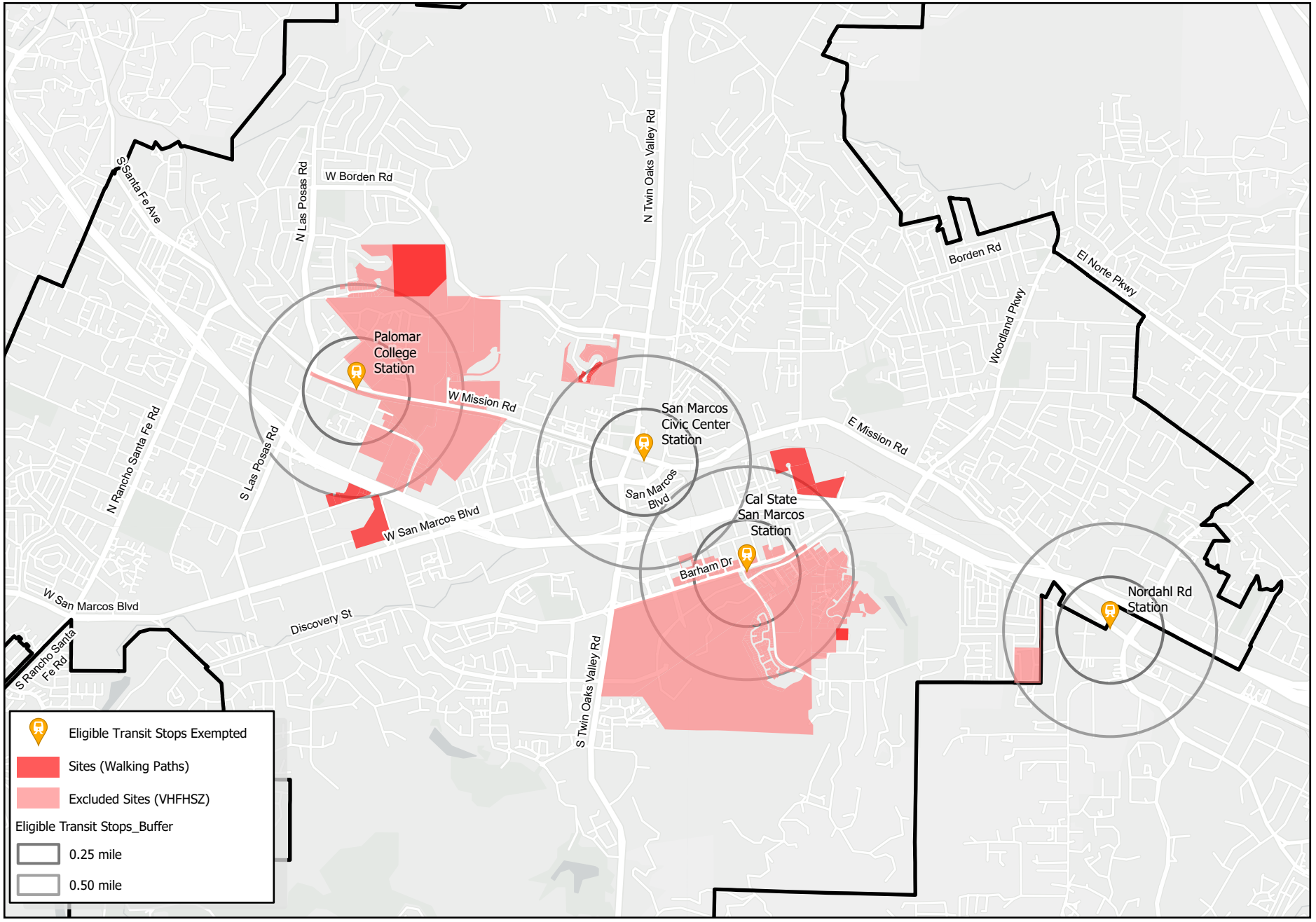
EXHIBIT A

Transit-Oriented Development Stops and Zones, Exempted Areas, and Excluded Sites



Every effort has been made to assure the accuracy of the maps and data provided; however, some information may not be accurate or current. The City of San Marcos assumes no responsibility arising from use of this information and incorporates by reference its disclaimer regarding the lack of any warranties, whether expressed or implied, concerning the use of the same. For additional information see the Disclaimer on the City's website.

Exhibit A
Transit-Oriented Development Stops and Zones, Exempted Areas, and Excluded Sites

CREATED BY:	City of San Marcos GIS
CREATED DATE:	6/12/2026
DATA SOURCES:	City of San Marcos, SanGIS

EXHIBIT B

One-Mile Walking Path Methodology Memorandum dated June 12, 2026

City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

MEMORANDUM

To: Text Amendment (TA) 26-0001 File

From: Joseph Farace, Planning Director

Date: June 12, 2026

Subject: One-Mile Walking Path Methodology

Purpose

Government Code Section 65912.160(e)(1) authorizes a local government to designate areas within one-half mile of a transit-oriented development stop as exempt from the provisions of Chapter 4.1.5 of the Government Code, when the local government makes findings, supported by substantial evidence, that no walking path of less than one mile exists between the subject area and the transit-oriented development stop.

This memorandum describes the methodology used to identify areas where no walking path of less than one mile exists between certain areas within transit-oriented zones and the applicable transit-oriented development stop. Pursuant to Government Code Section 65912.160(e)(1), this memorandum also provides substantial evidence supporting the designation of those areas as exempt.

Methodology

Data Used

The City conducted a network analysis utilizing Geographic Information System (GIS) feature layer data obtained from the San Diego Geographic Information Source (SanGIS). The GIS data used in the analysis included, but was not limited to, the following:

- TRAN_TRANSITSTOP (transit stop locations)
- LR_PARCEL (parcel boundaries)
- TRAN_ROAD

These layers were used to identify publicly accessible facilities and evaluate pedestrian connectivity between transit-oriented development stops and surrounding properties within the transit-oriented development zones

Analysis

Walking path distances were measured using the ArcGIS Network Analyst extension that identified the shortest legal and publicly accessible pedestrian route between each transit-oriented development stop and surrounding parcels located within the applicable transit-oriented development zone.

City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

MEMORANDUM

Distances were measured along the pedestrian accessible circulation network, using the available data indicated above.

For each transit-oriented development stop, the point of origin for each path was established using the centerline of the pedestrian-accessible route adjacent to the transit stop location identified by the San Diego Association of Governments (SANDAG). At the time of the analysis, SANDAG had not yet published a map of transit-oriented development stops and zones pursuant to Government Code Section 65912.160(f). The analysis then calculated the shortest available pedestrian route from the transit stop to the nearest point along each parcel boundary within the transit-oriented development zone.

The analysis excluded routes that:

- Cross private property without legal public access;
- Require pedestrians to traverse freeways, rail corridors, waterways, or other barriers without a designated pedestrian crossing;
- Utilize facilities that are not legally accessible to the public; or
- Require travel through unsafe or prohibited pedestrian areas.

Parcels for which the shortest available legal pedestrian route exceeded one mile were identified as exempt, pursuant to Government Code Section 65912.160(e)(1).

As a validation step, GIS staff also performed the analysis using a road network dataset obtained from the County of San Diego. The results were identical to those generated using the City's TRAN_ROAD layer, confirming the accuracy and consistency of the methodology.

City staff also reviewed the validated results to confirm the existence of physical barriers and validate the calculated walking routes and distances. Any errors in the network analysis that did not conform to the exclusions identified above were manually corrected when the results were validated on June 12, 2026.

Supporting evidence includes GIS network analysis maps, aerial imagery, pedestrian circulation maps, distance calculations, and photographs documenting physical barriers and pedestrian facilities.

EXHIBIT C

San Marcos Municipal Code (SMMC)
Chapter 20.280: Transit-Oriented Development

Chapter 20.280 Transit-Oriented Development

Section 20.280.010 Purpose of Chapter

The purpose of this chapter is to implement California Government Code Chapter 4.1.5 (commencing with Section 65912.155), as amended from time to time. Nothing in this chapter shall be construed to limit the City's authority to amend these provisions as necessary to remain consistent with state law.

Section 20.280.020 Applicability

The provisions of this chapter shall be applicable to eligible sites identified in Section 20.280.040, when a transit-oriented housing development project is proposed. The provisions of this chapter shall remain in effect for up to one year following the adoption of the seventh revision of the General Plan Housing Element, at which time the City may adopt, or incorporate a local transit-oriented development alternative plan or other implementing regulations, consistent with the applicable provisions of State law at that time. The provisions of this chapter shall prevail in all cases where regulatory conflicts exist between this chapter and any other chapter of this Zoning Ordinance.

Section 20.280.030 Definitions

A. ***Transit-Oriented Development Stop*** shall have the same meaning as set forth in Government Code Section 65912.156(p), as may be amended from time to time. Transit-oriented development stops located within, or having a transit-oriented development zone extending into, the city of San Marcos shall be identified on the most current Map of Transit-Oriented Development Stops and Zones prepared by the San Diego Association of Governments (SANDAG) or other mapping resource authorized by state law. As of the effective date of this chapter, the following North County Transit District (NCTD) SPRINTER stations are identified as Tier 2 transit-oriented development stops with transit-oriented development zones extending into the City of San Marcos:

   1. Palomar College, 1142 W. Armorlite Dr., San Marcos, CA 92069
   2. San Marcos Civic Center, 40 W. San Marcos Blvd., San Marcos, CA 92069
   3. California State University (CSU) San Marcos, 410 La Moree Rd., San Marcos, CA 92069
   4. Nordahl Road, 2121 Barham Dr., Escondido, CA 92025

B. ***Transit-oriented development zone*** means the area within one-half mile of a transit-oriented development stop

C. ***Transit-oriented housing development project*** means a housing development project with a minimum of 30 dwelling units per acre (du/ac), containing at least 5 residential units, as defined by Government Code Sections 65912.156(g) and 65912.157, and as additionally described in Section 20.280.050 of this Chapter.

D. ***Walking path*** shall mean a continuous route available for pedestrian travel between a site and a transit-oriented development stop that is lawfully accessible to the public and may include sidewalks, pedestrian paths, multi-use trails, marked pedestrian crossings, pedestrian bridges, and other publicly accessible pedestrian facilities. A walking path does not include routes requiring travel through private property not subject to a public access easement, areas closed to public access, or locations where pedestrian access is prohibited.

Section 20.280.040 Eligible Sites

A. Eligible site. Parcels located within a transit-oriented development zone and zoned for residential use (R-1-20, R-1-10, R-1-7.5, R-2, R-3-6, ~~and~~ R-3-10 Zones, and R-MHP), mixed-use development (MU-1 and MU-2 Zones), commercial use (C and NC Zones), or within a Specific Plan Area (SPA) containing a residential, mixed-use, or commercial land use district shall be eligible for a transit-oriented housing development project pursuant to this chapter, subject to the applicable development standards of the transit-oriented development zone, as follows:

1. Quarter mile radius. Parcels located within one-quarter mile of, a transit-oriented development stop.

2. Half mile radius. Parcels located more than one-quarter mile from, but within one-half mile of, a transit-oriented development stop.

B. Exempt sites. Parcels are exempt from the provisions of this chapter, and not eligible for a transit-oriented housing development project if no walking path of less than one mile from that location to the transit-oriented development stop exists; see figure 20.280-1.

C. Excluded sites. Prior to one year following the adoption of the seventh revision of the housing element, or upon adoption of a local Transit-Oriented Development (TOD) alternative plan, the following parcels are excluded from the provisions of this chapter, and not eligible for a transit-oriented housing development project:

1. Very High Fire Hazard Severity Zone. Parcels located within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Government Code Section 51178, or within the state responsibility area, as defined in Public Resources Code Section 4102; see figure 20.280-2.

Section 20.280.050 Transit-Oriented Development Standards

The new development, design, construction, or establishment of a transit-oriented housing development project, pursuant to the provisions of this chapter, shall conform to these regulations. Any standard of this chapter shall be modified or waived by the Planning Director to the extent necessary to avoid physically precluding the applicable density, Floor Area Ratio (FAR), or height permitted by Government Code Section 65912.157.

A. Density, Height, FAR. A transit-oriented development shall comply with the following standards for density, height, and FAR:

Table 20.280-1: Density, Height, & FAR Requirements for Transit-Oriented Development		
	Quarter Mile Radius	**Half Mile Radius**
Density Minimum	30 du/ac [1]	30 du/ac [1]
Density Maximum	100 du/ac [2]	80 du/ac
Height Maximum	65 feet / 6 stories [2]	55 feet / 5 stories
FAR Maximum	3.0 [2]	2.5
Unit Size	Each dwelling unit shall contain not less than 600 square feet of net habitable area. The average net habitable area of all dwelling units within a transit-oriented development project shall not exceed 1,750 square feet.	
These development standards are based on those identified in Government Code Section 65912.157 for Tier 2 transit-oriented development stops. Where state law authorizes greater density, height, or FAR, state law shall control. Footnotes: 1. A development of less than 30 dwelling units per acre (du/ac) would not be a transit-oriented development, pursuant to the provisions of this ordinance.		

2. Notwithstanding any other law, a transit-oriented housing development project that meets any of the eligibility criteria under Government Code 65912.157(e) and is immediately adjacent to a transit-oriented development stop shall be eligible for an adjacency intensifier to increase the height limit by an additional 20 feet, the maximum density standard by an additional 40 dwelling units per acre, and the residential floor area ratio by 1 prior to the application of Government Code Section 65915.

B. Open Space. A transit-oriented development shall have the following minimum open space requirements:

Table 20.280-2: Open Space Requirements for Transit-Oriented Development	
Common Outdoor Open Space	Equal to at least ten percent (10%) of the gross lot area. Common outdoor open space shall: be designed and maintained for shared use by residents of the development; be open to the sky, except for permitted shade structures, awnings, trellises, canopies, or similar features; consist of at least one 400 square foot area with a minimum single dimension of ten (10) feet; may include courtyards, rooftop decks, plazas, paseos, recreation areas, landscaped areas, and outdoor seating areas; and not include vehicle drive aisles, parking areas, loading areas, or mechanical equipment areas. No more than one-quarter of the common outdoor open space area shall be used exclusively for a pet relief area (i.e., dog park).
Common Indoor Open Space	Projects with fewer than 50 units: no indoor common space required. 50–75 units: minimum 500 sq. ft. 75–99 units: minimum 750 sq. ft. 100+ units: minimum 1,000 sq. ft. Required common indoor amenity space may include community rooms, lounges, fitness rooms, coworking areas, recreation rooms, multipurpose rooms, leasing and resident gathering areas, or similar indoor spaces designed for shared resident use. Areas used for building lobbies, leasing offices, storage rooms, mechanical equipment, corridors, or circulation shall not count toward the minimum required common indoor amenity space.
Private Open Space	36 sq. ft., minimum dimension 6 feet required for 50% of all residential units, provided as either a porch, patio, or balcony.
Open Space shall be interpreted and applied in a manner that does not physically preclude achievement of the applicable density, height, or floor area ratio otherwise permitted by this chapter.	

C. Shadow and Solar Access Standards. A transit-oriented development project exceeding 45 feet in height and located adjacent to a residentially zoned property shall incorporate building modulation, upper-story stepbacks, orientation, spacing, façade articulation, or similar design measures to reduce shading impacts on adjacent properties. Development shall not result in a net increase of more than two consecutive hours of shadow on March 21 (spring equinox) between 9:00 am and 3:00 pm on any of the following areas on an adjacent residential property: primary outdoor recreation areas; existing ground-floor habitable room windows located within 20 feet of the shared property line; or solar energy systems protected pursuant to state law. Shadow and Solar Access Standards shall be interpreted and applied in a manner that does not

physically preclude achievement of the applicable density, height, or floor area ratio otherwise permitted by this ordinance.

D. Building Articulation and Façade Standards. A transit-oriented development project shall incorporate façade articulation and variation in order to reduce the appearance of blank wall planes and building massing. Compliance with this section shall be demonstrated through the following objective standards:

1. Building façades exceeding 40 horizontal feet in length shall incorporate at least two of the following elements at intervals not exceeding 40 feet:

    a. A change in wall plane of at least 2 feet in depth and 6 feet in width;

    b. Balconies, recessed balconies, bay windows, or projecting architectural features extending at least 18 inches from the façade;

    c. A vertical variation in materials, colors, or textures extending at least one story in height;

    d. Upper-story stepbacks with a minimum depth of 4 feet;

    e. Covered pedestrian entrances or architectural canopies.

2. Street-facing ground-floor façades located adjacent to a public street shall include transparent windows or doors comprising at least 25 percent of the ground-floor façade area between 2 and 10 feet above adjacent grade.

3. Blank wall areas exceeding 20 feet in horizontal length shall be prohibited along street-facing façades and shall incorporate architectural treatments, public art, green walls, etc.

4. Primary building entrances shall be clearly identifiable through at least one of the following:

    a. Recessed or projecting entry features;

    b. Canopies or awnings;

    c. Enhanced architectural detailing;

    d. Distinct material or color treatment.

5. Exterior building materials shall include a minimum of two material types or finishes on each street-facing façade.

E. Parking and Mobility. A transit-oriented development shall provide the minimum parking and mobility requirements:

1. Automobile Parking. Automobile parking shall be provided in accordance with the applicable provisions of Chapter 20.340, to the extent not preempted or otherwise limited by state law, and in conformance with all applicable provisions of state law, including, but not limited to, Government Code Section 65863.2.

2. Bicycle Parking.

    a. Long-term bicycle parking shall be provided for residents at a minimum ratio of one (1) secure bicycle parking space per dwelling unit. Required long-term bicycle parking may be provided

within dwelling units, within secured bicycle storage rooms, bicycle lockers, controlled-access parking areas, or other secure areas protected from theft and weather.

b. Short-term bicycle parking for visitors and the public shall be provided at a minimum ratio of one (1) bicycle parking space per twenty (20) dwelling units, with a minimum of two (2) short-term bicycle parking spaces per development. Required short-term bicycle parking shall be located in a publicly accessible area near a primary pedestrian entrance.

c. Developments containing twenty (20) or more dwelling units shall provide electric bicycle charging access for residents. Electric bicycle charging access may include standard electrical outlets, dedicated charging receptacles, or charging stations located within secure long-term bicycle parking areas.

d. Bicycle parking areas shall be connected to an accessible pedestrian path of travel and shall be designed to allow convenient access without requiring the use of stairs.

F. Accessible Path of Travel. A transit-oriented development project shall provide or be connected to the pedestrian access point of the applicable transit-oriented development stop by an accessible pedestrian path of travel.

1. The accessible pedestrian path of travel shall consist of a continuous, reasonably direct, and barrier-free route complying with applicable accessibility requirements of the California Building Code, the Americans with Disabilities Act, and applicable public right-of-way accessibility standards. The accessible pedestrian path of travel may include, but is not limited to:

a. Sidewalks and walkways.

b. Curb ramps and driveway crossings.

c. Marked or signalized pedestrian crossings.

d. Accessible pedestrian signals, where applicable.

e. Pedestrian refuge areas, where applicable.

f. On-site accessible routes connecting the public sidewalk to primary building entrances.

2. Any on-site improvements and any off-site improvements required as a condition of project approval shall comply with applicable accessibility requirements of the California Building Code and adopted engineering design standards.

Section 20.280.060 Application and Review Procedures

A. Application Requirements. An application for a transit-oriented housing development project pursuant to this chapter shall be submitted on forms provided by the City. The application shall include submittal materials generally equivalent to those required for a Site Development Plan (SDP), as determined by the Planning Director, to the extent necessary to demonstrate compliance with this chapter and applicable state law. The application shall include, at a minimum, the following:

1. Identification of the project as a transit-oriented housing development project and an indication of whether streamlined ministerial approval pursuant to Government Code Section 65912.159 is requested.

2. A site plan showing property boundaries, building footprints, setbacks, parking areas, open space areas, and pedestrian access routes.

3. Building elevations and floor plans.

4. A project data table identifying the proposed number of dwelling units, density, building height, floor area ratio, and net habitable floor area.

5. Documentation demonstrating the project's location within the applicable transit-oriented development zone.

6. Documentation demonstrating compliance with any applicable affordability requirements, if required by state law.

7. Any other information reasonably necessary to determine compliance with the objective standards of this chapter.

B. Eligibility Determination. The Planning Director, or designee, shall determine whether a proposed project qualifies as a transit-oriented housing development project pursuant to this chapter and shall identify the applicable development standards based on the project's location within the transit-oriented development zone.

C. Review Procedures.

1. A transit-oriented housing development project seeking streamlined ministerial approval pursuant to Government Code Section 65913.4 shall be processed in accordance with those provisions and any applicable state regulations.

2. A transit-oriented housing development project not seeking streamlined ministerial approval shall be processed in accordance with the City's otherwise applicable development review procedures, subject to the requirements, protections, and limitations established by Government Code Chapter 4.1.5 (commencing with Section 65912.155), the Housing Accountability Act (Government Code Section 65589.5), and other applicable state laws.

3. Review of a transit-oriented housing development project shall be limited to determining compliance with the objective standards of this chapter, applicable objective provisions of the Municipal Code, and applicable state law.

D. Conflicting Regulations. Where a provision of this chapter conflicts with another provision of this Zoning Ordinance or the Municipal Code, the provision that results in compliance with Government Code Chapter 4.1.5 (commencing with Section 65912.155) shall control.

E. State Law Controls. This chapter shall be interpreted and applied in a manner consistent with Government Code Chapter 4.1.5 (commencing with Section 65912.155), as amended from time to time. To the extent any provision of this chapter is determined to be inconsistent with state law, the applicable provision of state law shall control.

Section 20.280.070 Severability and State Law Amendments

A. Severability. The provisions of this chapter are severable. If any section, subsection, sentence, clause, phrase, table, figure, map designation, development standard, exemption, exclusion, application, or provision of this chapter, or its application to any person, property, project, circumstance, or geographic area, is for any reason held to be invalid, unconstitutional, preempted, or otherwise unenforceable by a

court of competent jurisdiction, such decision shall not affect the validity or enforceability of the remaining portions of this chapter.

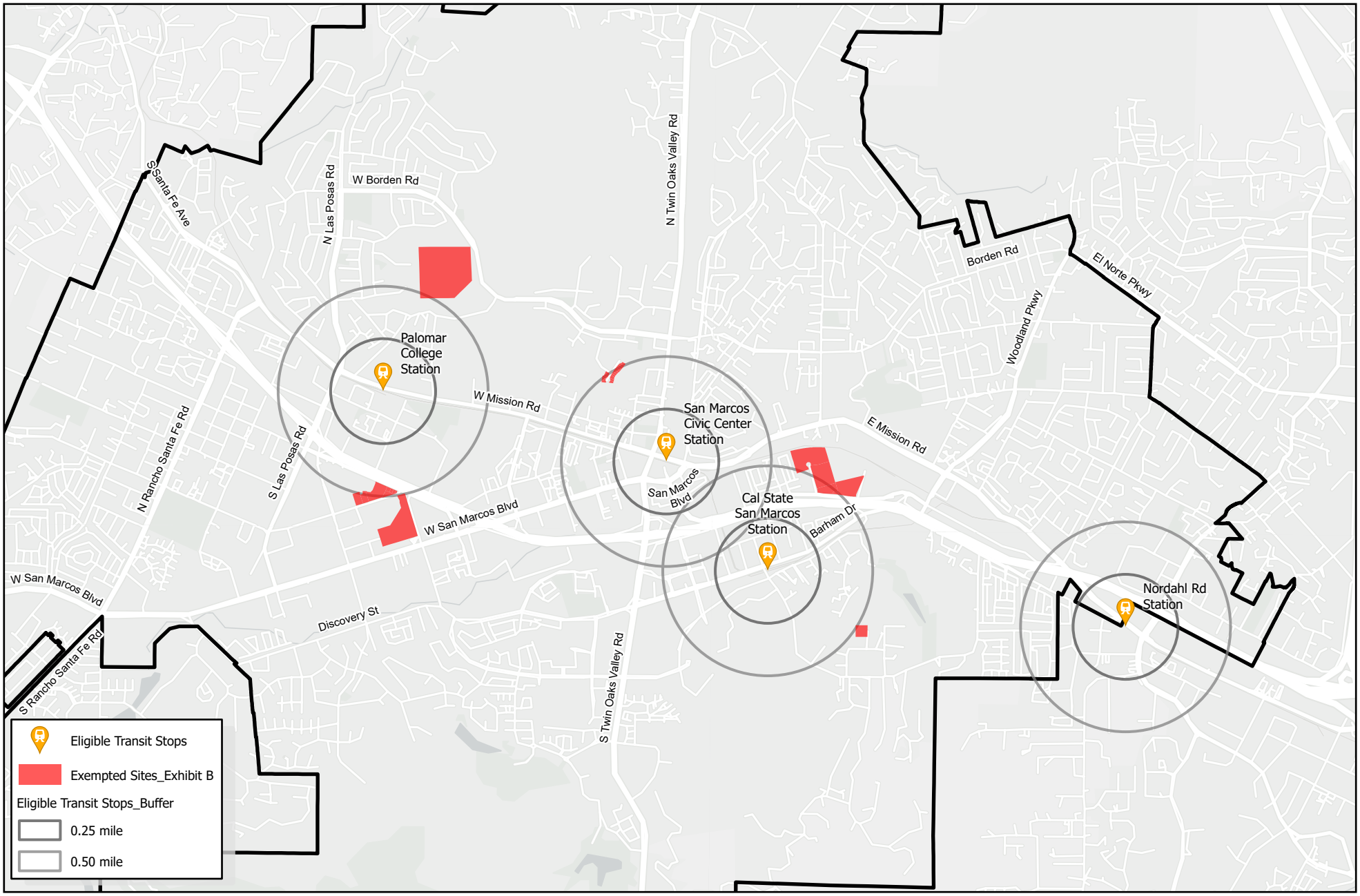
B. Legislative Intent. The City Council declares that it would have adopted this chapter, and each section, subsection, sentence, clause, phrase, table, figure, map designation, development standard, exemption, exclusion, and provision thereof, irrespective of the fact that any one or more portions may subsequently be declared invalid, unconstitutional, preempted, or unenforceable.

C. Partial Invalidity. If any development standard, exemption, exclusion, limitation, procedural requirement, or mapping designation established by this chapter is determined to be invalid or unenforceable, such determination shall apply only to the specific provision found invalid and shall not affect any other provision of this chapter that can be given effect without the invalid provision.

D. State Law Supersession. This chapter is intended to implement Government Code Chapter 4.1.5 (commencing with Section 65912.155), as amended from time to time. If any provision of this chapter is rendered inconsistent with applicable state law due to a future amendment, judicial interpretation, administrative guidance, or other change in law, the applicable provision of state law shall control, and the remaining provisions of this chapter shall remain in full force and effect to the maximum extent permitted by law.

E. Continuing Effect. It is the intent of the City Council that this chapter remain operative and enforceable notwithstanding future amendments to state law, except to the extent that a provision of this chapter directly conflicts with applicable state law. Any such conflict shall be interpreted as narrowly as possible to preserve the continued validity and operation of the remaining provisions of this chapter.

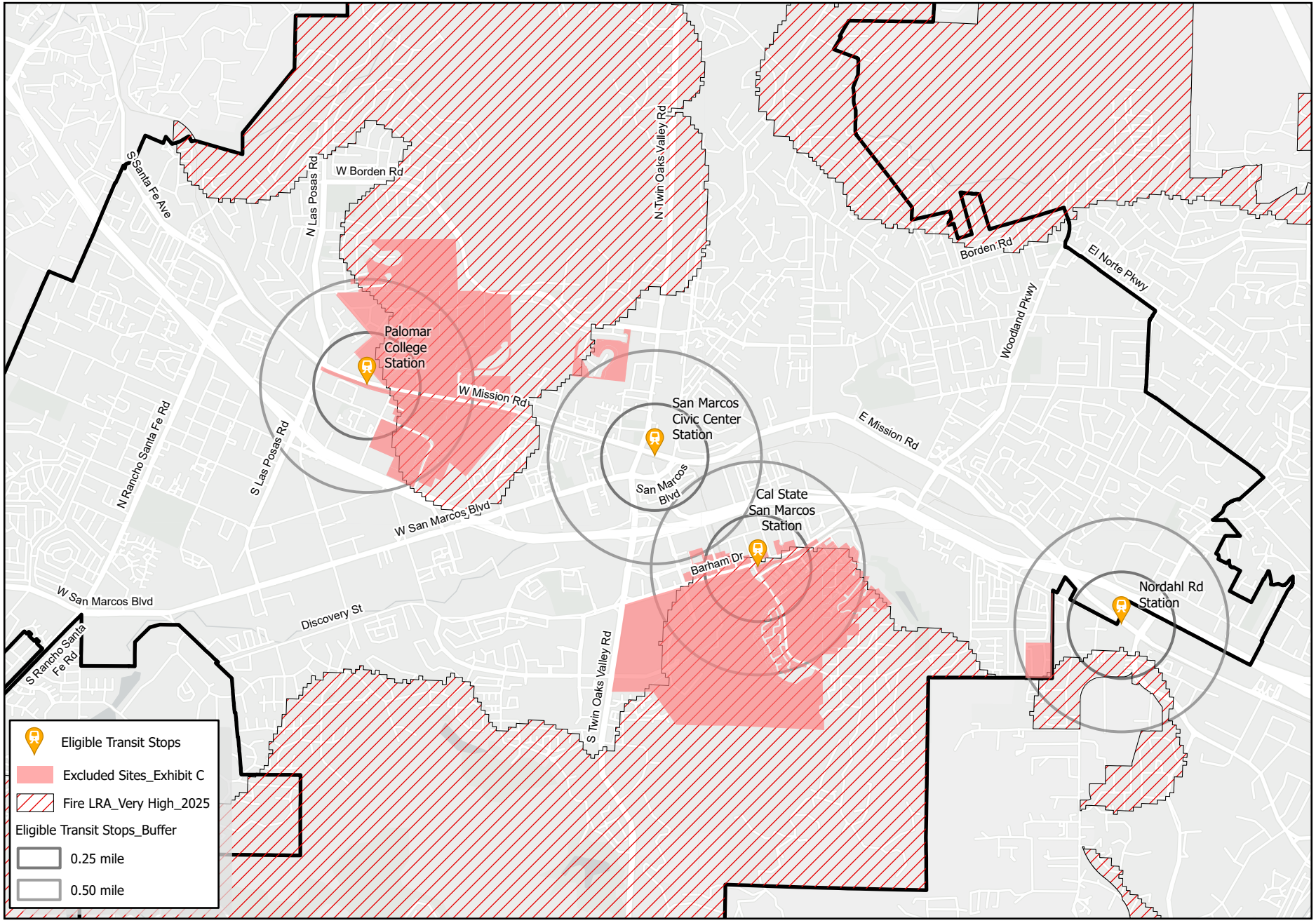
F. Administrative Interpretation. The Planning Director, City Attorney, and other City officials responsible for administering this chapter shall interpret and apply its provisions in a manner that effectuates the purposes of Government Code Chapter 4.1.5 and preserves the maximum lawful effect of this chapter in the event of litigation, statutory amendment, or judicial determination affecting any portion of this chapter.



Every effort has been made to assure the accuracy of the maps and data provided; however, some information may not be accurate or current. The City of San Marcos assumes no responsibility arising from use of this information and incorporates by reference its disclaimer regarding the lack of any warranties, whether expressed or implied, concerning the use of the same. For additional information see the Disclaimer on the City's website.

SMMC Figure 20.280-1: Exempted Sites
Approved by Ordinance No. 2026-1580
Adopted: [replace upon adoption]

CREATED BY:	City of San Marcos GIS
CREATED DATE:	6/12/2026
DATA SOURCES:	City of San Marcos, SanGIS



6/2/2026 12:53 PM

Every effort has been made to assure the accuracy of the maps and data provided; however, some information may not be accurate or current. The City of San Marcos assumes no responsibility arising from use of this information and incorporates by reference its disclaimer regarding the lack of any warranties, whether expressed or implied, concerning the use of the same. For additional information see the Disclaimer on the City's website.

SMMC Figure 20.280-2: Excluded Sites
Approved by Ordinance No. 2026-1580
Adopted: [replace upon adoption]

CREATED BY:	City of San Marcos GIS
CREATED DATE:	6/1/2026
DATA SOURCES:	City of San Marcos, SanGIS