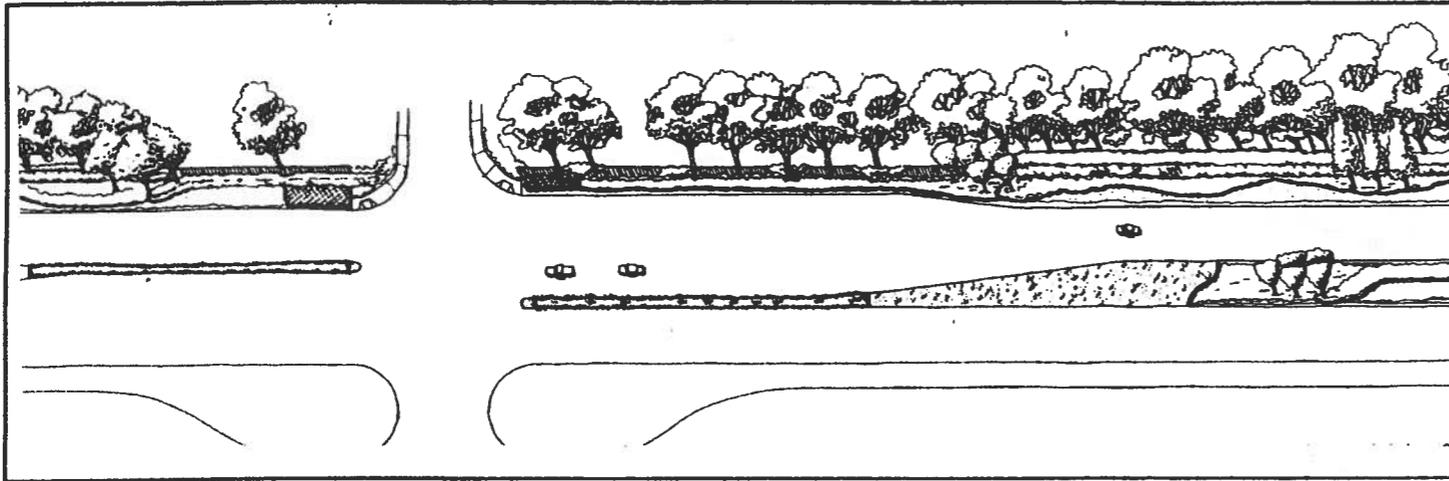
Providing the correct amount of plantings along a commercial area is more difficult. Commercial land owners along a major thoroughfare such as Centre City Parkway rely on visibility from the Parkway to help advertise their location to potential customers. Their desire for a totally open view of storefronts, parking lots, and signage is in direct conflict with the concept of a parkway as a natural, scenic enclosed landscaped drive. The planting concept proposed for commercial area landscapes along Centre City Parkway is a compromise between these two opposite points of view. First of all, it is very important that the framework of Theme Canopy Trees (Eucalyptus or Peppers depending on location) be continued along all areas of the Parkway. The planting of these trees provides the continuity which is needed to maintain the perception of a



In areas with adjacent residential land uses, the parkway plantings will be used to provide for screening and privacy. Plantings of large shade trees and flowering trees will be underplanted with large shrubs to fully enclose the Parkway. 6' high chain link fences along the Parkway edges will be screened by these shrubs or heavily planted with vines to provide for a 6' minimum height screen. Areas with adjacent commercial or industrial uses requiring screening will be planted similarly.

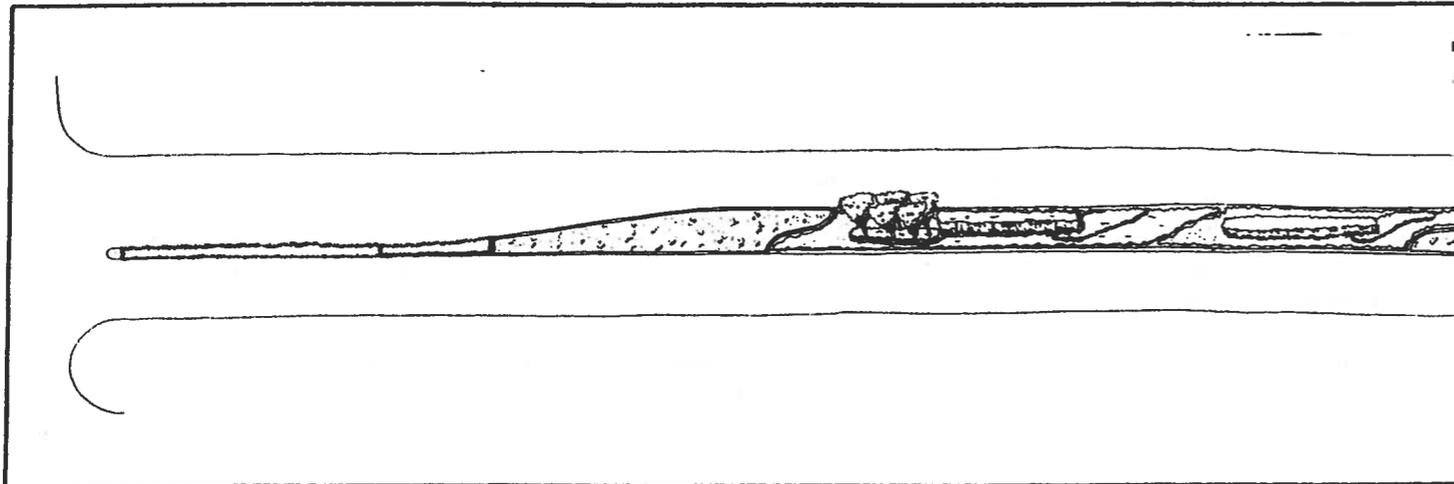


In areas with adjacent commercial uses the plantings under the corridor forming theme trees will remain open to allow for views into the storefronts. Proposed shade tree plantings will be high branching. Shrub and ground cover underplantings will remain under 4' in height, screening adjacent parking areas, but allowing for views under the canopy trees.



At intersection areas plantings become lower to provide the increased visibility required by drivers. In the area within 320' approaching the intersection and 125' after the intersection all proposed plantings are under 32" in height. A group of accent shade trees or flowering trees signifies the start of this area. These low shrubs and ground covers will flower freely and provide maximum visual interest. Fences in these intersection areas will be 48" wrought iron, planted with open structured flowering vines.

Median plantings are to remain under 32" in height within 500' to 600' of the intersection. Plants in this area will also be very colorful.



In the median areas with existing Oleander and flowering tree plantings, the Oleander hedges will be sheared at 4'± high or removed to allow for a better view of the trees. Additional low shrub and color plants will be added for an extended flower period. The lawn area surrounding these tree and shrub plantings will be removed and replaced with water conserving ground cover plantings.

landscaped corridor through the city. Under plantings also need to be similar in density to those planted in other areas. However, the heights of the plants used may be changed to allow for views over the foreground plantings and under the tree canopies. Plants to be used in these areas will generally be 4'± in height along the fence lines to screen adjacent parking and storage areas, or have canopies which are above 15'. This will allow for limited visibility of the commercial areas through the plantings.

The type of development which is viewed through the plantings along the road is also important to the overall perception of the Parkway. By utilizing the landscape and development concepts outlined in the design guidelines portion of this master plan, the views into adjacent commercial properties can be a benefit to the overall perception of the Parkway. Properly landscaped and oriented buildings can visually extend the width of the parkway landscape area.

Fencing and Controlled Access

As was discussed in the inventory and analysis section, the access rights for the majority of Centre City Parkway were purchased by the State when the roadway was used as a State Highway. As a controlled access highway, both intersecting driveways and adjacent walkways were limited, and the entire right-of-way was fenced. These access rights were transferred to the City when Centre City Parkway ceased being a State Highway. Recent City Council action has reaffirmed that driveway access from the Parkway to individual parcels will be severely limited. From a parkway landscape design point of view this is a very important decision. The addition of each access driveway and the required lengthy acceleration and deceleration lanes greatly reduces the amount of area available for Parkway landscape.

Pedestrian access along the Parkway will also continue to be limited. Due to the highway speeds (55 mph), and the generally limited right-of-way width, there is a conflict between the vehicular traffic and pedestrians. In order to reduce this conflict and limit the number of pedestrian crossings, the entire right-of-way will continue to be fenced. However, the state of disrepair of the existing fencing requires that it be replaced. New fencing will be installed along with the landscape improvements as follows:

- All fences within 320' of an intersecting street, and all fences adjacent to commercial properties will be replaced

with a 48" high black wrought iron (tube steel) fence. Fencing in areas where there is a large amount of pedestrian traffic, such as commercial areas and intersections, tends to be heavily damaged by people scaling the fences. The use of an inflexible type of fencing will help to prevent this damage. Since landscape screening in these commercial and intersection areas is limited in height, the use of a more decorative type of fencing such as wrought iron will also add visual interest.

- In other areas of the parkway existing fencing will be replaced with 6' high chain link fencing. The areas near this fencing will generally be heavily planted with a combination of flowering trees, shrubs, and vines such that the fencing will eventually be completely hidden.

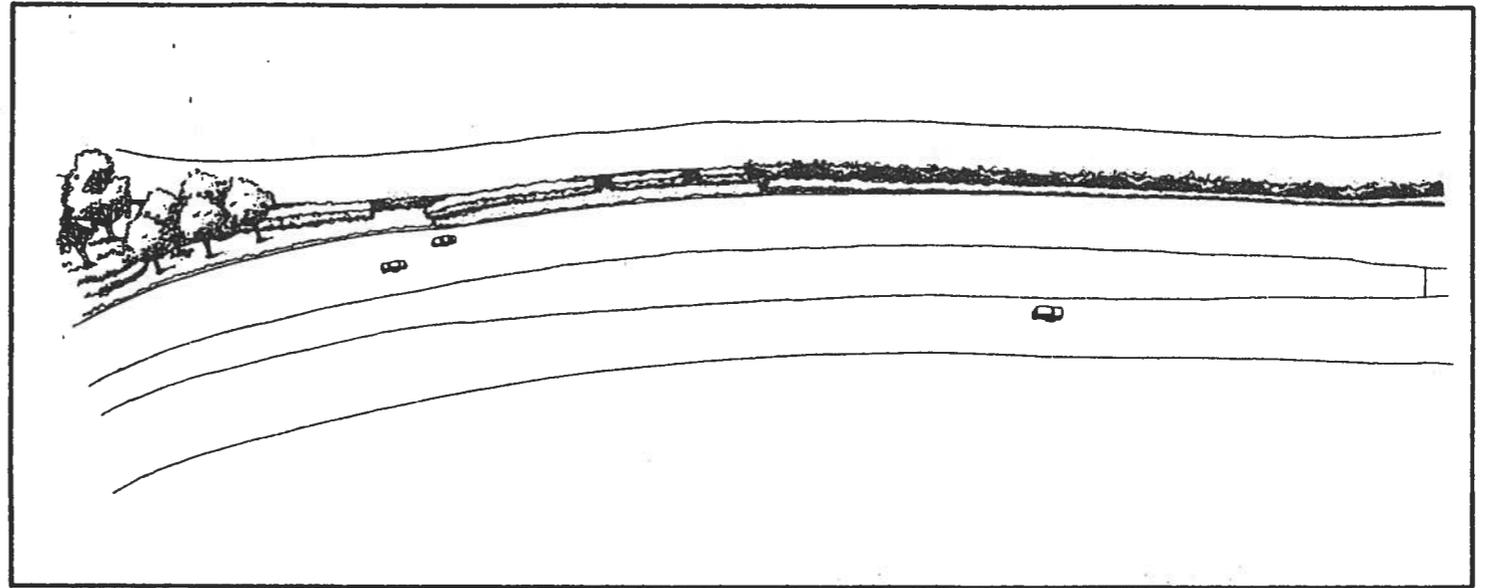
Although fencing at the edges of the right-of-way will be used to discourage pedestrian access to the parkway between intersections, crossings at intersections will be upgraded. Pedestrian cross-walk markings, median island landings and pedestrian ramps will be included and/or upgraded as a part of the installation of landscape at each intersection.

Drainage

The existing open drains at the edges of the Centre City Parkway right-of-way will be improved as a part of the landscape improvements. Areas within 320' of any intersection are to be filled to the level of the surrounding roadway (\pm) with storm drainage piped underground. This will allow for the entire width of the limited parkway in these areas to be utilized for planting. In other areas, existing open ditches are to be cleaned, excess dirt removed, and the areas regraded. Open ditches will then be screened from roadway views with low and medium height shrubs. In areas with new adjacent development, all ditches are to be replaced by piped drainage systems. In all cases, a detailed engineering storm drainage analysis should accompany the development of detailed landscape planting plans.

Irrigation Systems

The irrigation systems for the proposed landscape areas of Centre City Parkway are master planned to be a series of satellite



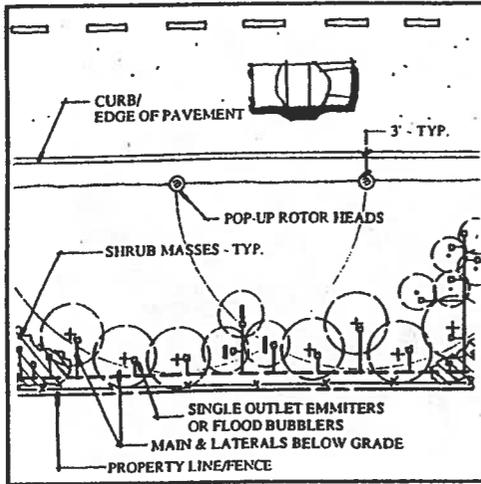
In areas of limited parkway width, fences will be relocated to the outside of the total available area. A combination of low and tall flowering shrubs, and vines planted along the fences will be used to provide screening and add color. As the parkway becomes wider, small flowering trees and larger background trees may be planted.

controller zones, keyed to a master controller. Each designated satellite zone (which includes both east and west parkways and the median) on the plan will have its own water meter (2" min. size), a reduced pressure principle backflow device, (1) 24 station automatic satellite controller (or series of 12 station controllers), moisture sensing devices, and all required irrigation equipment to service each zone. The master controller will be installed in the future, at a location to be determined by the city. During the interim period, the satellite controllers will act as stand-alone controllers.

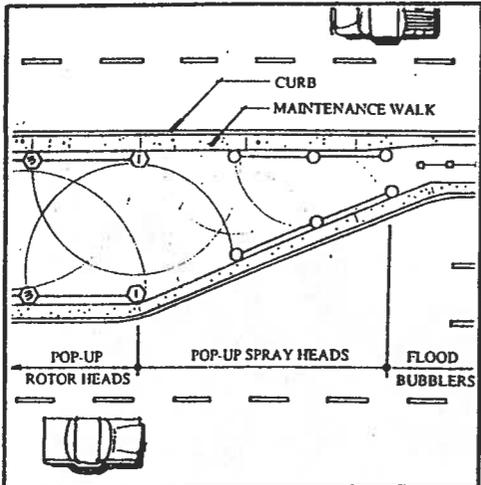
The proposed satellite zones are defined by intersecting streets or drainage channels. In order to reduce street cutting at busy areas, and to reduce conflicts with existing utilities, no piping is to cross street intersections unless absolutely required. At mid-block areas, the irrigation mainline and wiring will be permitted to cross the parkway to service the medians and opposite sides of the parkway. All pipe and controller wire is to be sleeved per the following guidelines.

Where the Centre City Parkway landscape master plan shows proposed plantings on Caltrans property, the design of the plantings and irrigation system will be to Caltrans specifications. Coordinate the type of irrigation systems designed and controls used with the Caltrans Landscape Department.

Low water usage and overspray minimization are key to the design of the irrigation systems along Centre City Parkway. Low angle spray heads, set back from the edge of the pavement are to be used to reduce runoff onto street, sidewalk and hardscape areas. The satellite and central control system, in combination with other sensing devices will minimize water usage. In addition, all system components will be capable of converting to reclaimed water as it becomes available.



In the parkways, pop-up rotor heads set 3' from the edge of the roadway pavement are to spray towards the fence lines. Plants along the fences will be individually bubbler or drip irrigated.



Medians will be irrigated with pop-up rotor heads spaced along the maintenance walks. Where median widths narrow, pop-up spray heads are to be used.

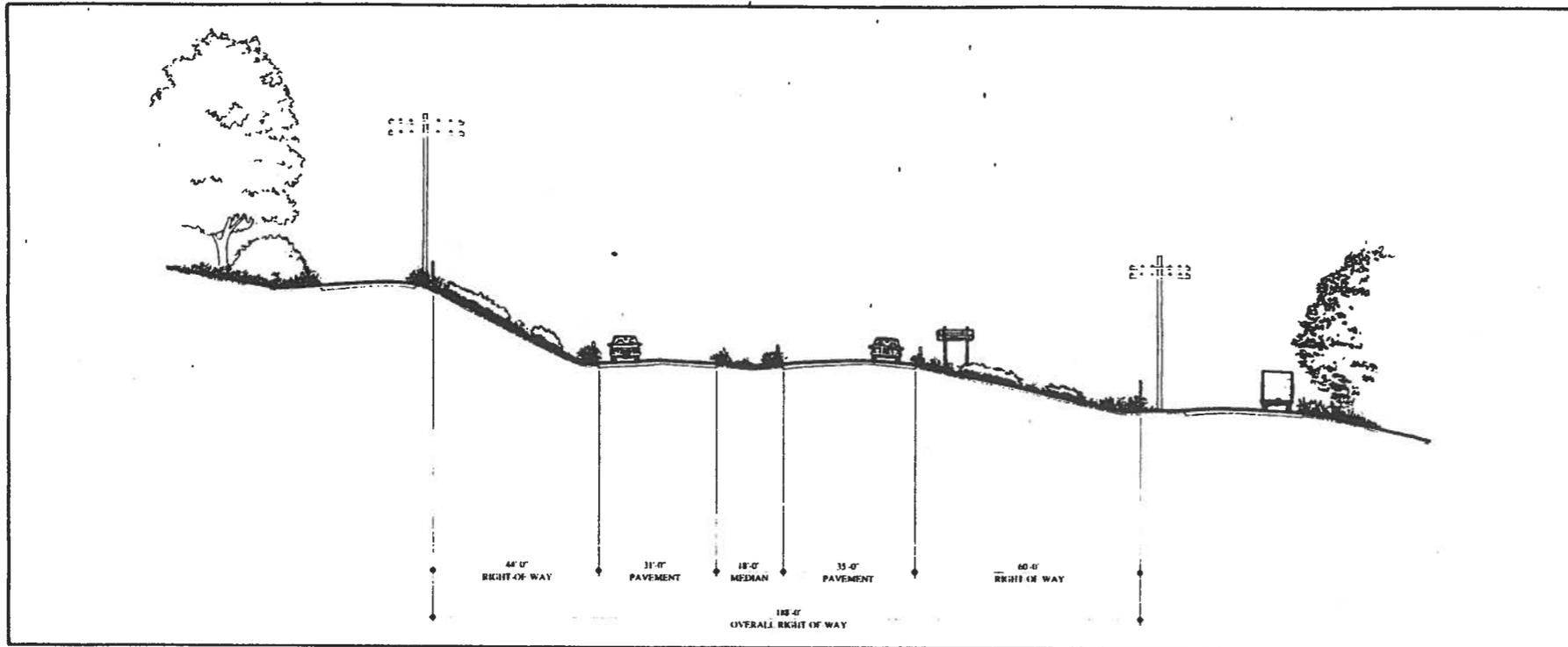
The following irrigation guidelines and notes apply to all planting areas within the Centre City Parkway public right-of-way.

1. Right-of-way / Parkways
 - A. Pop-up stream rotors located 3' back of curb spraying towards fence lines. 4" pop-ups are used in lawn areas, 12" pop-ups in shrub and ground cover areas
 - Spacing determined by the width of parkways.
 - Where right-of-way width is less than 16' use pop-up spray heads.
 - At areas which are wider than 30', an additional row of adjustable arc or full circle rotors are to be added.
 - B. Low gallonage, pressure compensating bubblers, or single outlet drip emitters shall be used to irrigate trees and large shrubs along the fence lines (Rainbird micro-spray, Rain Bug or Shrub Bug drip emitters).
 - C. Drip system pipes are to use buried PVC pipe. Emitters are to be placed above grade.
 - D. All heads shall have built-in check valves to prevent low head drainage.
2. Medians
 - A. Pop-up stream rotors are to be located at the edge of the maintenance walk on both sides of the median, spraying across the full width of the median. 4" pop-ups are used in lawn areas; 12" pop-ups in shrubs and ground covers.
 - Spacing is determined by the width of medians.
 - Where median width is between 4' and 16' use pop-up spray heads.
 - Where median width is less than 4' use bubblers.
 - Individual small islands are to be bubbler irrigated.
 - B. Shrub areas may be drip irrigated with single outlet emitters (Rainbird micro-spray, Rain Bug or Shrub Bug).
 - C. All heads shall have built-in check valves.
3. Caltrans Property
 - A. Coordinate the type of irrigation equipment specified with Caltrans Landscape Department.
4. Piping
 - A. When needed at special areas such as spanning drainage channels, non-buried, free span piping shall be PVC pipe set in galvanized steel sleeves.
 - B. All mainlines shall be 3" size minimum, class 315, bell-end, or "ring-tite" with 18" minimum cover.
 - C. All lateral lines shall be schedule 40 PVC pipe, up to 2" size; class 315 over 2" size minimum bury 12".
 - D. Drip irrigation lines shall be sch. 40 PVC pipe (buried).

- E. All pipe under roadways or walkways shall be sleeved in SDR 35 PVC pipe - 6" minimum diameter. Mark all sleeve end locations with paint on adjacent pavement.
5. Control
 - A. Central Satellite System (Rainbird Maxicom System or compatible) with 12 or 24 station satellite controllers. (controller coverage areas are noted on the plans).
 1. Controller locations shall be accessible to telephone lines and electrical sources.
 2. City will supply the central master controller in the future.
 3. Include automatic rain switch cut-offs.
 4. Moisture sensors may be used with each controller.
 5. Locate controllers in weather proof, stainless steel enclosures.
 6. Controller shall be capable of remote control.
 7. High flow shut off master valves are to be located in separate valve boxes at each backflow preventer.
 8. Automatic valves shall be brass, pressure regulating, reclaimed water type valves.
 9. Install flow sensors at each point of connection.
 10. Controller wires shall be color coded, direct burial, UF # 14 GA. wire.
6. Backflow and Water Supply
 - A. Use reduced pressure principle type backflow preventers.
 - B. Strainers shall be required on any effluent lines down stream of all control valves and before the RPA unit.
 - C. Filter all drip lines after the remote control valve.
 - D. Drip lateral lines shall have flush valves at the end of each line, located in a valve box.
 - E. Water supply zones are shown on the plans.
 - F. All meters shall be 2", installed by the City Water Department. Service lines from the meter shall be capable of flowing a minimum of 120 GPM (3" type K copper). Check with the City Water Department to confirm requirements.

Analysis and Proposed Design

As was mentioned earlier, Centre City Parkway can be subdivided into eight smaller sections distinguished by landform, surrounding land uses and existing planting types. The following pages give a more complete synopsis of the existing conditions and design intent for each of these sections of Centre City Parkway.



SECTION A

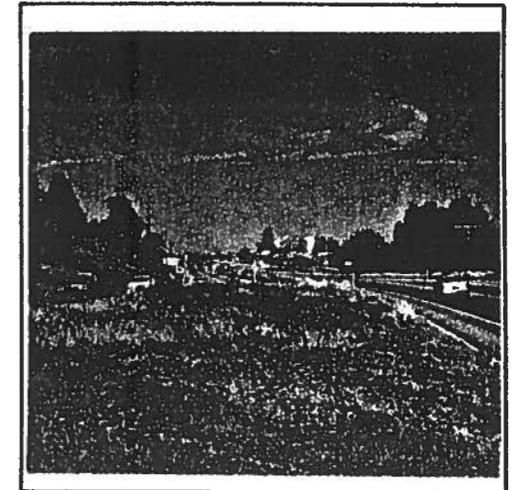
EXISTING FEATURES

The area from the Interstate 15 on- and off-ramps to Citracado Parkway acts as the southern gateway to Escondido. Exiting onto the parkway from Interstate 15, the landscape and development transitions from semi-native Cal-Trans plantings, through open space, light residential areas, and finally strip commercial development at Citracado Parkway, where traffic slows to a stop. The area generally has a country or small town feeling, with long range valley views and mountains in the far background.

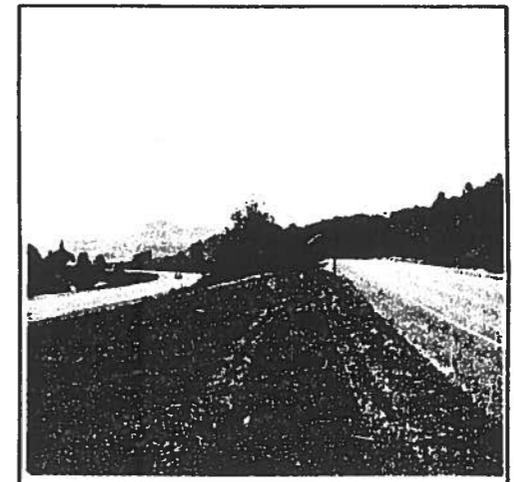
TYPICAL ELEMENTS

- The existing ground cover is primarily tall grasses and weeds; particularly fountain grass and buckwheat
- Grade falls from west to east, and north to south.
- Both pavement lanes are crowned, with water draining to a swale centered in the median and roadway side ditches.
- South Centre City Parkway, an elevated frontage road, parallels Centre City Parkway to the west.

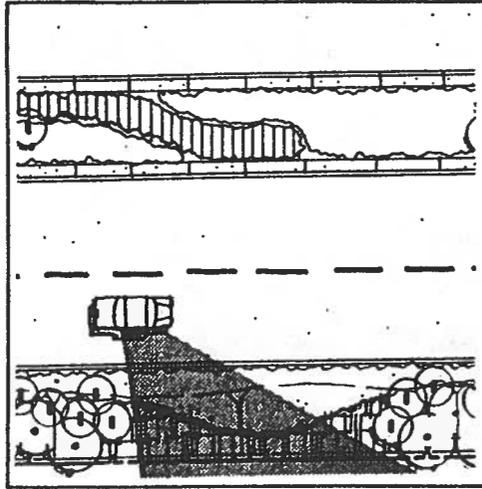
- The uphill area west of South Centre City Parkway is residential.
- Escondido Boulevard, a depressed frontage road, parallels Centre City Parkway to the east.
- The east right-of-way narrows to 10'-0" north of Cranston Drive.
- Commercial strip development occurs along the east side of Escondido Boulevard north of Cranston Drive
- The native Oak and Willow riparian area plantings east of Escondido Boulevard bridge Cranston Drive.
- Telephone poles and lines flank both sides of the road just outside of the right-of-way.
- 5' chain link fences are along the east and west right-of-way lines
- At the highway entrance and exit Cal-Trans has planted Gazania, Acacias, Pepper Trees, and Eucalyptus.
- Views south to Highway 15 are dynamic with a long range view of the Rancho Bernardo Valley



The uphill grade of the Parkway from I-15 to Citracado Parkway accentuates the feeling of an entering and leaving. Commercial development and flattening of the roadway at Citracado marks a transition from the undeveloped freeway to suburban Escondido.



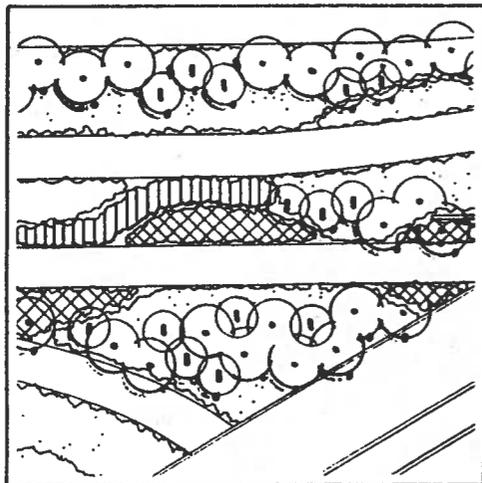
Looking south towards the tunnel entrance to I-15. Note the West to East slope of the right-of-way and the long range view of the Rancho Bernardo Valley and surrounding hills.



Views to distant hills and valleys are framed by openings in the canopy theme trees, and accented by the shape of the ground cover and shrub beds.



PROPOSED SECTION A PLANTINGS

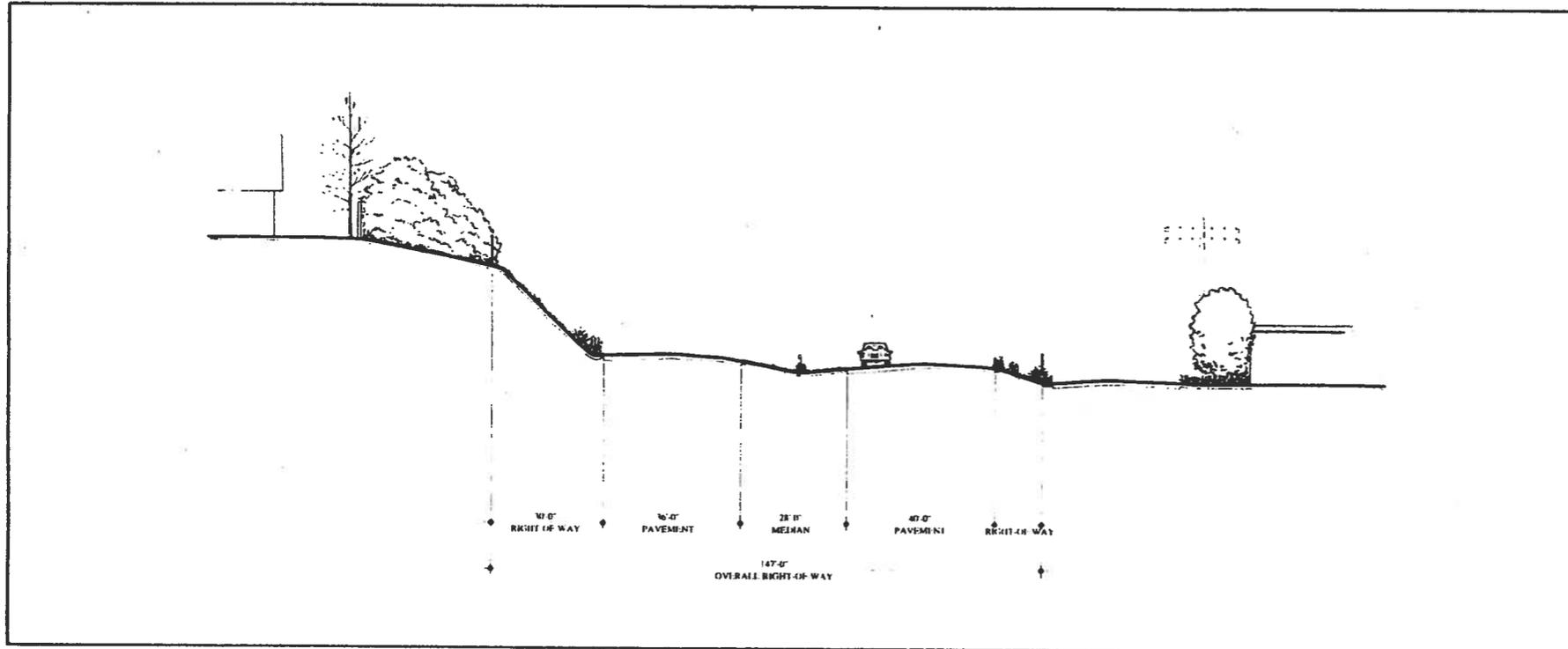


At the entry / exit to I-15, the proposed plantings extend the existing CALTRANS Eucalyptus, Acacia, and Peppertree plantings.

CANOPY THEME TREES	CANOPY ACCENT TREES	FLOWERING ACCENT TREES	SHRUBS & VINES	GROUND COVERS / LAWNS	IRRIGATION
<p>Primarily California Peppers with accent plantings of Eucalyptus to direct views and visually continue hillside ridgelines. Eucalyptus plantings alternate from one side of the parkway to the other.</p>	<p>Eucalyptus and Pine accent plantings continue plantings from adjacent properties onto the parkway.</p>	<p>Groupings in the median, especially where they will have a backdrop of canopy theme trees; and along the parkway edges near Citracado.</p>	<p>Drought tolerant shrubs such as Acacias, planted along the parkway edges and in linear groupings in the median extend the existing Caltrans ramp plantings.</p>	<p>Predominantly low shrub-type ground covers with roadway edges seeded with perennial ground covers such as gazanias.</p>	<p>Drip and low gallonage bubbler with microspray heads only used in seeded areas.</p>

Proposed plantings in this area begin the transition from the predominantly grey-green, semi-native CALTRANS highway plantings, to the more formal and colorful plantings along the central areas of Centre City Parkway. At the south end California

Peppers are the dominant theme tree with scattered parkway and median plantings of Eucalyptus. Nearer Citracado Parkway the theme plantings become Eucalyptus and Pine. Trees and shrubs are planted in naturalized drifts throughout this section.



SECTION B

EXISTING FEATURES

The area between Citracado Parkway and Felicita Avenue is a transitional area between the I-15 to Citracado area and the older landscaped area of central Escondido. In the center of this section a long curve sweeps around a steep embankment and realigns straight at either end. Off site views progressing from south to north include strip commercial development, framed views to the mountains, and a glimpse of the downtown plantings.

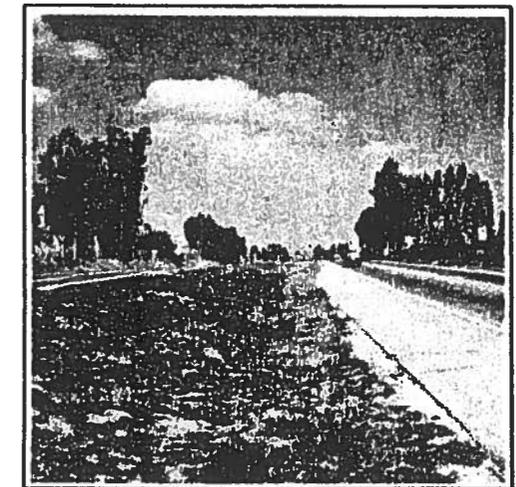
TYPICAL ELEMENTS

- Both pavement lanes are crowned, with water draining to a swale centered in the median and roadway side ditches. The parkway generally slopes from west to east, and north to south.
- The swale in the median is continuous; right-of-way swales occur between Escondido Boulevard and Felicita Avenue.
- 5' chain link fences are along the east and west rights-of-way.
- The existing ground cover consists of tall grasses and weeds, particularly fountain grass and buckwheat.

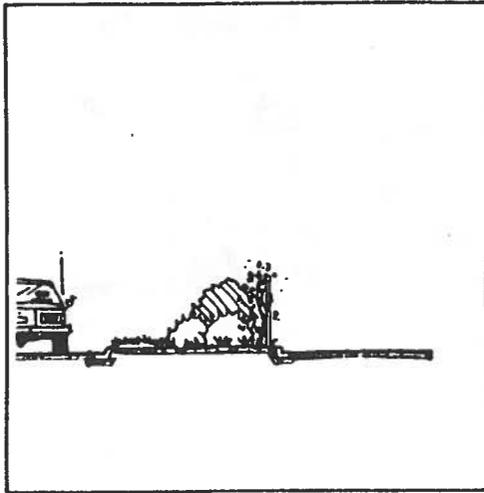
- The west right-of-way typically slopes up steeply to residential or commercial uses.
- Dense Acacia and Eucalyptus plantings top the west bank around the curve at Montview Drive. Residential areas are set-back from the top of the bank.
- Escondido Boulevard is slightly depressed east of the Parkway.
- Overhead telephone lines parallel Escondido Boulevard.
- The eastern right-of-way between Citracado Parkway and Escondido Boulevard narrows to 6'-0".
- Strip commercial development with residential areas interspersed occur along the east side of Escondido Boulevard.
- The two existing Eucalyptus groves along the east side of Centre City Parkway at Escondido Boulevard and Montview Drive are major landmarks.
- Existing and proposed commercial strip development occurs along both sides of the roadway north of Montview Drive.
- At Montview Drive the view north to the distant hills is framed by a Eucalyptus grove and the slope along the west side of the curving roadway.



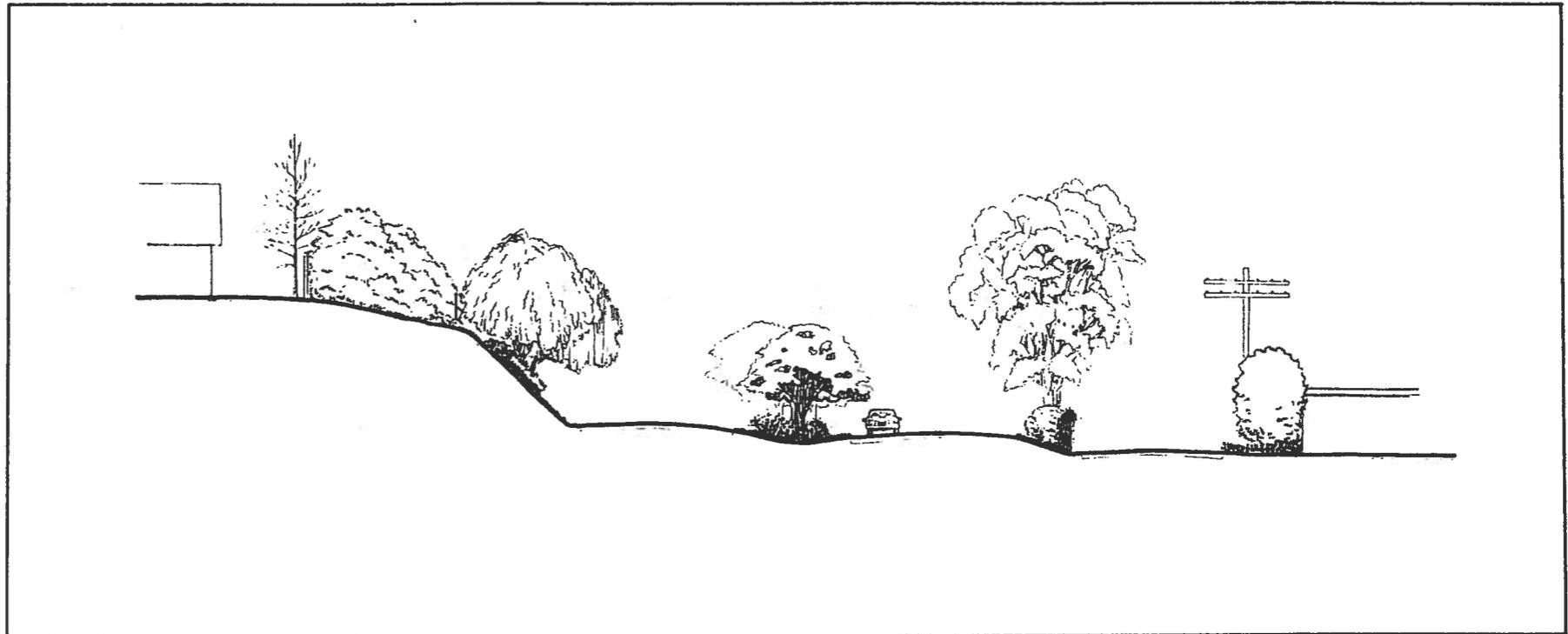
The curve at Escondido Boulevard/Montview view Drive with the high bank to the West acts as a landmark area in the southern section of the Parkway. The high bank and existing stands of Eucalyptus frame long range views of the mountains.



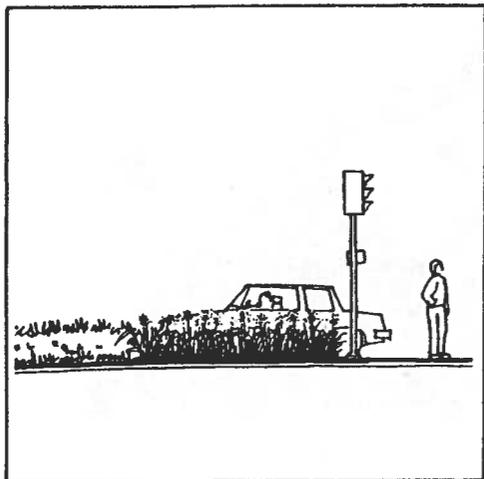
Near Felicita Avenue is a long, straight, open, and slightly uphill section of the Parkway. The Eucalyptus plantings along the sides of the roadway partially screen adjacent uses and begin the transition into the mature plantings to the North.



Along Escondido Boulevard, the existing fence will be moved back to the curb edge, providing a large enough space along the Parkway for shrub and vine plantings.



PROPOSED SECTION B PLANTINGS

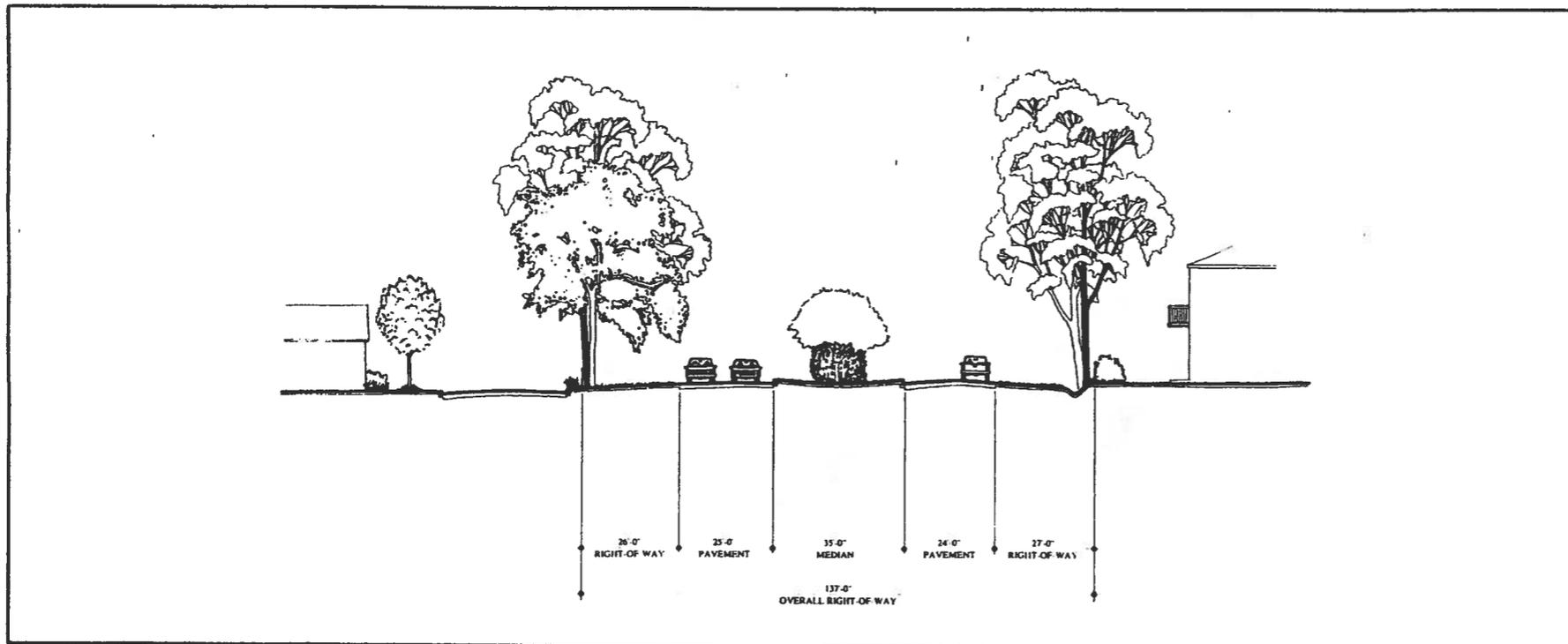


Island nosings throughout the Parkway will be planted with low shrubs and flowering ground covers up to the cross-walk landings.

CANOPY THEME TREES	CANOPY ACCENT TREES	FLOWERING ACCENT TREES	SHRUBS & VINES	GROUND COVERS / LAWNS	IRRIGATION
A mix of Peppers and Eucalyptus, with Peppers the primary tree near Citracado and Eucalyptus the primary tree near Felicita.	Pine accent plantings near Felicita continue the existing parkway plantings to the south.	Flowering tree and shrub plantings accent the two driveway openings near Felicita, and the signage at Citracado.	Tall shrubs screen adjacent residential properties and storage yards south of Felicita. Near Felicita lower shrubs screen views of commercial parking areas.	Low shrub type ground covers transition to ice plants, with limited lawns near Felicita.	Drip and low gallonage bubbler irrigation, with standard low gallonage spray heads used in the sign area and near Felicita.

The plantings in this area complete the transition from semi-native to a more formal and colorful planting design. Colorful shrubs and small trees at Citracado Parkway accent the city entry signage along the eastern parkway. The plant mix then returns to

Eucalyptus and Peppers in naturalized masses as the roadway approaches the Montview Drive intersection. At the approach to Felicita Avenue the plantings become formal and open due to the large shopping centers flanking the roadway.



SECTION C

EXISTING FEATURES

The section of Centre City Parkway from Felicita to Second Avenue is dominated by older parkway plantings and a green center island. Canopy trees lining both sides of the roadway create a linear view corridor along the southern edge of downtown. The continuity of the landscape unifies the area, although poor side views of commercial parking lots, excessive signage, and residential backyards and storage areas distract from the overall appearance.

TYPICAL ELEMENTS

- Parkway views in each direction at Ninth Avenue are similar.
- Roadway grades are generally level. Water drains to a swale centered in the median, open ditches along the east fence line, and Pine Street to the west.
- Roadside ditches along the east side of Centre City Parkway collect both adjacent property and parkway runoff.
- A 42" high chain link fence lines both sides of the roadway. Fencing at commercial developments is in disrepair.

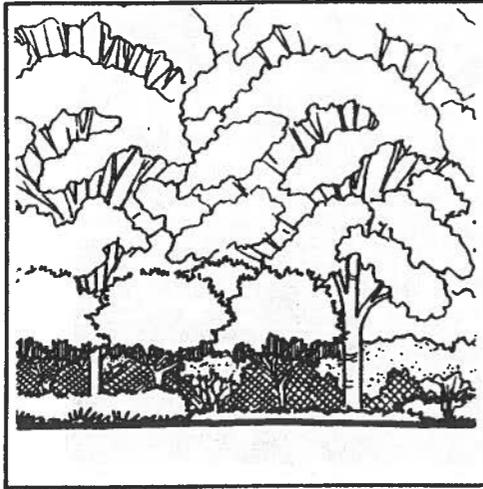
- Adjacent uses are residential mid-block with commercial uses at the intersections.
- Median plantings consist of Purple Plum and Flowering Cherry trees interspersed with 10'-0" tall Oleander hedges set in a mowed, irrigated lawn.
- Linear plantings of mature Lemon-scented Gum and Red Ironbark Eucalyptus are set 4' ± from the fence lines on each side of the roadway. Ground covers are primarily unmown tall grasses.
- Pine Street is a frontage road along the west side of the Parkway north of 15th Avenue.
- Development is set back from Pine Street to the west, and poses little encroachment.
- The islands between Centre City Parkway and Pine Street are widened at intersections and planted with Eucalyptus groves
- Residential alleys and cul-de-sacs dead end at the fence line along the east side of the parkway
- Occasional medium height screening occurs along the fence line on the east side of the roadway.
- Mid-block residential backyards and storage areas to the east are in need of additional screening.



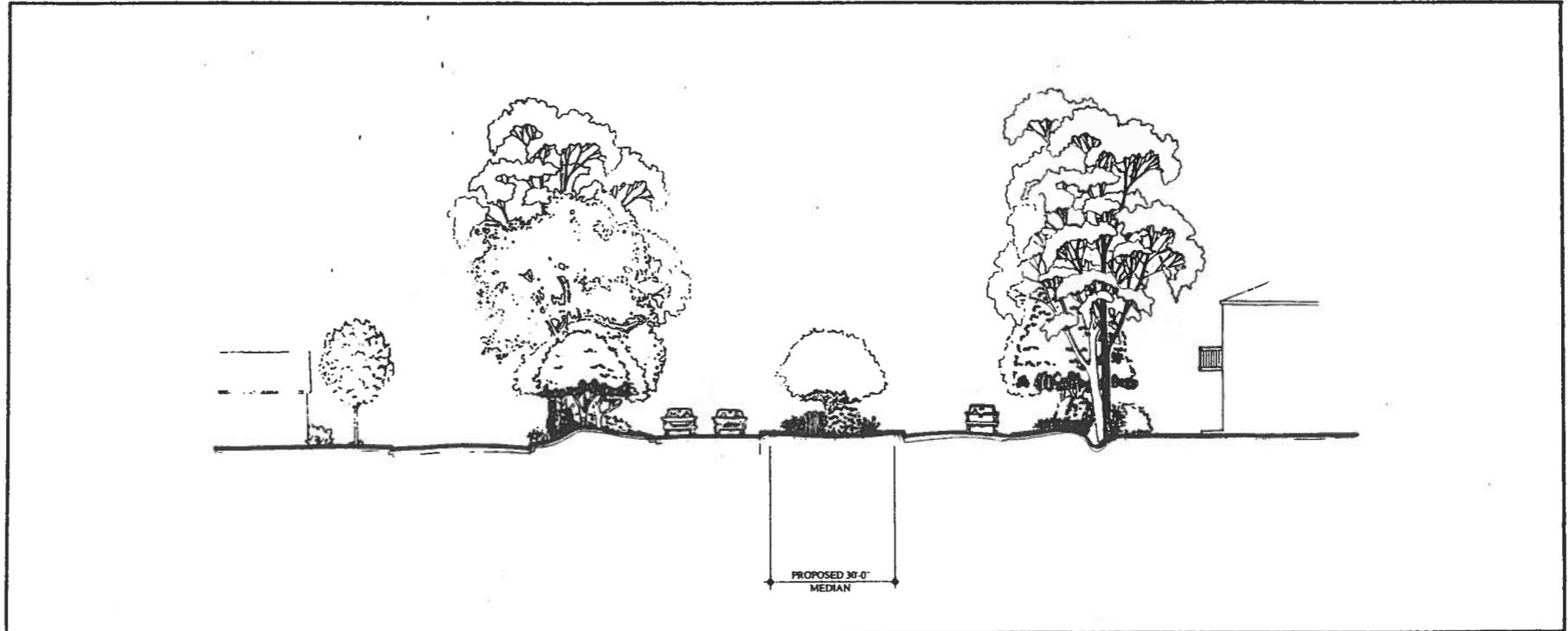
In this section of the Parkway, mid-block areas are residential and corner properties at crossing streets are commercial. Trees and other plantings are minimal in the commercial areas, allowing visibility of signage, storefronts and parking areas.



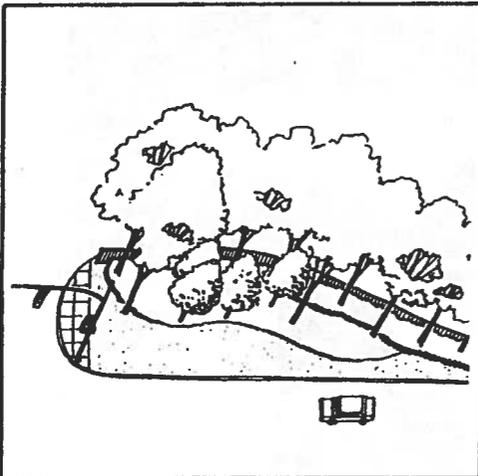
Mature Eucalyptus along the fence lines provide an overhead canopy and accentuate views down the Parkway.



Plantings along residential areas will use a combination of tall shrubs, vines planted along the fences, and flowering trees to provide a complete visual screen.



PROPOSED SECTION C PLANTINGS

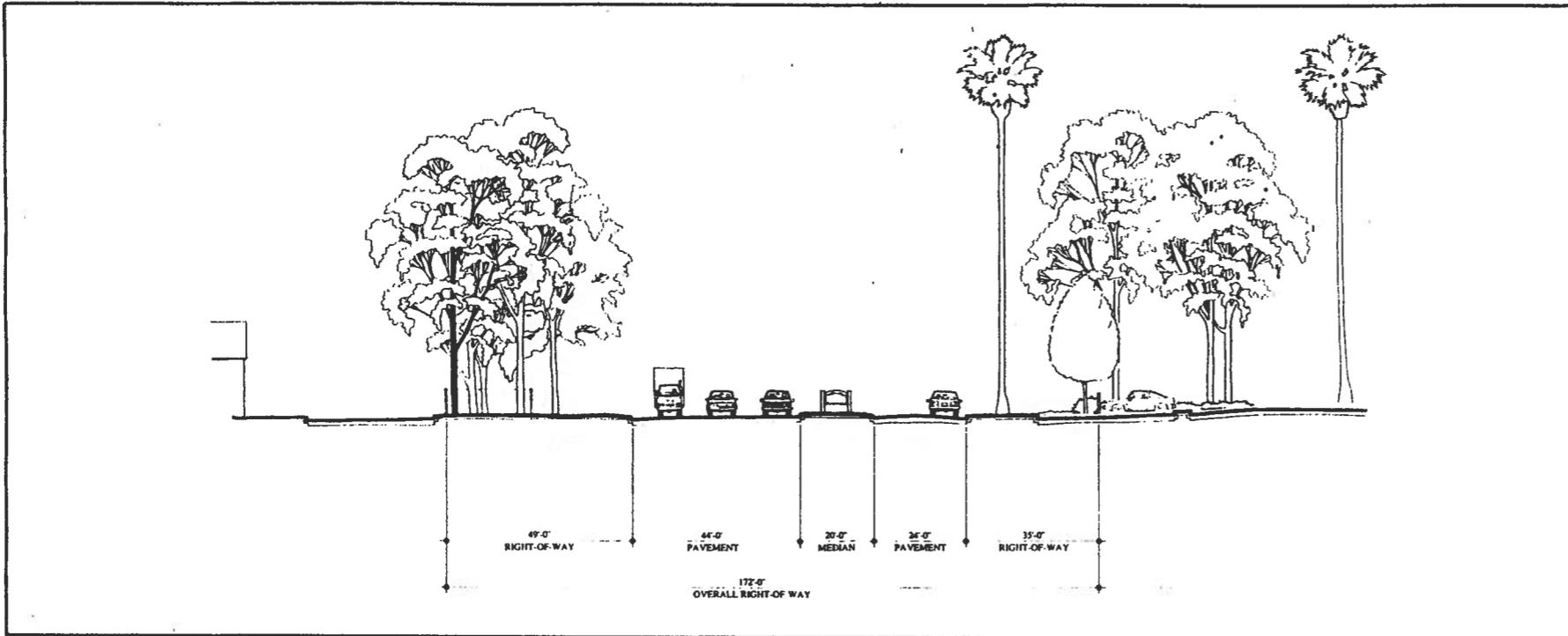


Widened areas at intersections along Pine Street allow for flowering tree plantings near the intersecting street without blocking visibility.

CANOPY THEME TREES	CANOPY ACCENT TREES	FLOWERING ACCENT TREES	SHRUBS & VINES	GROUND COVERS / LAWNS	IRRIGATION
Additional Eucalyptus plantings infill spaces in the existing mature canopy trees along the edges of the parkway.	Masses of Peppers and other broad canopy trees planted along with the linear Eucalyptus massings provide lower tree canopy interest and direct views.	Flowering accent trees planted in massed groupings provide visual interest, direct views, and accent decision points.	Tall shrubs and vines are densely planted along the edges of the parkway. Tall shrubs and vines screen adjacent residential and industrial uses. Lower shrubs and vines provide screening at commercial areas. Existing Oleander in medians pruned lower or removed to allow views of accent trees.	Iceplants and herbaceous ground covers along parkways, with lawns added in the median and intersection areas.	Low gallonage spray irrigation.

The proposed landscape plantings in section C are primarily infill and underplantings for the existing Eucalyptus which line the Parkway. Additional Eucalyptus infill spaces in the tree corridor. Large shade tree and flowering tree plantings provide additional

visual interest. Shrub underplantings and vines planted along the right-of-way fences screen views of residential and storage areas. Median plantings feature lower shrubs and decreased lawn areas, affording better views of the existing flowering trees.



SECTION D

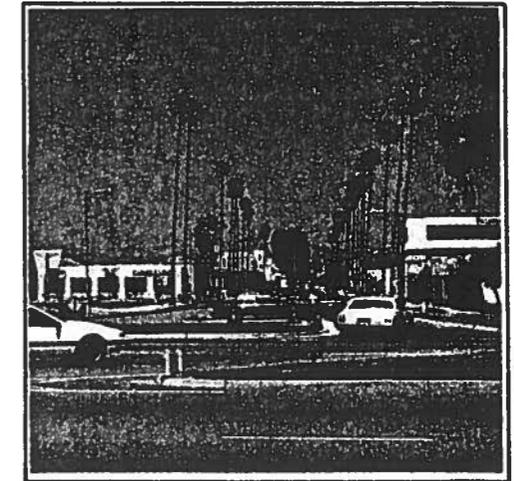
EXISTING FEATURES

The area between Second Avenue and Valley Parkway is Centre City Parkway's major connection to the downtown business and cultural core. The plantings of skyline palms along Grand Avenue intersect the parkway and lead to the distant mountains and the "Center" of Escondido at Grand and Broadway. The two adjacent intersections are major one way access points to and from the Central Business District. The mature Parkway plantings weaken in this area.

TYPICAL ELEMENTS

- The area is relatively flat, with drainage to the east and west.
- Pine Street is a frontage road along the west side of the Parkway.
- 42" chain link fence lines both right-of-ways, except along the east side in the block between Grand Avenue and Valley Parkway.
- The median is hardscaped with concrete pavers and reduced in width to allow for additional turn lanes.

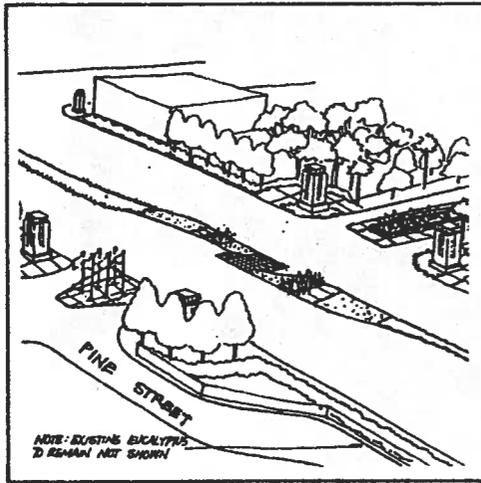
- Eucalyptus plantings on east side occur only at the intersections, mixed with palms, Carrotwoods and Pears.
- Lemon-scented Gum and Red Ironbark Eucalyptus plantings occur along the western right-of-way, with widened islands and informal groupings at Grand Avenue.
- Occasionally mown tall grasses are the predominate right-of-way ground cover
- The center island of Grand Avenue on east side of Centre City Parkway is used for parking.
- Adjacent uses along both sides of Parkway are commercial.
- Grand Avenue is lined with skyline palms, framing views to the distant mountains to the East.
- A concrete ditch concentrates drainage along the east side of parkway.
- Fencing in front of commercial developments is generally in need of repair.



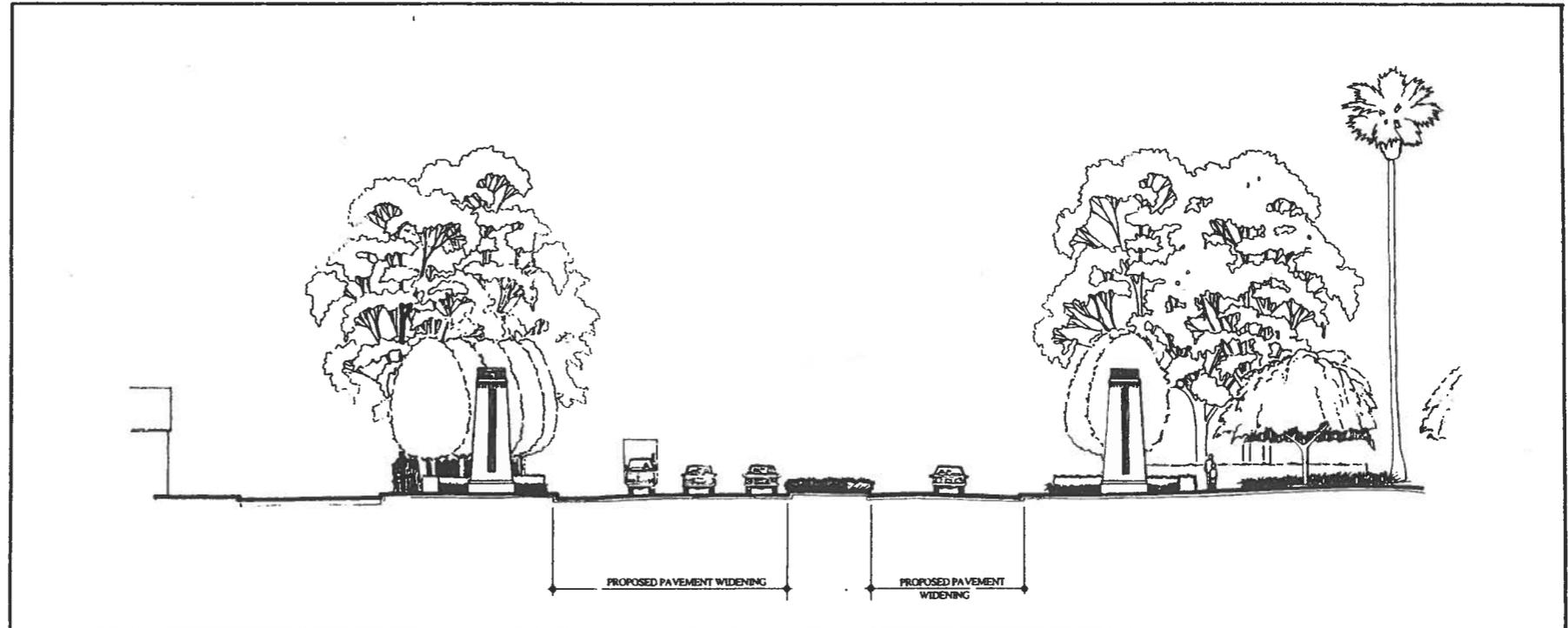
Looking East down Grand Avenue with the rows of Mexican Fan Palms and median plantings of Red Ironbark.



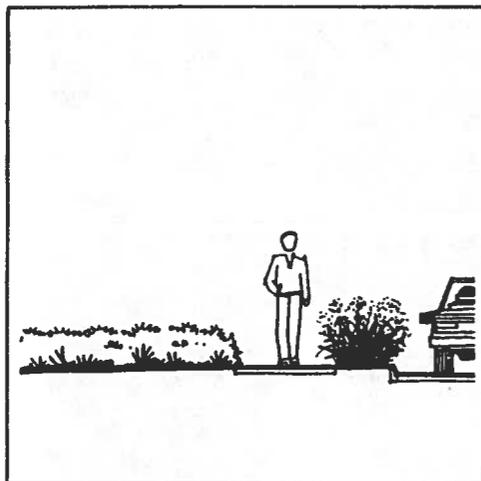
Medians between Second Avenue and Valley Parkway have been narrowed to accommodate double left turn lanes. Cross traffic is not allowed at Grand Avenue.



The east / west axis of Grand Avenue is extended across Centre City Parkway with formal plantings, corner monuments, and a flag plaza.



PROPOSED SECTION D PLANTINGS

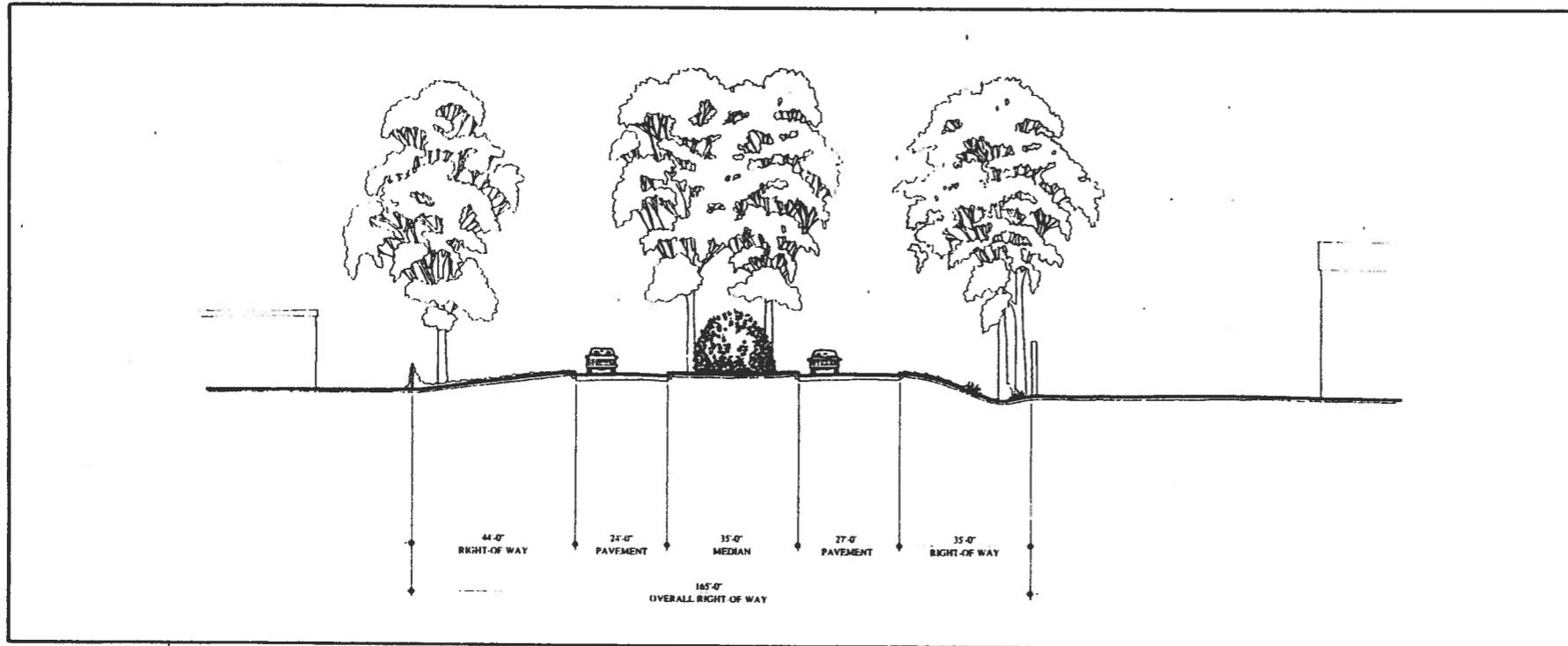


Existing paving in the center medians is to be replaced with low flowering shrubs, ground covers, and lawn.

CANOPY THEME TREES	CANOPY ACCENT TREES	FLOWERING ACCENT TREES	SHRUBS & VINES	GROUND COVERS / LAWNS	IRRIGATION
Eucalyptus plantings form a background to the Palm accent trees at Grand Avenue and enhance the landmark quality of Grand Avenue Intersection.	Mexican Fan Palms continue Grand Avenue plantings. Existing Grand Avenue Palms alternate with Evergreen Elms.	Pear plantings expand on the existing plantings along the east side of the parkway.	Mass block planting of colorful low shrubs accentuate corner monuments and Grand Avenue east-west axis.	Lawn and iceplants in both medians and parkways.	Low gallonage spray irrigation with bubbler irrigation for individual trees.

Section D, at the center of Escondido, is the most formal of all of the proposed landscape plantings. Plantings and the addition of monument signs and accent features such as a flag plaza and fountain call attention to Grand Avenue as the central east/west

street through the downtown area. Formal plantings of Fan Palms repeat the tall Palm plantings along Grand Avenue. Geometric plantings of flowering trees and lower colorful shrubs within an enclosure of Eucalyptus note this area as the center of Escondido.



SECTION E

EXISTING FEATURES

The area between Valley Parkway and Highway 78 acts as transition away from the downtown area. The mature Eucalyptus in this area changes from Red Ironbark to Blue Gum and are planted in both the median and right-of-way. The result is three Eucalyptus "walls" that divide and define the edges of each set of lanes. The surrounding uses are commercial.

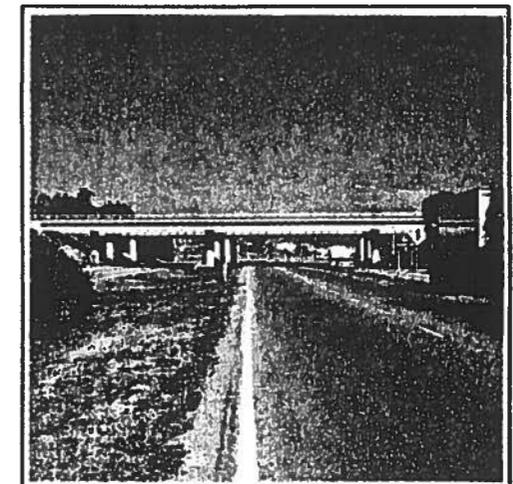
TYPICAL ELEMENTS

- The Parkway is elevated above adjacent lands
- The Route 78 bridge acts as a gateway entering into town from the North, or leaving from the South.
- Drainage swales occur in the median and along the east and west sides of the Parkway.
- A 5'-0" chain link fence on both right-of-ways aligns with intermittent 10'-0" and 6'-0" free standing masonry walls
- Fencing in front of commercial developments is generally in need of repair.

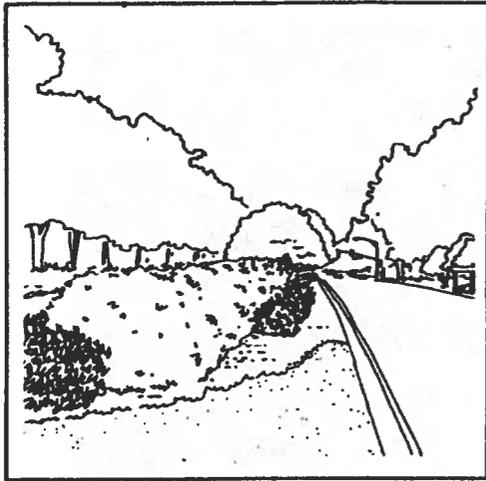
- Linear plantings of Lemon-scented Gum and Blue Gum occur in the median and along the edges of both right-of-ways.
- Eucalyptus plantings along the right-of-way are less dense than in Sections C & D.
- Oleander hedges in median are less frequent, although a few are located between Washington Avenue and Highway 78.
- Medians are irrigated, with mown lawn with occasional Oleander plantings.
- East and west right-of-way ground covers are occasionally mown tall grasses and weeds.
- Adjacent uses are commercial.
- Views looking north, east, and west from Washington Avenue are long range to the mountains.



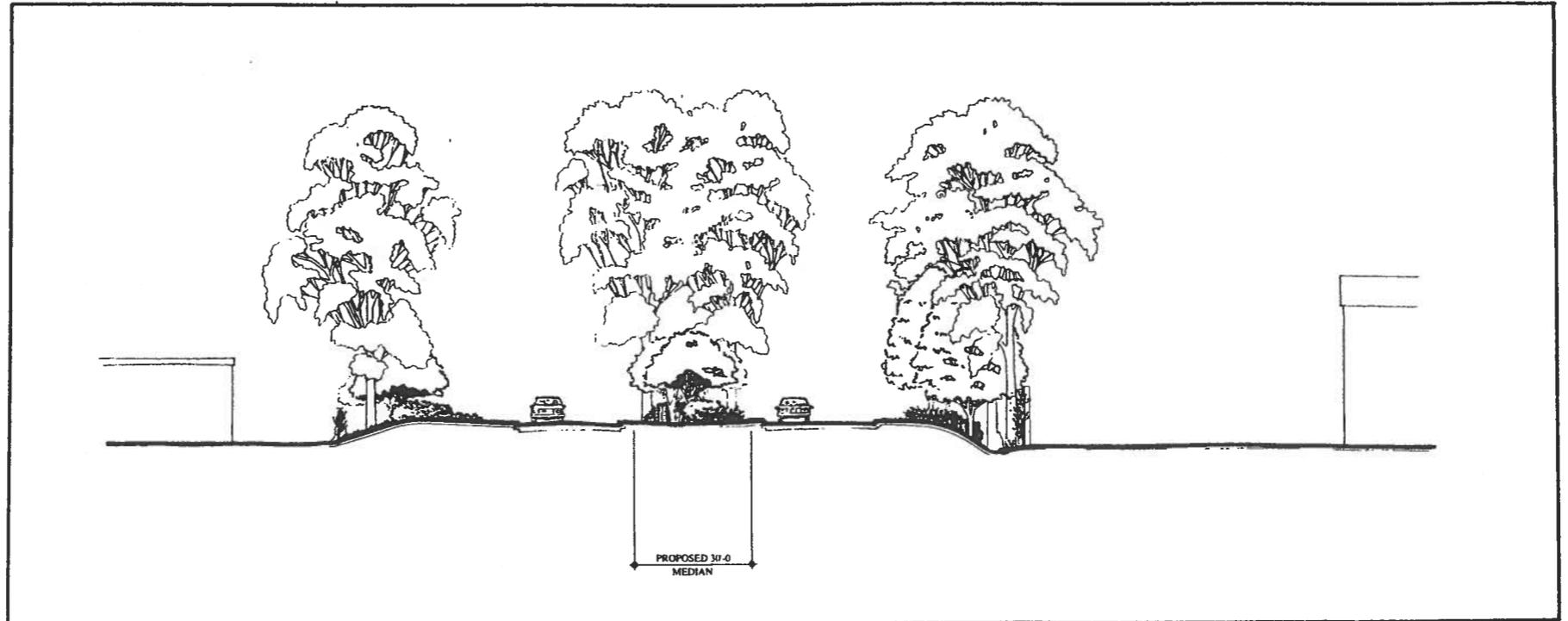
Existing Eucalyptus plantings along old streambeds create double tunnel corridors with abrupt edges.



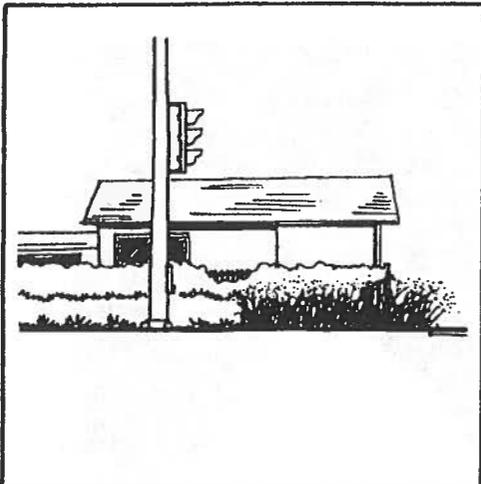
The Highway 78 interchange and bridge is a physical gateway at the northern edge of this area.



Low shrubs and ground covers are to replace much of the lawn area adjacent to existing Oleander hedges. These plantings will extend the flowering season along the Parkway.



PROPOSED SECTION E PLANTINGS

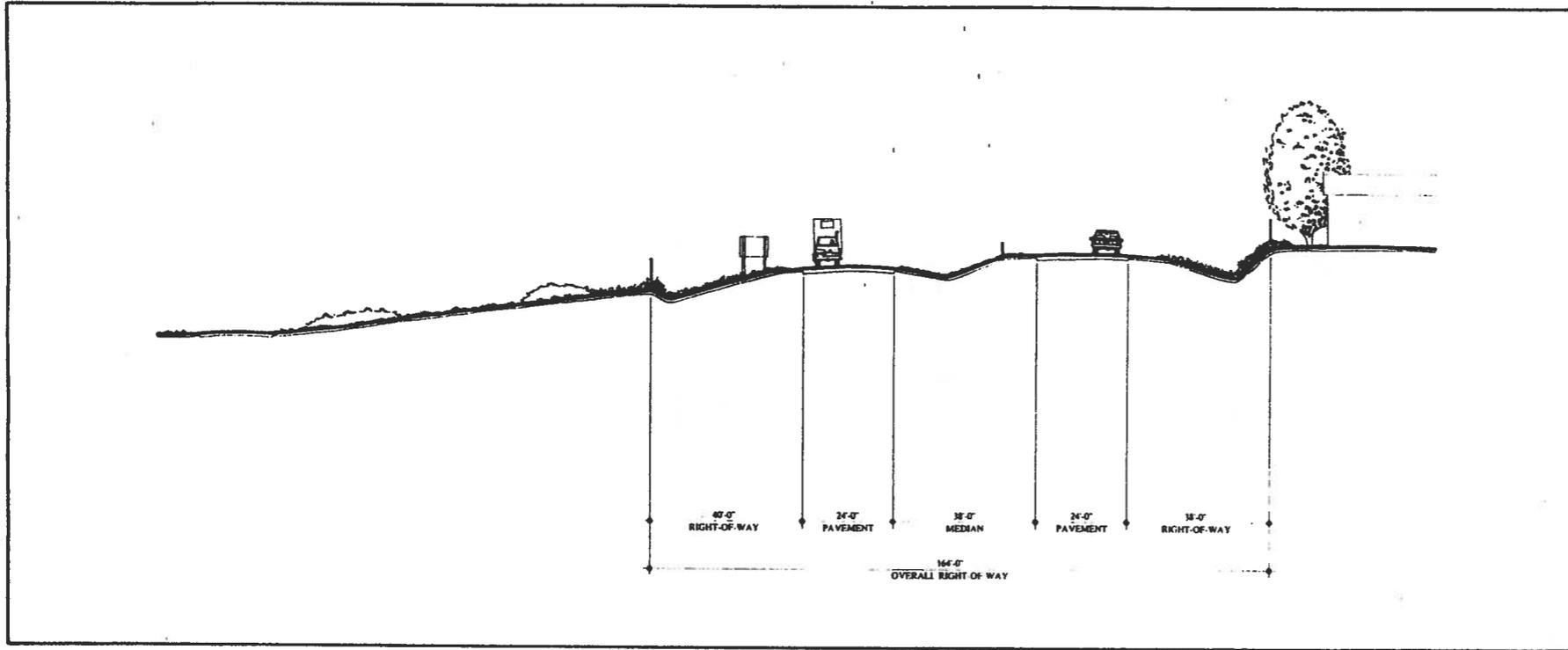


Plantings at intersections are to provide the maximum color and textural interest, while also providing a low screen.

CANOPY THEME TREES	CANOPY ACCENT TREES	FLOWERING ACCENT TREES	SHRUBS & VINES	GROUND COVERS / LAWNS	IRRIGATION
Additional Eucalyptus plantings infill spaces in the existing mature Canopy trees along the edges of the parkway. Existing Pepper Tree plantings at the Highway 78 interchange rapidly transition to Eucalyptus to the south.	Masses of Peppers and other broad canopy trees planted along with the linear Eucalyptus massings provide lower tree canopy interest and direct views.	Flowering accent trees planted in massed groupings provide visual interest, direct views, and accent decision points.	Tall shrubs and vines are densely planted along the edges of the parkway. Tall shrubs and vines screen adjacent residential and industrial uses. Lower shrubs and vines provide screening at commercial areas. Existing Oleander in medians pruned lower or removed to allow views of accent trees.	Iceplants and Herbaceous ground covers along parkways, with lawns added in the median and intersection areas.	Low gallonage spray irrigation.

The plantings proposed for this area are similar to those noted for section C. Additional Eucalyptus infill spaces in the tree corridor, while large shade tree and flowering tree plantings provide additional visual interest. Shrub underplantings and vines planted

along the right-of-way fences screen views of residential and storage areas. Median plantings feature lower shrubs and decreased lawn areas, affording better views of the existing flowering trees.



SECTION F

EXISTING FEATURES

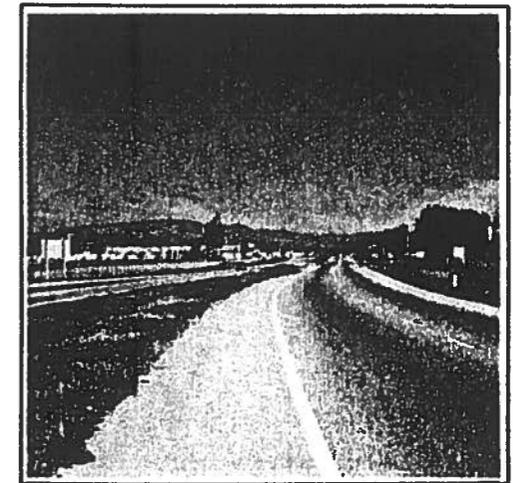
The area between Highway 78 and El Norte Parkway is a long, straight, open section with a suburban character. On the west side, long setbacks and views to open space areas distinguish this section from the downtown area to the South. Partially screened residential and commercial uses create an eastern edge to the parkway.

TYPICAL ELEMENTS

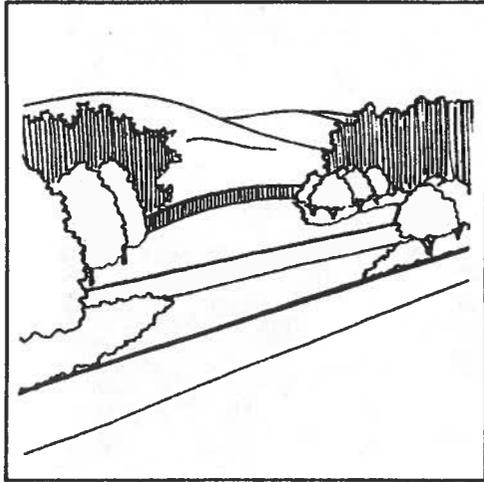
- Grade slopes from East to West towards an improved drainage channel.
- Storm drainage is concentrated in swales in the center median and along east and west right-of-ways.
- 5'-0" chain link fences line the east and west right-of-ways.
- Median and right-of-way ground cover plantings are tall grasses and weeds.
- The Highway 78 bridge frames views of the parkway to the south.
- The view progression through the Highway 78 bridge to the north is dramatic; a dark, enclosed view progressing to a long open vista of the mountains with open space in the foreground.
- Adjacent uses along the east side of the Parkway near Highway 78 are apartments, condominiums and one-story houses.
- East side adjacent uses change to strip shopping centers near El Norte Parkway.
- Scattered medium height screening occurs along the east side of Centre City Parkway.
- The adjacent uses along the west side of Parkway are open space and apartments with large set backs from the drainage channel. The area south of Decatur to Highway 78 is City owned property. Other open space areas are zoned for commercial and office development.



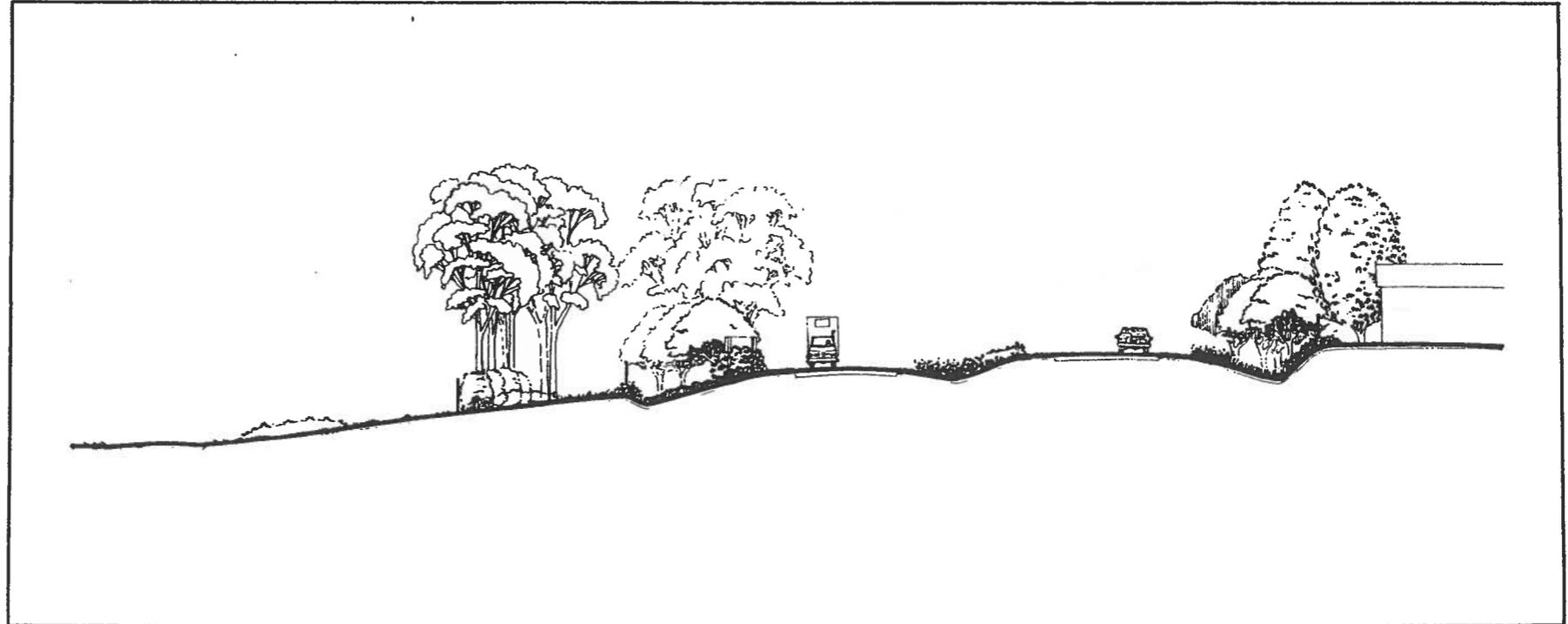
Development is immediately adjacent to the east side of the Parkway. The southern portion of this area is residential; the northern portion is strip commercial centers.



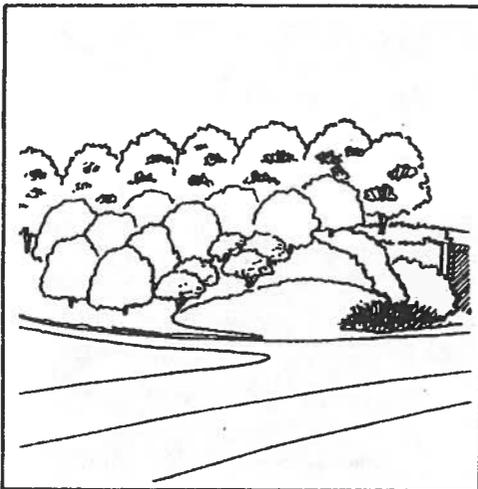
Development setbacks along the west side of the area between Highway 78 and El Norte Parkway are generous. Long range views dominate this area.



To the north of the Highway 78 interchange, additional City owned land allows for the expansion of the Parkway plantings.



PROPOSED SECTION F PLANTINGS

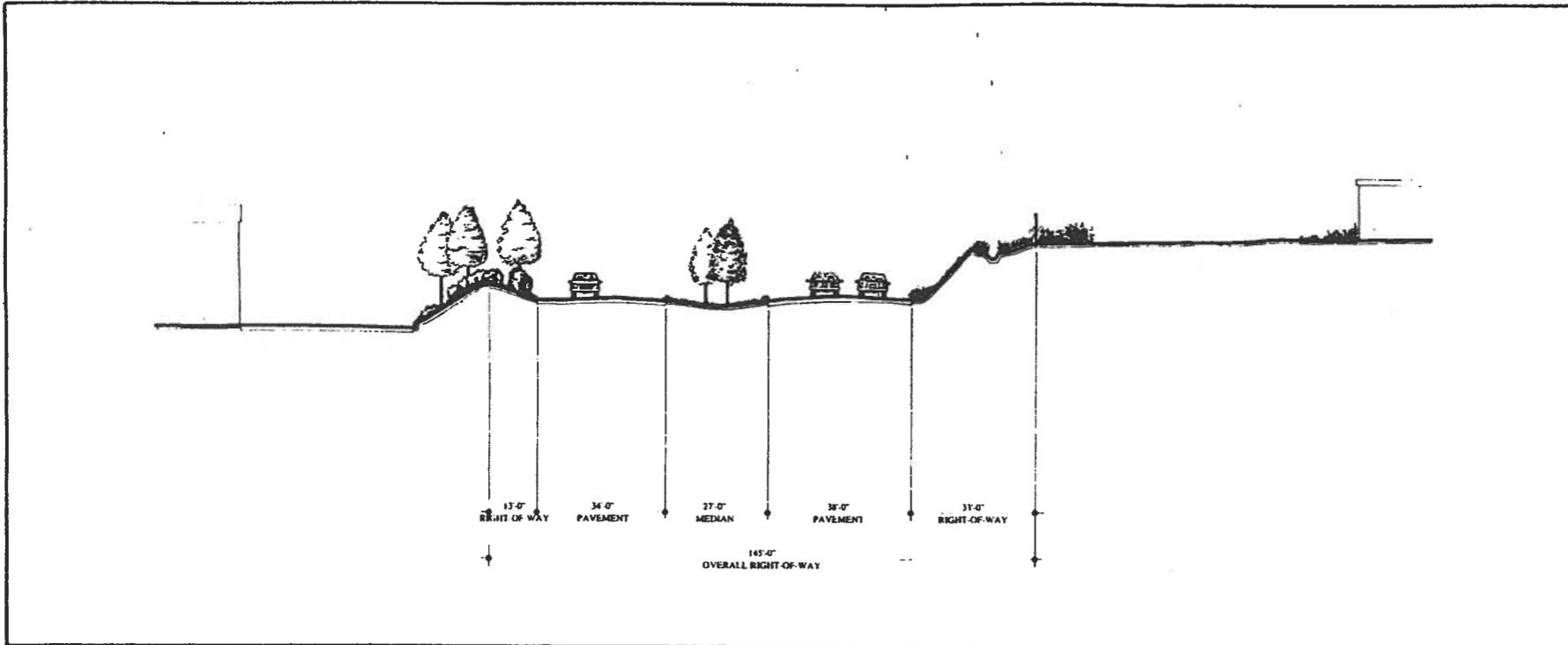


Additional Peppertree and shrub plantings in the Highway 78 interchange will create view pockets at the bridge.

CANOPY THEME TREES	CANOPY ACCENT TREES	FLOWERING ACCENT TREES	SHRUBS & VINES	GROUND COVERS / LAWNS	IRRIGATION
Pepper plantings near Highway 78 interchange extend existing Caltrans plantings and enhance landmark. Additional Eucalyptus plantings along parkway edges form corridor. Open plantings along West parkway provide for distant views.	Masses of Peppers and other broad canopy trees planted along with the linear Eucalyptus massings provide lower tree canopy interest and direct views.	Flowering accent trees planted in massed groupings provide visual interest, direct views, and accent decision points.	Tall shrubs and vines are densely planted along the edges of the parkway. Tall shrubs and vines screen adjacent residential and industrial uses. Lower shrubs and vines provide screening at commercial areas.	Iceplants and Herbaceous ground covers along parkways, with lawns added in the median and intersection areas.	Low gallonage spray irrigation.

Beginning at the Highway 78 interchange, the plantings of this area are less formal than those to the south. Plantings at the interchange add to the existing Peppers and low shrubs. Further north, plantings along the east side of the roadway screen adjacent

residential areas and the back sides of commercial buildings. Plantings along the west parkway expand into the adjacent city owned drainage and open space area. Tree plantings along both sides of the Parkway open to allow for views of distant hills.



SECTION G

EXISTING FEATURES

The area between El Norte Parkway and Escondido High School is in many ways a continuation of the area to the south, with additional landscape plantings. Shopping centers flank the roadway at El Norte Parkway, with recent plantings of Gazania, Oleander, Pines and Eucalyptus. The center median has recently been planted with Eucalyptus groupings and a Gazania ground cover. Views to the north open at the High School.

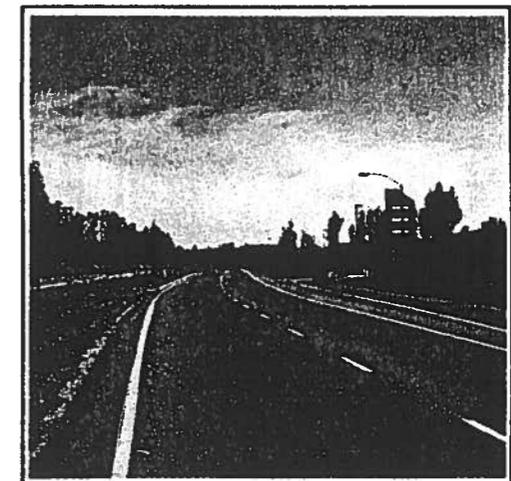
TYPICAL ELEMENTS

- Grade falls from east to west, with the roadway depressed between a 2:1 bank on east ,and a 4' berm on the west .
- Storm drainage is captured in a swale along the top of slope to the east and in a swale centered in median. Flat grades and compacted soils in the median result in poor drainage.
- A damaged 5'-0" chain link fence and masonry walls line the east right-of-way line. There is no fencing on the west.
- The median plantings of Gazania and Eucalyptus had been drip irrigated; however, the drip irrigation system is in disrepair.

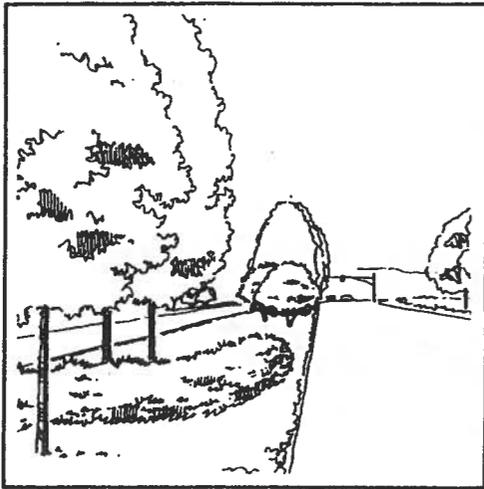
- The east right-of-way plantings are native tall grasses and weeds.
- A footpath along east side of road from El Norte to the high school, and an unimproved automobile drop-off lane provide access to the high school.
- Adjacent uses south of high school are commercial and residential along the east side of Centre City Parkway.
- Open space and lack of screening at the high school allows views of vehicle storage and service areas.
- The west right-of-way along the shopping center is planted with Red Ironbark, Sycamore,Gazania, Oleander, and Aleppo Pine
- An existing mature Eucalyptus grove along the west side of parkway, south of high school screens adjacent condominiums.



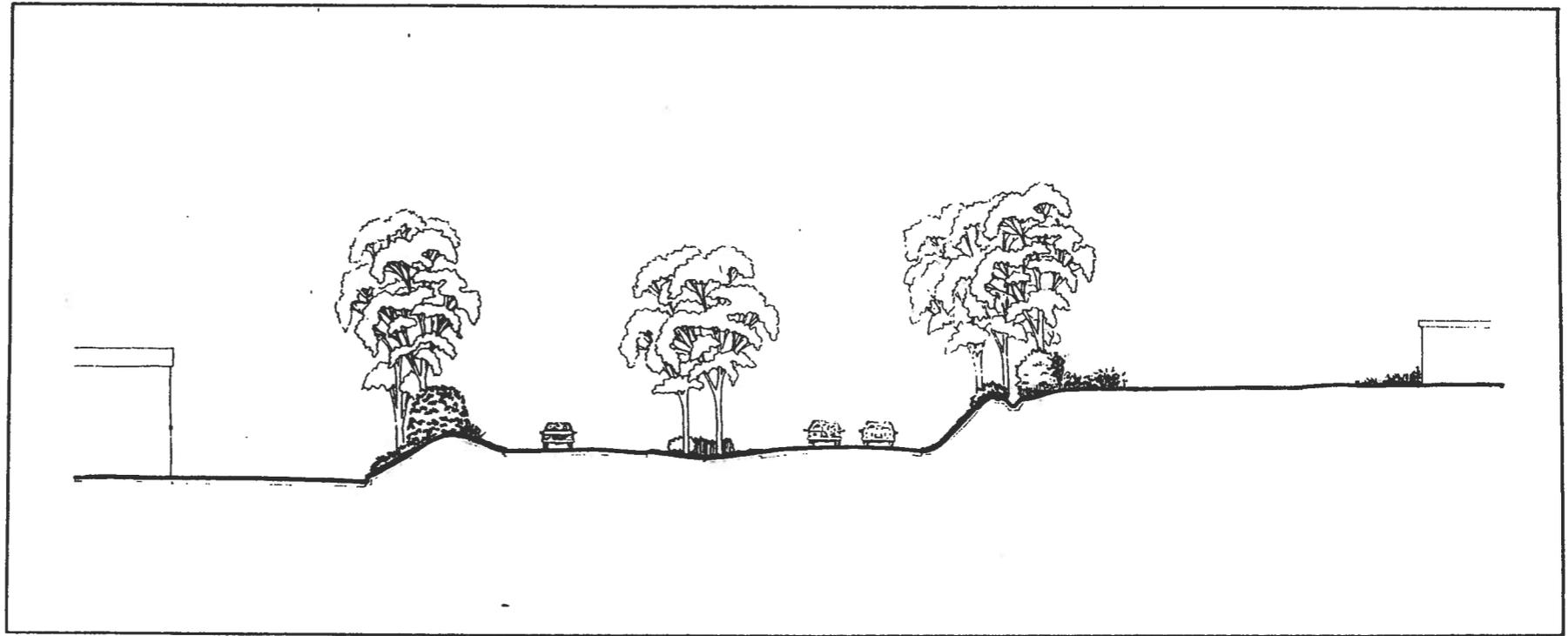
The median in this area has been recently planted with a flowering ground cover and evenly spaced Eucalyptus trees. A pathway has been worn along the east parkway from El Norte Parkway to the high school.



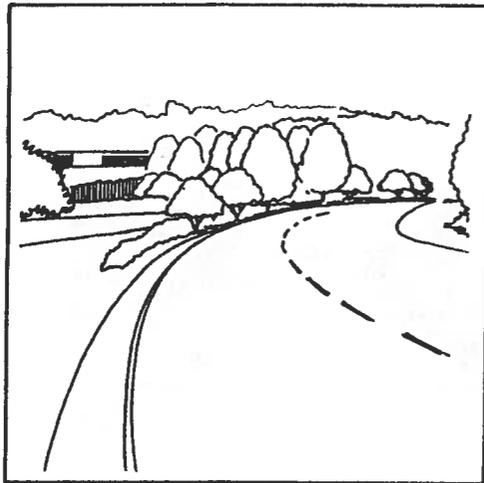
This view south from the high school area shows the recent median plantings and the Eucalyptus and Oleander screen plantings at the shopping center.



Some of the existing Eucalyptus in the median north of El Norte Parkway are to be removed. The remaining trees are to be underplanted with shrubs and flowering trees to form groupings which will frame views.



PROPOSED SECTION G PLANTINGS

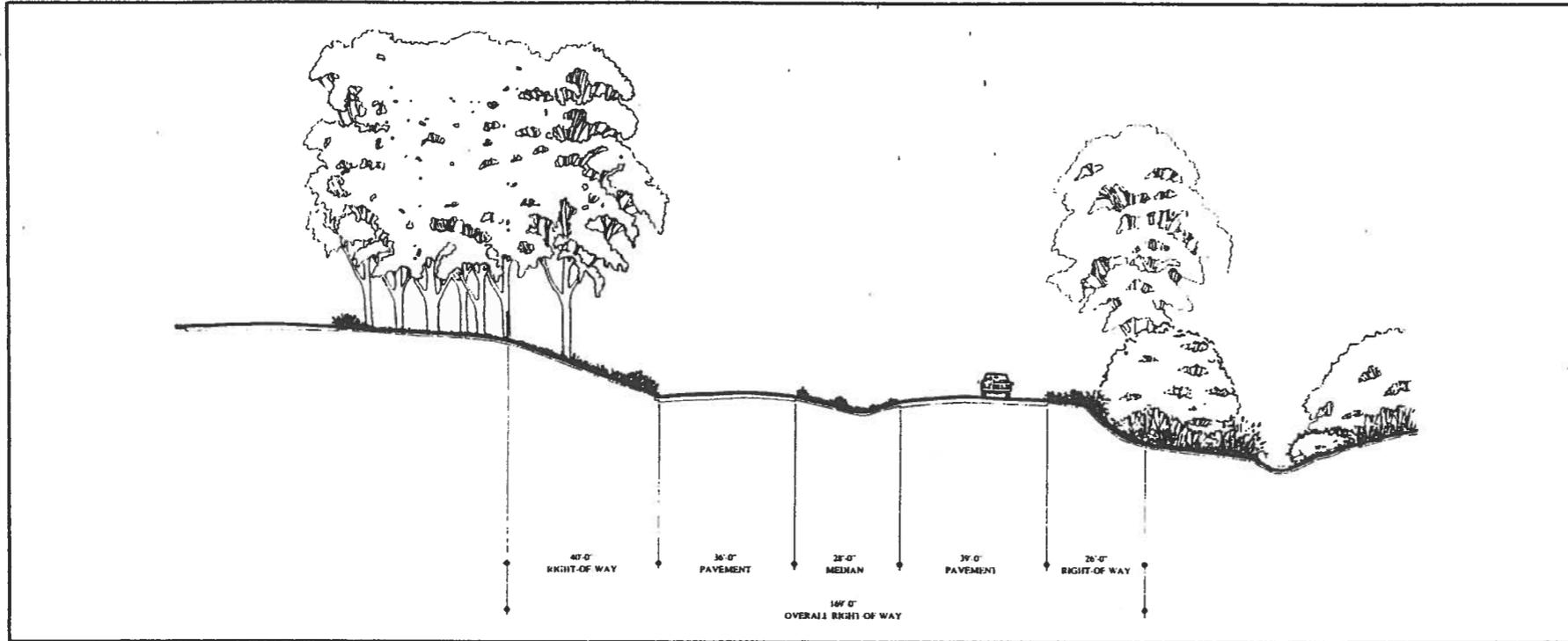


Flowering and deciduous tree plantings at the Reedy Creek bridge will provide a color accent and extend the natural plantings at the creek across the Parkway.

CANOPY THEME TREES	CANOPY ACCENT TREES	FLOWERING ACCENT TREES	SHRUBS & VINES	GROUND COVERS / LAWNS	IRRIGATION
Remove selected Eucalyptus from parkway to direct views. Add Eucalyptus along east and west parkway edges to frame corridor. Allow for openings to distant views.	Masses of Peppers and other broad canopy trees planted along with the linear Eucalyptus massings provide lower tree canopy interest and direct views.	Flowering accent trees planted in massed groupings provide visual interest, direct views, and accent decision points.	Tall shrubs and vines are densely planted along the edges of the parkway. Tall shrubs and vines screen adjacent residential and industrial uses. Lower shrubs and vines provide screening at commercial areas.	Lawn and iceplants at the El Norte parkway intersection transition to iceplants, herbaceous and shrub type ground covers to the north.	Drip, microspray and low gallonage bubbler irrigation, with standard low gallonage spray heads used in lawn and iceplant areas.

The proposed plantings in section G are very similar to those proposed for section F. Eucalyptus plantings along the sides of the parkways form the visual corridor, with openings allowing for views to the sides. Some of the existing Eucalyptus planted in the

median area will be removed, with those remaining used to direct views. Underplantings of shade trees, flowering trees and shrubs will screen the commercial loading areas and school yards.



SECTION H

EXISTING FEATURES

The area between Escondido High School and Interstate 15 returns the Parkway to country character. This area features views of the pastoral valley landscape with the mountains beyond, framed by scattered Eucalyptus groves. In many areas it is the epitome of classical parkway image and function; a roadway created for scenic driving pleasure.

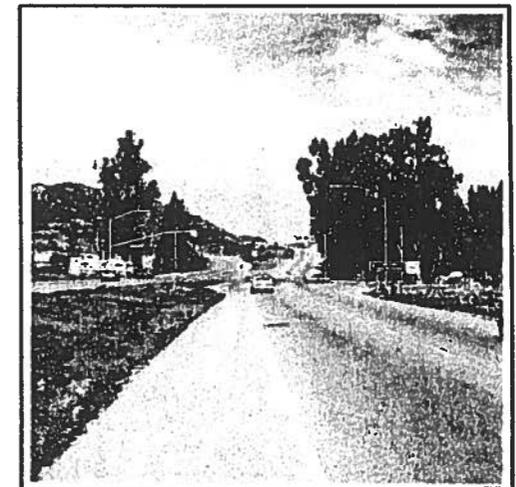
TYPICAL ELEMENTS

- Existing grade falls from west to east, with high banks along the west side of the road and a creek or drainage channel along the east.
- The landscape encloses the curving roadway in the area between the high school and Iris Lane
- North of Iris Lane the existing landscape is predominantly scrub, with rock cut banks and scattered groves of Eucalyptus and willow framing views of the valley to the east.

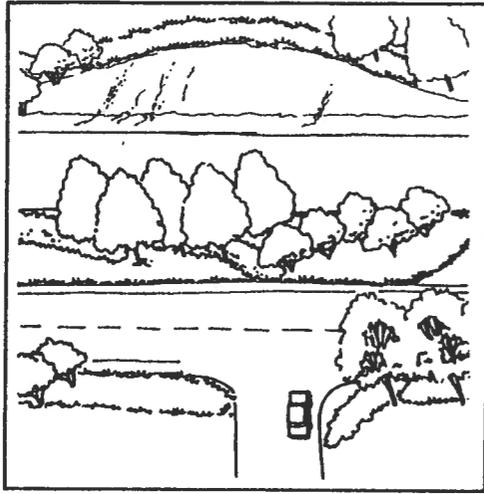
- The curve in the roadway south of Iris Lane allows for dynamic enframed views: A pastoral view of the Eucalyptus grove approaching the curve from the South, and a framed long range valley view approaching the curve from the North.
- The view to Highway 15 and the hillside beyond from Country Club Lane is framed by a grove of mature Eucalyptus.
- The exit to Highway 15 rises to a boulder covered hillside view of the native countryside.



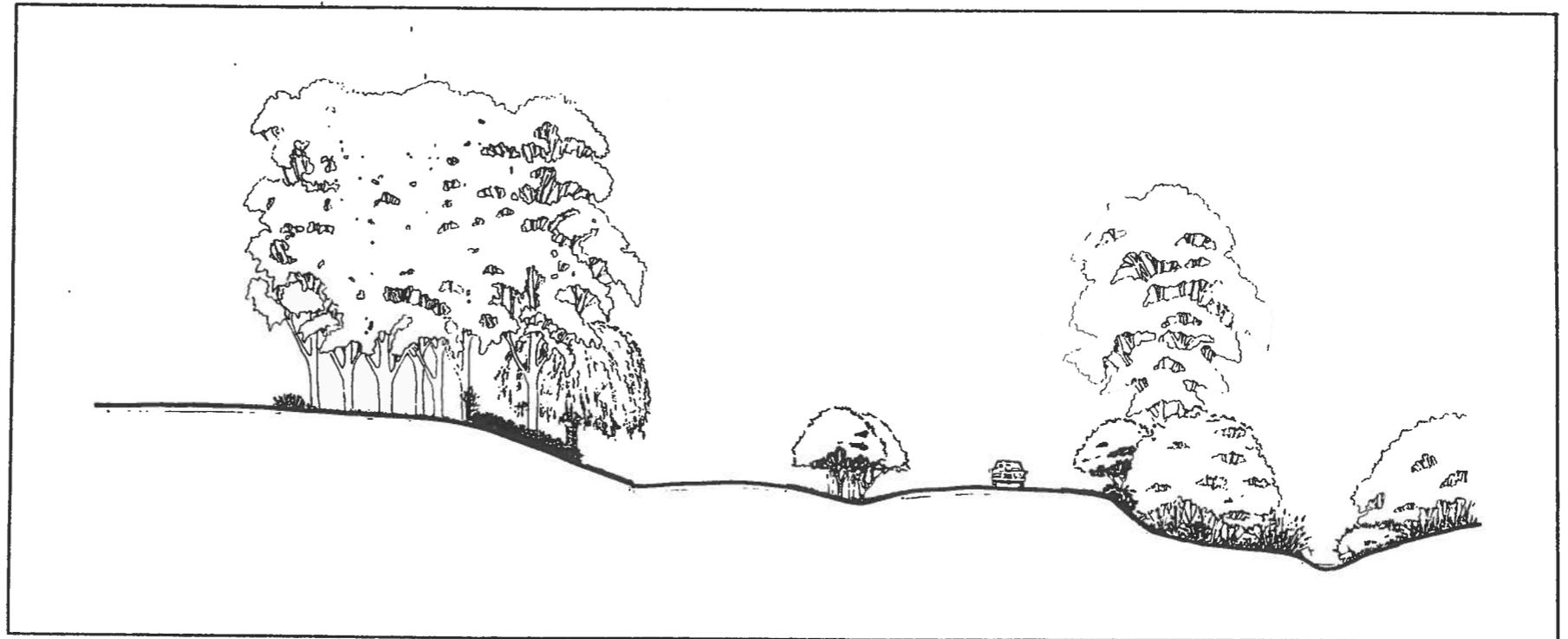
North of the high school, the Parkway makes a broad sweeping curve between large stands of mature Eucalyptus trees. The rhythm of the locations of existing plantings, and the long range views seen between the tree groupings give this area its scenic quality.



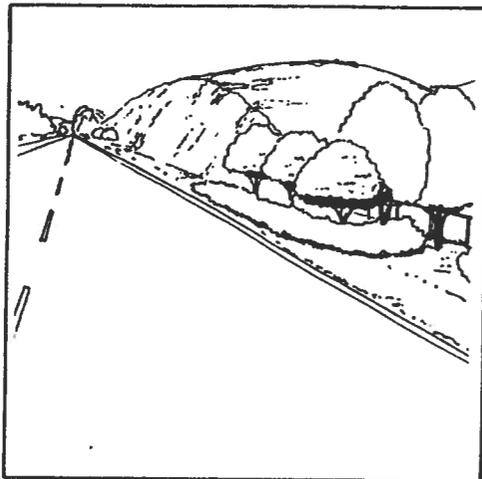
The entry and exit ramps to Interstate 15 at the north end of the Parkway slope down from the freeway through a stand of very large Eucalyptus, heightening the feeling of entering and leaving.



Medians across from driveway openings are to be heavily planted to discourage crossing turns.



PROPOSED SECTION H PLANTINGS



Existing rock cut-slopes are to be hydroseeded with native flowering shrubs and ground covers. Trees planted at the leading edges of the slopes will help to visually reduce their height.

CANOPY THEME TREES	CANOPY ACCENT TREES	FLOWERING ACCENT TREES	SHRUBS & VINES	GROUND COVERS / LAWNS	IRRIGATION
<p>A mixture of Peppers and Eucalyptus near I-15, transitioning to sweeping curves of Eucalyptus closer to the high school. Scattered Eucalyptus plantings in the median areas near the south end of this section.</p>	<p>Masses of broad canopy trees planted along with the canopy theme trees direct views and continue across valleys between adjacent slopes.</p>	<p>Flowering accent trees planted in massed groupings provide visual interest, direct views, and accent decision points. Flowering accent trees provide additional interest at signage area.</p>	<p>Naturalized shrub plantings under canopy theme trees.</p>	<p>Predominantly seeded herbaceous ground covers, with shrub type ground covers.</p>	<p>Drip, micro spray and low gallonage bubbler irrigation, with standard low gallonage spray heads used near the entry sign area.</p>

The section H plantings will build on the large groves of Eucalyptus which are existing near Iris Lane. Additional groves will be planted to continue the enclosure started by the hillsides and rock cut-slopes along the Parkway. Underplantings of

Peppers and flowering trees will provide additional visual interest. Near Country Club Lane colorful shrubs and small trees accent the city entry signage along the western parkway.

