ITEM NO. 13

STAFF REPORT

CITY OF OCEANSIDE

DATE: September 9, 2009

TO: Honorable Mayor and Members of the City Council

FROM: Development Services Department/Planning Division

SUBJECT: **AMENDMENT TO THE EL CORAZON SPECIFIC PLAN TO ADD DESIGN GUIDELINES AND STANDARDS FOR THE DEVELOPMENT OF UP TO 300 RESIDENTIAL UNITS ABOVE FIRST-STORY COMMERCIAL USES WITHIN THE OCEANSIDE BOULEVARD AND VILLAGE COMMERCIAL DISTRICTS – EL CORAZON SPECIFIC PLAN – APPLICANT: CITY OF OCEANSIDE**

SYNOPSIS

The item under consideration is an amendment to the El Corazon Specific Plan to add design guidelines and standards for the development of up to 300 residential units above first-story commercial uses in a vertical mixed-use pattern within the Oceanside Boulevard and Village Commercial Districts. The El Corazon Specific Plan allows a wide range of park, natural open space, hotel, and commercial land uses on a 465-acre parcel located northeast of the intersection of El Camino Real and Oceanside Boulevard. Staff is recommending that the City Council adopt the resolution approving the amendment to the Specific Plan.

BACKGROUND

On June 3, 2009, the City Council adopted the El Corazon Specific Plan by a 5-0 vote, including the alternative to allow up to 300 residential units above first-story commercial units in the Oceanside Boulevard and Village Commercial Districts. The amendment only relates to design guidelines and standards for those 300 units.

Project Description: The proposed amendment to the El Corazon Specific Plan includes the addition of Smart Growth, Transit-Oriented Development (TOD) and Sustainable Design principles within various sections of the Specific Plan and design guidelines and standards for up to 300 residential units in the Oceanside Boulevard (25 acres) and Village Commercial (19 acres) Districts.

Proposed amendments to the Specific Plan Chapter 1 – Introduction, include the addition of Smart Growth, Mixed-Use Development, TOD, and Sustainability design principles. The amended Specific Plan (attached) defines Smart Growth as, "a concept that describes the efforts of planners, designers, and communities to manage and direct

growth in a pattern that reduces environmental degradation and builds livable neighborhoods." Mixed-Use Development encourages the development of residential uses above allowable commercial uses in the Specific Plan commercial districts. It is a "Smart Growth tool that can reduce auto dependence, preserve green space and natural resources, promote revitalization, enhance economic development and provide modestly priced housing." TOD is a neighborhood design concept that is designed to enhance access to public transportation by placing residential and commercial development around transit stations. The last addition to the Introduction is Sustainable Design, which refers to design and construction practices that significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants.

Chapter 2 - Land Use and Design, proposes various minor amendments to allow the development of up to 300 residential units in the Specific Plan Commercial Districts. These amendments will limit residential units to the second floor or above in retail buildings. On sloping sites, limited numbers of residential units may be allowed in the rear of the mixed-use building. Mixed-use development standards, residential private and common open space requirements, and residential parking standards have also been added to the Village and Oceanside Boulevard Commercial District guidelines. In addition, overall mixed-use guidelines have been included in this section, which encourage proper site design, building form and articulation, and dwelling unit access design.

Chapter 4 – Infrastructure, has been amended to include an updated discussion of transit opportunities adjacent to El Corazon. The discussion on schools has also been revised to include a discussion of required school fees.

ANALYSIS

The proposed amendments to the El Corazon Specific Plan are related to the June 3 City Council approval of up to 300 residential units within the Oceanside Boulevard and Village Commercial Districts. These amendments provide the opportunity to include Smart Growth, TOD, and Sustainable design principles within the overall plan and specifically within the commercial districts. No new environmental impacts have been identified with the incorporation of these guidelines beyond those identified in the Final EIR previously certified by the City Council. Therefore, no action on the environmental report is required.

FISCAL IMPACT

Not applicable.

COMMISSION OR COMMITTEE REPORT

The Planning Commission reviewed the project on April 20, 2009. After hearing considerable public testimony from area residents as well as from the applicant's

representative, the Commission recommended certification of the FEIR and adoption of the project plus Alternative 2 (addition of 300 residential units in a vertical mixed-use project) by a 7-0 vote.

The El Corazon Oversight Committee (ECOC) supports the Specific Plan amendments as submitted to the City Council.

CITY ATTORNEY'S ANALYSIS

The City Council, under the provisions of Section 65356 of the Government Code, has the ability to amend the General Plan by resolution. The resolution shall be adopted by the affirmative vote of not less than a majority of the total City Council membership. The Planning Commission's public hearing on April 20, 2009, and its recommendation of approval were in accord with the provisions of Section 65353 of the Government Code.

After conducting the public hearing, the Council shall affirm, modify, or reject the proposed amendments. A modification not previously considered by the Planning Commission shall be referred to the Commission for review and action as appropriate.

RECOMMENDATION

In summary, staff finds that the proposed amendments to the El Corazon Specific Plan are consistent with the City Council's previous approval of the Plan with the inclusion of up to 300 residential units. As such, staff recommends that the City Council adopt the resolution approving the amendments to the El Corazon Specific Plan.

PREPARED BY

Jerry Hittleman
City Planner

SUBMITTED BY

Peter A. Weiss
City Manager

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager
George Buell, Development Services Director

ATTACHMENTS:

1. City Council Resolution for Approval of the Specific Plan Amendment
2. Draft Specific Plan Amendment Sections

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE APPROVING A SPECIFIC PLAN AMENDMENT FOR CERTAIN REAL PROPERTY LOCATED NORTHEAST OF THE INTERSECTION OF EL CAMINO REAL AND OCEANSIDE BOULEVARD – EL CORAZON SPECIFIC PLAN

(Applicant: City of Oceanside)

WHEREAS, a request for a Specific Plan Amendment has been submitted to amend the El Corazon Specific Plan ("the project") that will add design criteria for 300 residential units in the Oceanside Boulevard and Village Commercial Districts of the project site located in the southeastern portion of the Specific Plan area.

WHEREAS, on September 9, 2009, the City Council held a duly noticed public hearing and heard and considered written evidence and oral testimony by all interested parties on the above identified Specific Plan Amendment;

WHEREAS, the Planning Division has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that the previously certified Environmental Impact Report prepared in accordance with CEQA is valid and does not need to be modified for the proposed action.

WHEREAS, based on such evidence and testimony, including but not limited to the report of the Planning Division, the City Council finds as follows:

For the Specific Plan Amendment:

1. The proposed design criteria and principles for mixed use development as specified in the attached revised El Corazon Specific Plan will result in development that is compatible with existing and proposed surrounding land uses such as residential to the north and west and industrial/commercial uses to the east and south. In addition, the Specific Plan will be consistent with existing and planned uses within the Specific Plan area such as the recently completed Senior Center, Green Waste Facility, as well as park, open space, and hotel uses.

2. The proposed design changes are consistent with Smart Growth and Transit Oriented Design (TOD) principles and would promote future development that would result in sustainable development for Oceanside and the San Diego Region. The proximity of the mixed-use portions of the Specific plan to two Sprinter Light Rail Stations and major bus lines along Oceanside Boulevard are conducive to development of mixed use projects within the Commercial Districts of the Specific Plan.

3. Future mixed use developments subject to the added design criteria would need to conform with the El Corazon Specific Plan and would undergo further discretionary and environmental review as appropriate.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby approve the Specific Plan Amendment subject to the following condition:

Planning:

1. All mitigation measures in the Final El Corazon EIR dated March 2009 shall be implemented in accordance with the Mitigation Monitoring and Reporting Program and all project conditions related to approval of the El Corazon Specific Plan in Resolution #09-R0333-1 remain in effect.

Notice is hereby given that the time within which judicial review must be sought on this decision is governed by Govt. Code Section 65009 (C).

PASSED AND ADOPTED by the City Council of the City of Oceanside, California, this _____ day of _____ 2009, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

MAYOR OF THE CITY OF OCEANSIDE

ATTEST:

APPROVED AS TO FORM:

_____

CITY CLERK

_____, DCA

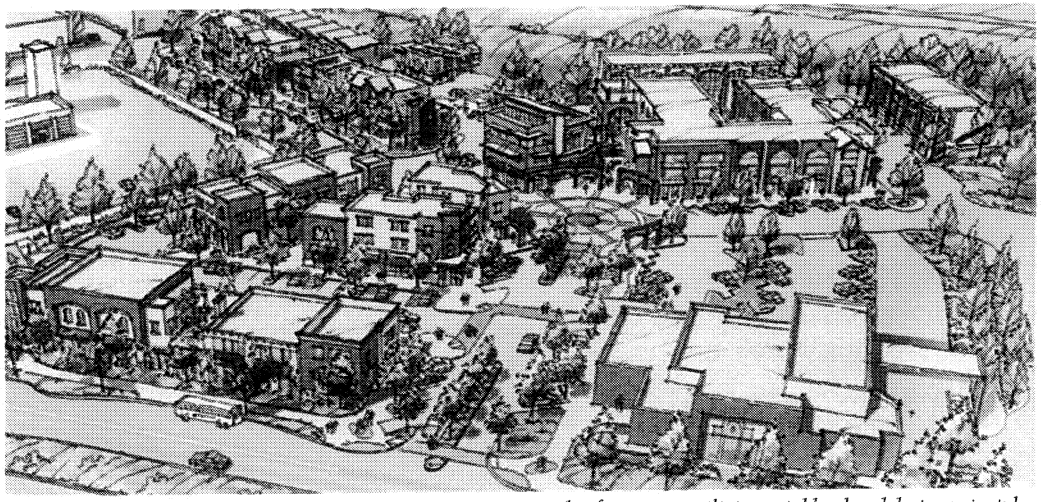
CITY ATTORNEY

Section 1.6 Design Principles

One of the objectives of the El Corazon Specific Plan is to explore relevant and successful neighborhood design concepts, such as Smart Growth, Transit-Oriented Development, and Sustainability. These concepts promote a mix of uses including housing supported by commercial and recreational uses within close proximity to each other. Sustainable planning and design practices have also become common in the building industry due to the sense of community ideals and quality neighborhoods in which the sustainable practices result. The core principles of these design concepts were used to develop the design guidelines within this document.

A summary of the following urban design concepts and the benefits of each are provided in this chapter.

- Smart Growth
- Mixed Use Development
- Transit-Oriented Development
- Sustainable Design Principles
  - Smart Location and Linkage
  - Neighborhood Pattern and Design
  - Green Construction and Technology



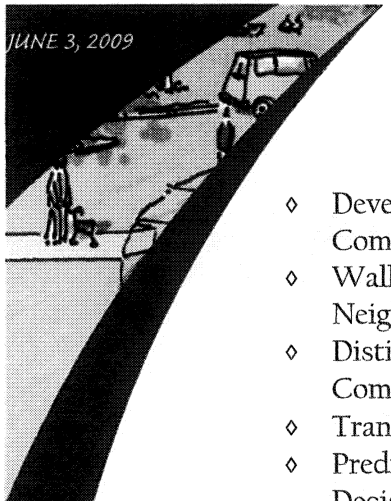
Example of a project utilizing neighborhood design principles

A. Smart Growth

Smart Growth is a concept that describes the efforts of planners, designers, and communities to manage and direct growth in a pattern that reduces environmental degradation and builds livable neighborhoods. Smart Growth advocates believe that compact mixed use development is necessary to establish environmentally-friendly pedestrian-oriented neighborhoods. A variety of uses (essentially residential, commercial, open space, civic, and institutional) is a critical component of any vibrant community. Mixed use development provides an opportunity to accommodate many household types and needs.

The core principles of Smart Growth, as stated by the Designing for Smart Growth document provided by SANDAG, include:

- Mix land uses
- Compact Development
- Range of Housing Opportunities
- Open Space and Farmland Preservation



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- Development in Existing Communities
- Walkable and Bikeable Neighborhoods
- Distinctive, Attractive Communities
- Transportation Choices
- Predictable Development Decisions
- Community and Stakeholder Collaboration

Ultimately, Smart Growth encourages patterns of development that promote a balanced mix of land uses and a transportation system that accommodates pedestrians, bicycles, transit, and automobiles.

B. Mixed Use Development

Oceanside has the unique opportunity to concentrate mixed use development within the El Corazon site. This Smart Growth tool can reduce auto dependence, preserve green space and natural resources, promote revitalization, enhance economic development, and provide a range of housing opportunities. Mixed use offers residents more of a sense of community and opportunities to socialize with their neighbors by creating an environment that promotes impromptu social encounters. The following list describes additional advantages of mixed use development:

- Promotes a village-style mix of retail, restaurants, offices, civic uses, and multi-family housing.
- Provides more housing opportunities and choices.
- Enhances an area's unique identity and development potential.
- Promotes pedestrian and bicycle travel.
- Reduces auto dependency, roadway congestion, and air pollution by co-locating multiple destinations.
- Promotes a sense of community.
- Promotes a sense of place.
- Encourages economic investment.
- Promotes efficient use of land and infrastructure.
- Offers opportunities for residents to live, work, shop, and recreate without having to use their vehicles

Example of a mixed use development

NEW PAGE

C. Transit Oriented Development

An effective method of reducing automobile dependency is establishing a viable alternative for commuters to get to and from work. A Transit-Oriented Development (TOD) is a neighborhood design concept that is designed to enhance access to public transportation by placing residential and commercial development around a transit station (train, bus, etc.). The development requires the appropriate amount of residential density to create adequate transit ridership and help create active street life, as well as locating commercial activities, such as grocery stores and coffee shops, within walking distance of homes. In order to enhance pedestrian activity and access, TODs are generally located within a ¼ to ½ mile radius from a transit stop.

D. Sustainable Design

Sustainable design refers to design and construction practices that significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants. A sustainable design approach can be defined by a variety of green building practices and the availability of pedestrian-oriented amenities. The essential components that make up a successful sustainable development have been identified by the U.S. Green Building Council through the emergence of their latest neighborhood program. LEED-ND (Leadership for Energy and Environmental Design for Neighborhood Development) has been developed as a tool to gauge the effectiveness of neighborhood design principles similar to those promoted through Smart Growth and Transit-Oriented Development. The program recognizes that the layout and design of the built environment influences the way residents and visitors experience a neighborhood, and it can impact their quality of life and sense of community.

The following selected sustainable design criteria were developed for the LEED-ND process. The design guidelines and principles in the following chapters include more specific requirements aimed at meeting the following objectives.

- Encourage development within and near existing communities or public transportation infrastructure to reduce vehicle trips and induce pedestrian activity.
- Promote neighborhoods that are physically connected to each other to foster community and connectedness beyond the individual project.
- Design parking to increase the pedestrian orientation of projects and minimize the adverse environmental effects of parking facilities (locate parking at the side or rear of buildings leaving building frontages and streetscapes free of parking facilities).
- Encourage the design of projects that incorporate high levels of internal connectivity and connections to surrounding

NEW PAGE

development to promote a variety of travel options.

- Provide direct and safe connections for pedestrians, bicyclists, and drivers to key components of a project, local destinations, and neighborhood centers.
- Encourage the design and construction of buildings to utilize green building practices.
- Encourage the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
- Preserve existing tree canopy, native vegetation, and pervious surfaces.
- Encourage incorporation of low impact development (LID) and best management practices (BMP's) to treat stormwater on-site and infiltrate rainwater as much as possible rather than diverting it into storm drain systems.
- Reduce the impact of heat islands by providing shade structures and trees that can produce large canopies to provide shade. In addition, choose roof and paving materials that possess a high level of solar reflectivity.
- Achieve enhanced energy efficiency by creating the optimum conditions for the use of passive and active solar strategies.
- Use recycled and other environmentally-friendly building materials whenever possible.
- Minimize light trespass from site, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce development impact on the nocturnal environment.

Encourage incorporation of low impact development (LID) and best management practices (BMP's) to treat stormwater

2 - Land Use and Design

NO CHANGE

Section 2.1 Introduction

The Land Use and Design chapter defines the El Corazon vision, divides the Specific Plan Area into districts and provides development standards, allowable uses, and design guidelines for each district. The chapter is organized in four parts, all equally important in defining the future development of the Specific Plan Area.

Section 2.1 *Introduction* covers the distinctions between development standards and design guidelines and describes the districts into which the Specific Plan Area is divided.

Section 2.2 *Visioning* provides the vision for the future of the Specific Plan Area.

Section 2.3 *Districts* details the development standards, allowable uses, and design guidelines specific to each district. Development applications shall conform to these specific district standards.

Section 2.4 *General Design Guidelines* provides design guidelines that are applicable to all built structures within the Specific Plan Area.

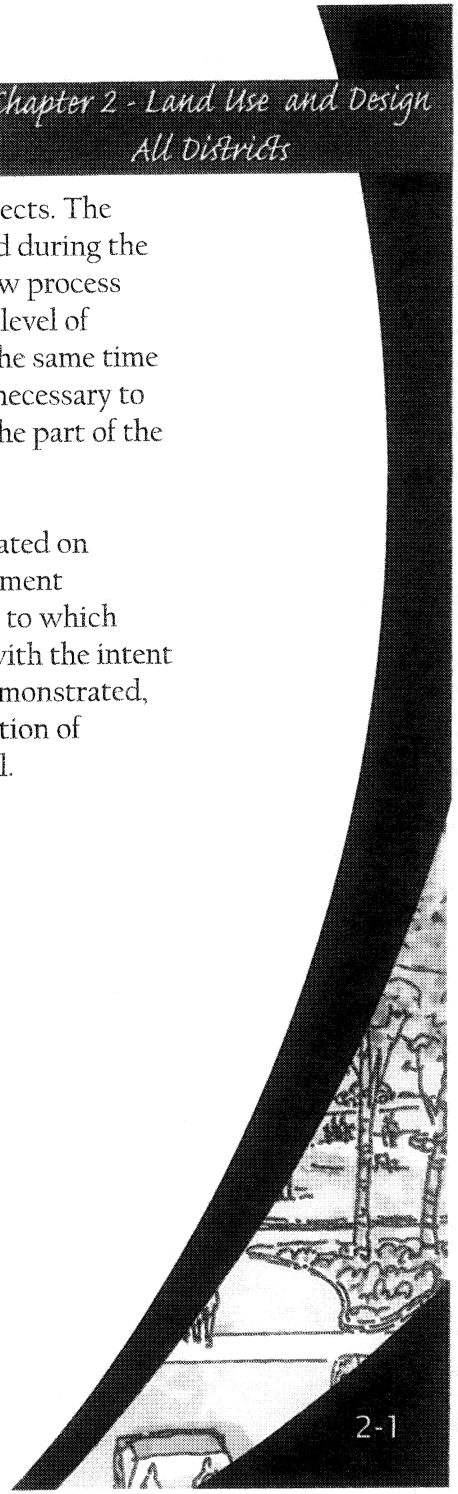
A. Development Standards vs. Design Guidelines

Development standards are mandatory regulations that must be met by all development to which the standards apply. These standards are regulatory tools for guiding development that are critical to the performance of each use, such as building height, massing, setbacks, build-to lines, required amount of parking and location.

In addition to the regulated development standards provisions of this Specific Plan, future development is also directed by design guidelines. Design guidelines are not mandatory requirements, but the guidelines provide a defined framework of design principles that supplement zoning development standards. Design guidelines address such issues as site design; building massing, forms, and articulation; and utilitarian aspects of a building. The guidelines provide direction on the more qualitative aspects of a development project.

Projects must meet ALL development standard regulations. The City of Oceanside may interpret the design guidelines with some flexibility in its review of specific projects. The guidelines will be utilized during the City's development review process to encourage the highest level of design quality, while at the same time providing the flexibility necessary to encourage creativity on the part of the project designers.

All projects will be evaluated on adherence to the development standards and the degree to which substantial compliance with the intent of design guidelines is demonstrated, leading to a recommendation of project approval or denial.



Section 2.2 Visioning

The prime location and open slate of the El Corazon site provides an excellent opportunity for development that benefits the City of Oceanside. In order to create the best project to meet community needs, the City encouraged citizens to participate in developing the vision for the El Corazon site and conducted extensive public outreach to formulate ideas and guide direction for the development. (See section *1.4 Planning Process.*)

An enhanced commercial center will fund the operation and maintenance of the site

A. Vision Statement

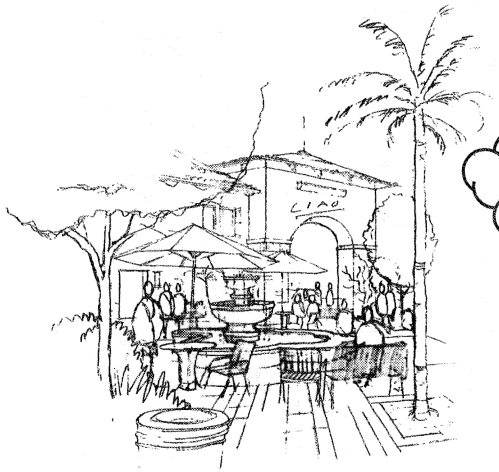
The vision for El Corazon is to create a 465-acre park in the center of Oceanside with a rural look and feel so that the park provides an escape from city life.

El Corazon is designed as a place for everyone. Nature lovers enjoy acres of solitude while hiking natural areas. Teams hold tournaments and meets at well designed sports complexes. Open meadows beckon residents for family fun, parties, or lazy afternoons. Community facilities provide gathering places for music, cultural, and social events. Commercial development is included that could fund the operation and maintenance of the park and vertical mixed use residential housing provides an opportunity for transit-oriented development serviced by the adjacent Sprinter rail line.

The park at El Corazon - the heart of Oceanside.

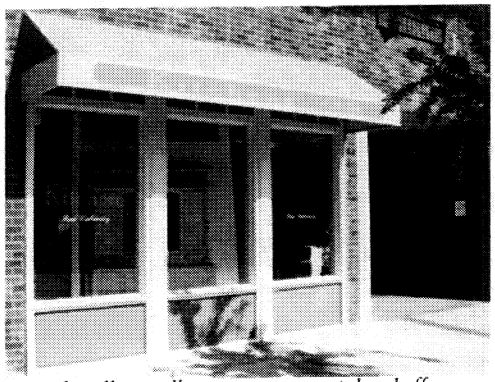
F. Village Commercial

The Village Commercial area will compose 19 acres of the site. The Village area allows for retail shopping, restaurants and other appropriate uses in financial support of the El Corazon public land use areas and programs.



Outdoor dining is encouraged in the Village Commercial district

The site will contain approximately 168,000 square feet of commercial uses and approximately 80,000 square feet of second floor boutique office space. Approximately 66% of the total square footage will be devoted to commercial uses and approximately 33% of the total square footage will be in office use. Up to 300 total residential units above ground floor retail is allowed within the Village Commercial and Oceanside Blvd. Commercial Districts.



The village will contain commercial and office uses

This mixed-use area is intended to contain specialty retail that is complementary and compatible with adjacent park, community, cultural, and surrounding land uses. Example uses desired in the Village Commercial area include cafes, coffee house, restaurants, sports shops, ATMs, kiosks, service and other lifestyle uses.

The vision for the commercial setting is to create a destination point that provides a variety of services to the community. Large open plazas with shops and restaurants, pedestrian promenades, paseos, fountains, and direct access to the park create a synergy of uses and activities for visitors. In addition to serving recreation park visitors and shoppers, the village will serve the needs of future hotels as well as neighboring residential and industrial areas. The village will be designed to interact with the park, facing inward with open access to the park facilities, public centers, pedestrian trails, and the main loop road through El Corazon.

The village will provide a variety of services to the community

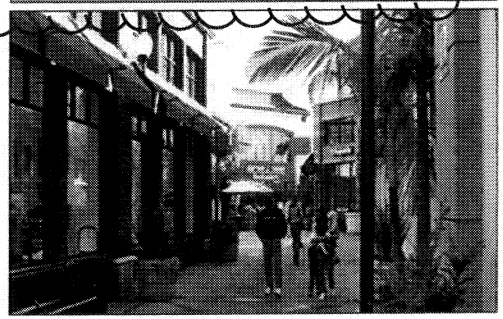
1. Development Standards

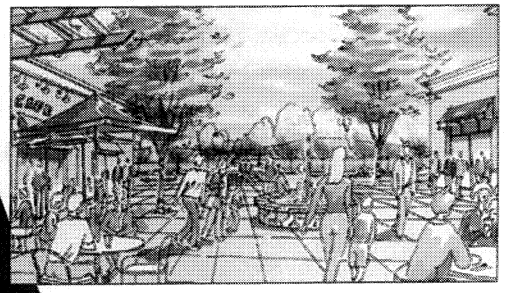
The following page presents the development standards for the Village Commercial District in a convenient at-a-glance sheet. Following the at-a-glance sheet are more detailed descriptions pertaining to the development standards.

Village Commercial - At-A-Glance Sheet

Primary Uses[1]

- Specialty Retail
- Restaurants
- Boutique Office (second floor only)
- Residential (second floor only)[2]



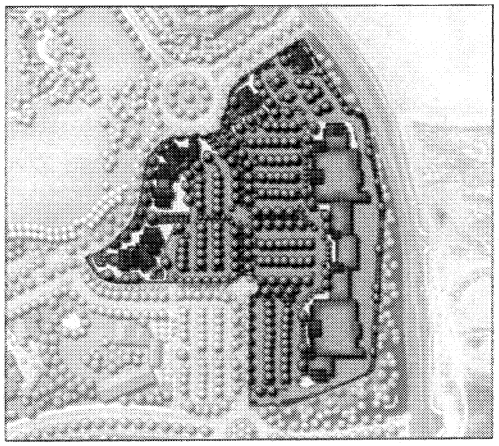


Development Standards[3]

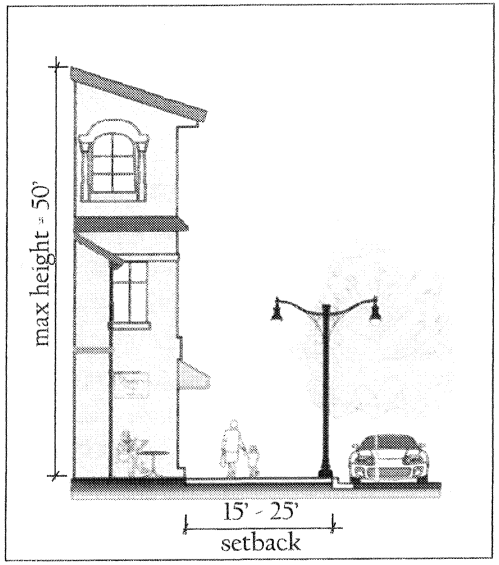
FAR	1.0 Max
Setbacks	
Park Loop Road	15 ft Min
A Street	25 ft Min
B Street	25 ft Min
Rancho del Oro Drive	25 ft Min
Building Height	50 ft Max
Building Form	Portions of upper stories shall be recessed A break in wall plane shall occur at a minimum of every 50 ft
Building Placement	At a minimum, buildings located adjacent to Park Loop Road, B Street, and Roundabout
Signs	Per City standards, except pole signs prohibited
Landscaping	15% Min
Public Gathering Space	A minimum of 3 separate outdoor spaces cumulatively totalling no less than 8% of the Village Commercial building footprint
Parking Amount	Per City standards, except 25% reduction for residential w/ CUP
Handicap Parking	Per City standards
Parking Location	Where building frontage is adjacent to a parking field, head-in parking and a 12-15 ft sidewalk shall be provided No parking is permitted between Park Loop Road and the building
Parking Landscaping	1 tree/4 contiguous parking stalls

[1] *Refer to page 2-77 for a complete list of allowable uses*
[2] *Refer to page 2-73 for mixed use development standards*
[3] *Refer to the following development standards pages for additional information and detail*

Plan View



Section View



a. Primary Land Uses

Primary land uses define the character and function of each district but are not intended to be the only uses that may be permitted. See section 2. Allowable Uses for a more extensive list of permitted land uses. The primary land uses designate the total percentages of floor area devoted to each use on a district-wide basis.

b. Floor Area Ratio

Floor area ratio (FAR) is a measure of the bulk of buildings on a lot or site. FAR is calculated by dividing the gross floor area of all buildings on a lot or site by the lot or site area. Gross floor area includes the total enclosed area of all floors of a building measured to the outside face of the structural members in exterior walls. Halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms, and basement or attic areas having a height of more than 7 feet are included in gross floor area. Areas used exclusively for vehicle parking or loading and, in industrial areas, storage sheds with less than 150 square feet of space, bunkers, electrical substations, smoking shelters, instrument shelters, and similar enclosures are excluded from gross floor area.

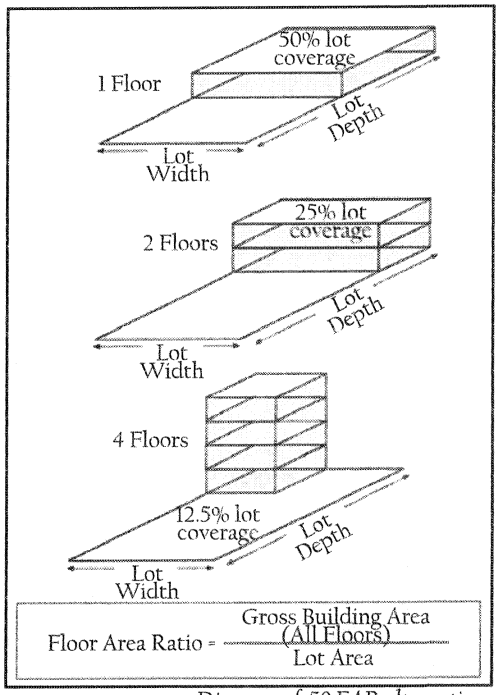
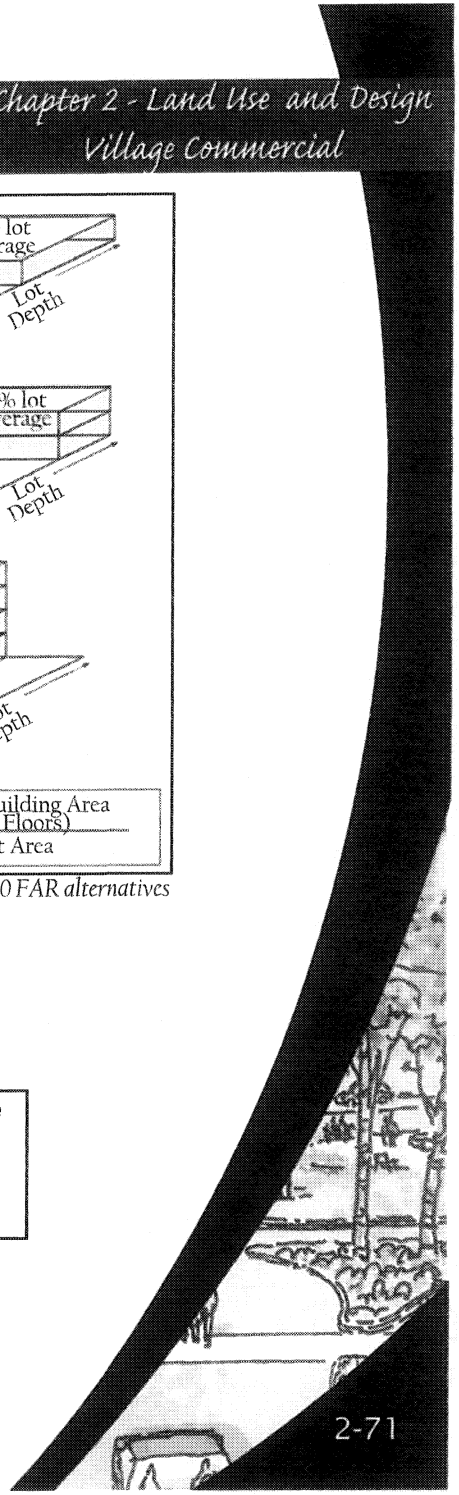
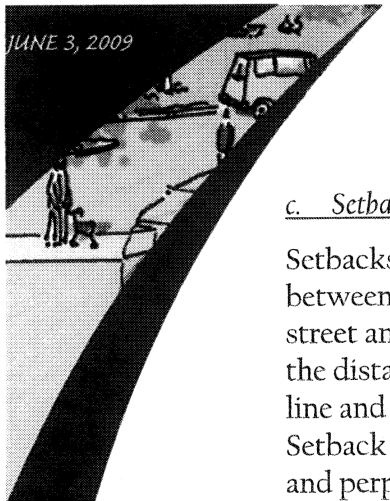


Diagram of .50 FAR alternatives

Lot coverage and lot area no longer apply

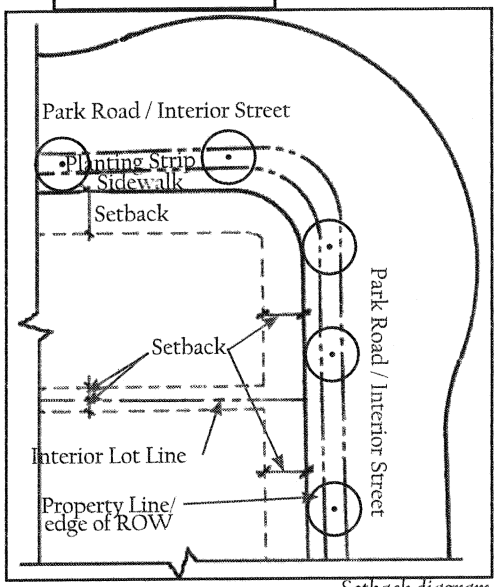




c. Setbacks

Setbacks ensure appropriate distances between the public realm of the street and the buildings. Setback is the distance between the setback line and the property line or lot line. Setback is measured horizontally and perpendicular to the setback line. The setback line is a line within a lot parallel to a corresponding lot/ property line. A setback is measured from the boundary of any specified front, side, or rear yard, or the boundary of any public right-of-way whether acquired in fee, easement or otherwise. The setback line is established to govern the location of buildings, structures, or uses within a project in relation to the project boundaries. Where no minimum front, side, or rear yards are specified, the setback line shall be coterminous with the corresponding lot/property line.

NO CHANGE



Setback diagram

e. Building Height

Building heights are measured from finish grade to the uppermost point of a structure. Maximum building heights ensure that all buildings are within an appropriate scale both to each other and for the site.

f. Building Form

Well-articulated building forms create a more welcoming environment than uniform, nondescript structures. Architecture that consciously wraps 360-degrees around all sides of a building is preferred to create a building that is aesthetically pleasing from all angles. Important measures that create interesting building forms include recessing the upper stories of building from the front façade in order to reduce the appearance of scale and massing of the building and creating breaks in the wall plane at minimum distances in order to avoid long, unattractive blank walls.

g. Building Placement

Building placement refers to the location of buildings on the site. The location of buildings as related to adjacent streets and parking and loading areas can be used to create a pleasing and inviting site atmosphere rather than distancing visitors to the park from the public areas. In the Village Commercial area, buildings are encouraged to be located adjacent to the Park Loop Road, B Street, and the Roundabout, at a minimum. Providing a public frontage along these streets with internal parking will create a welcoming streetscape within the El Corazon site and encourage pedestrian activity throughout the Village. It is encouraged for buildings to have outdoor dining and other similar interactive environments facing the park area.

h. Mixed Use Development Standards

Mixed use projects combine commercial and/or office, with residential uses into one single building which can create unique design issues. When designing mixed use developments, it is important that commercial and office uses are sensitive to the residential uses of the project. Buildings should be sited to reduce odor, noise, light and glare, visual and other conflicts between commercial and residential uses.

1. All commercial portions of a mixed use project shall adhere to all standards pertaining to commercial uses within this Specific Plan.
2. Architectural style and use of quality materials shall be consistent throughout an entire mixed use project; however, variations in materials and details may be used to differentiate between residential and non-residential portions of the project.
3. Residential units shall be provided above the ground floor except units provided for persons with disabilities which may be located on the ground floor to satisfy minimum ADA standards.
4. Separate entrances shall be provided for residents and commercial users of mixed use structures.
5. Lighting for the commercial uses shall be appropriately shielded so as not to spill over into the residential area or negatively impact the residential units.
6. Landscaping shall be used with other features to reduce potential visual, light, and glare conflicts.
7. Long expanses of blank walls or unbroken series of garage doors are not allowed.
8. Loading and service areas for commercial uses shall not be located within residential parking areas and shall not block access ways for the residential areas.
9. Special consideration should be given to the location and screening of noise-generating equipment, such as refrigeration units and air conditioning and exhaust

fans. Noise-reducing screens and insulation may be required if any equipment has the potential to create a negative impact on residential uses.

10. Commercial uses with residential units either above or attached shall provide ventilation systems to prevent odors from adversely affecting residential units.

11. All work associated with a business shall be performed entirely indoors unless approved through a special use permit. Any outdoor work allowed through a special use permit shall be in an area specifically provided for such use. No outdoor work shall be performed in designated parking areas or open space areas. In addition, approved areas for outdoor work shall not be counted as open space.

12. The use or storage of flammable, explosive, or combustible materials is prohibited.

i. Signs

All signs must comply with the City of Oceanside Zoning Ordinance Article 33, with the following exceptions. All pole signs are prohibited. Window signs are limited to no more than ten percent of the total window area for any one side of a building for both permanent and temporary signs. External illumination of signs is allowed if the light source is directed on the sign from an architecturally compatible shielded light fixture. All development proposals must submit a comprehensive sign package as part of the development application.

j. Landscaping

The amount of site landscaping is a significant feature in the overall presence of the site. Well landscaped environments are more inviting to visitors and are in keeping with the adjacent park uses. The planting palette should consist of an appropriate combination of species that suit the local climate, soils, and water availability.

Planting patterns within the commercial and civic services areas should reinforce the structure and layout of the commercial roads, pedestrian circulation and plazas, parking lots, storefronts, and major entry points to better equip vehicles and pedestrians to navigate the area in a safe and efficient manner. Sidewalks and street crossings shall be clearly identified with small-scale accent trees and low-growing plant material. Plazas shall incorporate specimen trees and plants to help identify central gathering spaces and intersecting paths of travel. The planting character should complement the architectural style and building hierarchy of the commercial district.

k. Public Gathering Space

The term public gathering space refers to any areas devoted to the following common, private, or public uses: patio, porch, balcony, deck, garden, plaza, fountain, atrium, gazebo, picnic area, shelter, roof, or similar leisure facility that is not used for enclosed floor area. Slightly varying setbacks along building frontages allows for the creation of spaces for outdoor seating areas, outdoor dining, shopping, etc. These spaces will enrich the pedestrian experience and provide some visual variety within the project.

Within the Village Commercial district, the focus should be on the pedestrian environment, thus public gathering spaces are strongly encouraged. The Village Commercial area should provide a minimum of three separate outdoor spaces, the area of which should total no less than eight percent of the total area of the Village Commercial building footprints. Area counted towards a public gathering space must be a minimum of 20 feet wide and may not be part of a required sidewalk.

Where outdoor dining is considered for public gathering area, all of the outdoor dining area may be attributed to public gathering space if the area is not for the exclusive use of one business. If the outdoor dining area is for exclusive use by one establishment, only 50% of the area may count towards the public gathering space requirement.

l. Open Space

120 square feet minimum per residential unit shall be consolidated to provide open space area (private and common). For purposes of this section, open space shall mean an area that is designed and intended to be used for active and passive recreation. Parking areas, access aisles, areas required for front or side yards, and driveways shall not qualify as usable open space.

m. Private Usable Open Space

a. Private usable open space meeting a portion of the basic requirement may be on balconies within which a horizontal rectangle has no dimension less than 5'.

b. Private usable open space not on balconies shall be designed so that a horizontal rectangle inscribed within it has no dimension less than 10'.

c. 60 square feet minimum of private open space shall be provided in a minimum of 75% of the dwelling units.

d. Shall be contiguous to the dwelling unit.

2. Common Usable Open Space

a. 10' minimum width in any direction shall be provided for any interior side yard, patio, court, terrace, and/or rooftop deck counted toward common open space requirement.

b. Shall substantially be open to the sky.

c. Shall be designed to limit intrusion by non-residents.

n. Parking Amount and Handicap Parking

Parking amount and handicap parking space requirements shall be provided as stated in the City of Oceanside Zoning Ordinance. All parking required shall be provided within the Village Commercial district and within close proximity to the designated use.

o. Residential Parking

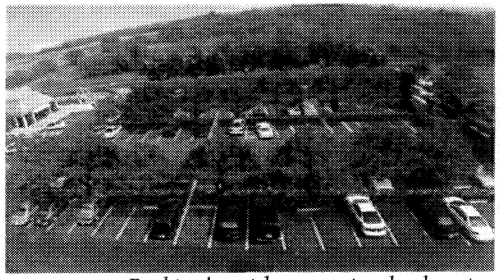
1. Dedicated parking spaces shall be provided for residents and shall be clearly distinguished from spaces provided for commercial and/or office uses.
2. Due to the unique nature of this project as a transit-oriented development, up to a 25% off-street parking reduction beyond those stated in the City of Oceanside Zoning Ordinance may be approved with a Conditional Use Permit. Parking reductions for senior housing shall not apply.
3. Exception: Article 31 Section 3103 "Off-Street Parking Spaces Schedule A – Residential Parking Requirements" shall not apply to the Specific Plan Area. Instead, the following standards shall apply:
   a. All residential parking must be provided on-site and shall be marked or dedicated as residential only
   b. Tandem parking configuration is allowed for residential uses

p. Bicycle Parking

1. 1 space per 5% of vehicle spaces required for all non residential uses.
2. 1 space per 4 dwelling units required
2. Safe, secure, and convenient bicycle parking facilities and bike routes shall be provided.

q. Parking Location

The location of parking, especially larger parking fields contributes greatly to the overall aesthetic appearance and impression of a project. Therefore, parking should not dominate the site, though buildings should still be accessible by all users. In the Village Commercial area, parking is not permitted between the buildings and the Park Loop Road. Also, where buildings are adjacent to a large parking field, head-in parking should be provided in front of the building, along with a 12 to 15-foot sidewalk between the parking and the building.



Parking lot with appropriate landscaping

r. Parking Landscaping

Landscaping within a parking lot is also very important in creating an inviting nature for a project. Extensive landscaping is needed to reduce the scale of large parking fields and to mitigate heat effects from large amounts of asphalt.

1. Trees and landscape fingers shall be utilized to break up the extent of the parking lot into smaller, more human scale environments.
2. 1 tree per 4 contiguous parking spaces is required in parking areas.

2. Allowable Uses

Following is a list of the permitted uses within the Village Commercial District. Also listed are uses that require a use permit to be established. Uses that are not listed are prohibited. Uses marked with an " * " are permitted only above the ground floor. Ground floor shall be defined as any floor level with an entrance that may be accessed from an outside ground elevation even with the level of that floor and associated with pedestrian activity, public spaces, and a commercial focus. Buildings constructed on a slope must have a minimum of one level dedicated solely to retail and commercial uses promoting pedestrian activity (typically on the ground floor and excluding any use identified with an asterisk "*"). For definitions of the following uses, refer to the City of Oceanside Zoning Ordinance and *Section 2.3 A. Allowable Uses* of this chapter.

a. Permitted Uses

Public and Semi-public
- ◊ Parks and Recreation Facilities
- ◊ Utilities, Minor

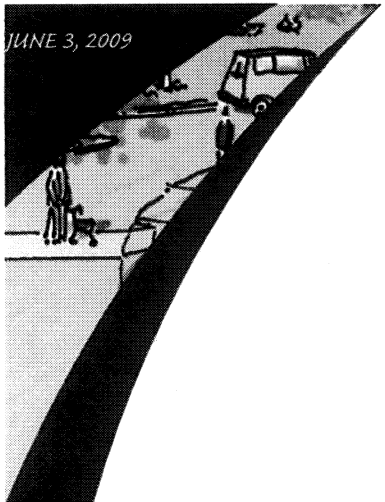
Commercial
- ◊ Animal Sales and Services
  - ◊ Animal Retail Sales
- ◊ Artists' Studios
- ◊ Banks and Savings and Loans
  - ◊ Self Service Facilities (ATMs)
- ◊ Catering Services*
- ◊ Commercial Recreation and Entertainment
- ◊ Eating and/or Drinking Establishments
  - ◊ With Wine and Beer Service
  - ◊ With Full Alcoholic Beverage Service
  - ◊ With Live Entertainment, Small-scale
  - ◊ With Take-out Service
- ◊ Food and Beverage Sales
- ◊ Offices, Business and Professional*
- ◊ Personal Improvement Services*
- ◊ Personal Services
- ◊ Retail Sales
- ◊ Travel Services

Residential*

b. Use Permit Required

Public and Semi-public
- ◊ Clubs and Lodges*
- ◊ Cultural Institutions*
- ◊ Day Care, General*
- ◊ Public Safety Facilities
- ◊ Resource Center
- ◊ Utilities, Major

Commercial
- ◊ Communication Facilities
- ◊ Eating and/or Drinking Establishments
  - ◊ With Live Entertainment
- ◊ Home Improvement
- ◊ Laboratories*
- ◊ Maintenance and Repair Services
- ◊ Research and Development Services*
- ◊ Visitor Accommodations
  - ◊ Bed and Breakfast Inns*
  - ◊ Hotels, Motels, and Time Shares*



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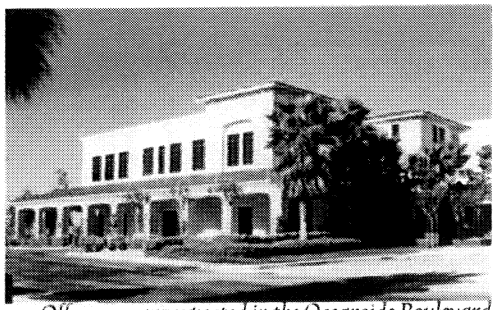
G. Oceanside Boulevard Commercial

A 25 acre site adjacent to Oceanside Boulevard is planned for approximately 167,000 square feet of commercial development and 165,000 square feet of office in financial support of the El Corazon public land uses. As this site is topographically isolated from the core of the El Corazon property, the future uses are not planned to necessarily be directly related to the public uses, in contrast to the Village Commercial and hotel sites.

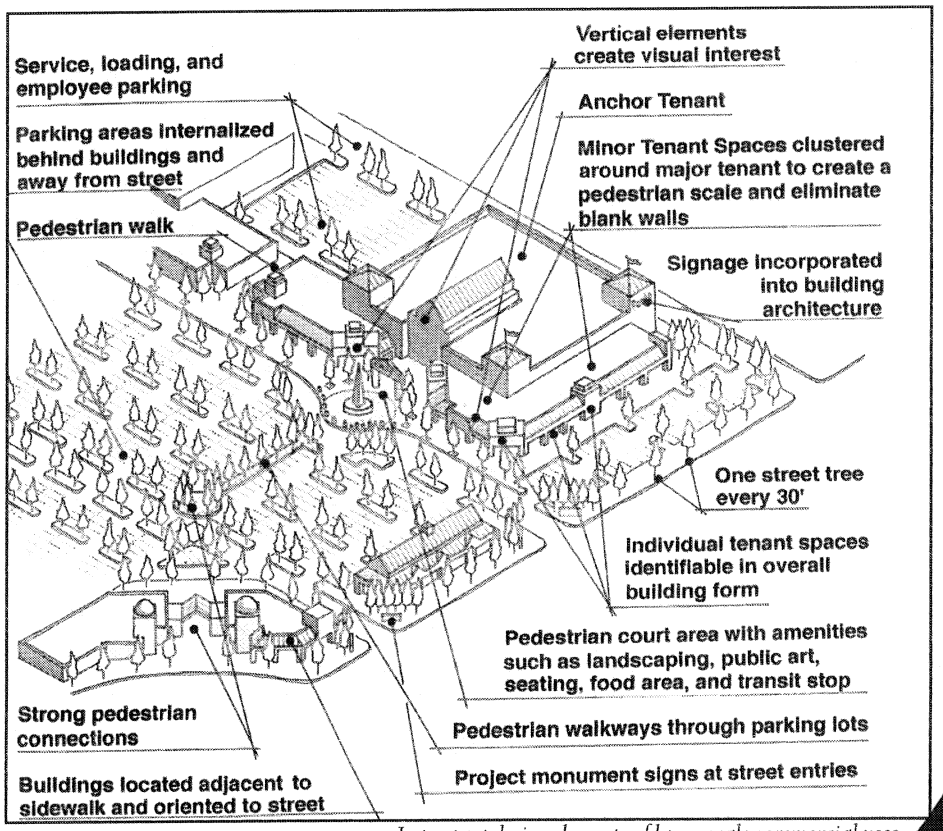
This site is available for traditional commercial retail and service uses that will serve the surrounding areas, such as business products stores and services, sporting goods shops, fitness clubs, and full-service and fast food restaurants. The site may also contain offices and light industrial (technical) uses. Access to the site will be from the new internal project streets and Oceanside Boulevard. Up to 300 total residential units above ground floor retail is allowed within the Village Commercial and Oceanside Boulevard Commercial Districts.

1. Development Standards

The following page presents the development standards for the Oceanside Boulevard Commercial District in a convenient at-a-glance sheet. Following the at-a-glance sheet are more detailed descriptions pertaining to the development standards.

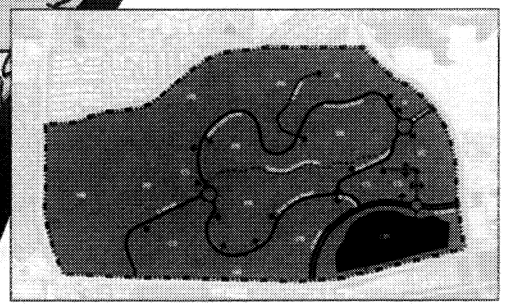


Office uses are expected in the Oceanside Boulevard Commercial district



Important design elements of large-scale commercial uses

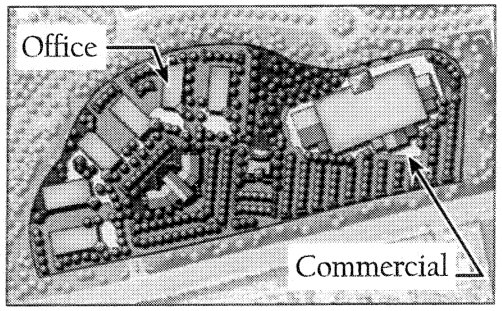
Oceanside Boulevard Commercial - At-A-Glance Sheet



Primary Uses[1]

- Commercial Retail
- Commercial Service
- Professional Office
- Residential (second floor only)[2]

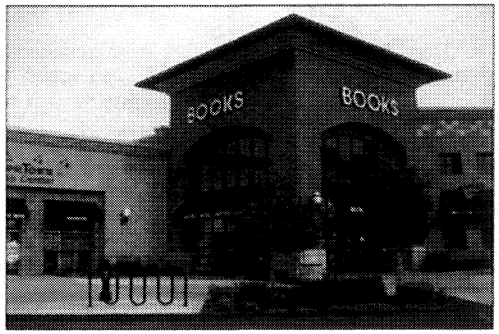
Plan View

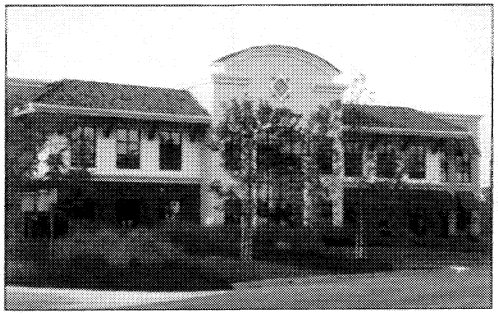


Development Standards[3]

FAR	1.0 Max
Setbacks	
A Street	25 ft Min
Oceanside Boulevard	25 ft Min
Rancho del Oro Drive	25 ft Min
Building Height	50 ft Max
Building Form	Portions of upper stories shall be recessed A break in wall plane shall occur at a minimum of every 50 ft
Building Placement	Loading areas shall be located between the buildings and A Street
Signs	Per City standards, except pole signs prohibited
Landscaping	15% Min Palm trees are prohibited
Parking Amount	Per City standards, except 25% reduction for residential w/ CUP A parking reduction may be available to office uses if a shuttle is provided to the transit station, Village Commercial center, and other Park areas with CUP
Handicap Parking	Per City standards
Parking Landscaping	1 tree/4 contiguous parking stalls

[1] *Refer to page 2-88 for a complete list of allowable uses*
[2] *Refer to page 2-84 for mixed use development standards*
[3] *Refer to the following development standards pages for additional information and detail*





NO CHANGE

a. Primary Land Uses

Primary land uses define the character and function of each district but are not intended to be the only uses that may be permitted. See section 2. Allowable Uses for a more extensive list of permitted land uses. The primary land uses designate the total percentages of floor area devoted to each use on a district-wide basis. In the Oceanside Boulevard Commercial district, a minimum of 62% of the total non-residential square footage may be devoted to commercial uses while a maximum of 38% of total square footage may be in office use.

b. Floor Area Ratio

Floor area ratio (FAR) is a measure of the bulk of buildings on a lot or site. FAR is calculated by dividing the gross floor area of all buildings on a lot or site by the lot or site area. Gross floor area includes the total enclosed area of all floors of a building measured to the outside face of the structural members in exterior walls. Halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms, and basement or attic areas having a height of more than 7 feet are included in gross floor area. Areas used exclusively for vehicle parking or loading and, in industrial areas, storage sheds with less than 150 square feet of space, bunkers, electrical substations, smoking shelters, instrument shelters, and similar enclosures are excluded from gross floor area.

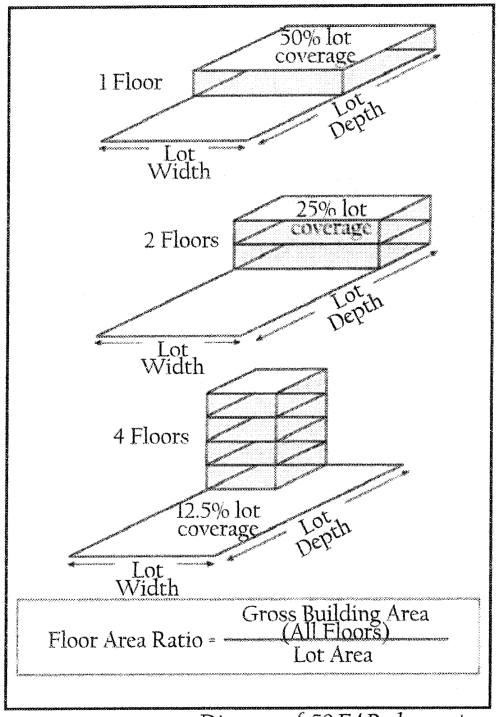
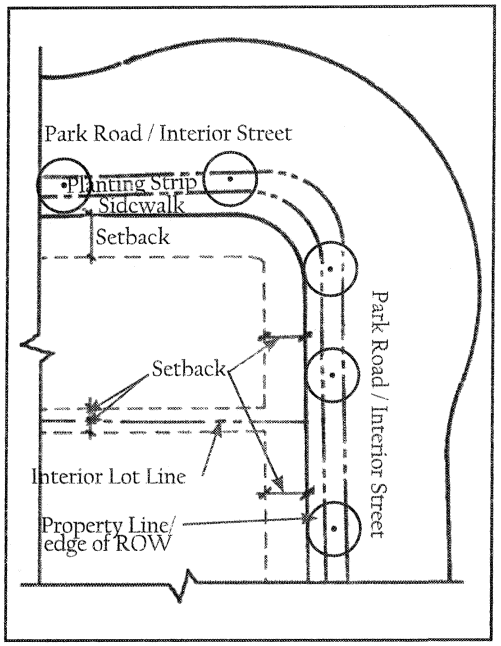


Diagram of .50 FAR alternatives

c. Setbacks

Setbacks ensure appropriate distances between the public realm of the street and the buildings. Setback is the distance between the setback line and the property line or lot line. Setback is measured horizontally and perpendicular to the setback line. The setback line is a line within a lot parallel to a corresponding lot/



Setback diagram

property line. A setback is measured from the boundary of any specified front, side, or rear yard, or the boundary of any public right-of-way whether acquired in fee, easement or otherwise. The setback line is established to govern the location of buildings, structures, or uses within a project in relation to the project boundaries. Where no minimum front, side, or rear yards are specified, the setback line shall be coterminous with the corresponding lot/property line.

d. Building Height

Building heights are measured from finish grade to the uppermost point of a structure. Maximum building heights ensure that all buildings are within an appropriate scale both to each other and for the site.

e. Building Form

Well-articulated building forms create a more welcoming environment than uniform, nondescript structures. Architecture that consciously wraps 360-degrees around all sides of a building is preferred to create a building that is aesthetically pleasing from all angles. Important measures that create interesting building forms include recessing the upper stories of building from the front façade in order to reduce the appearance of scale and massing of the building and creating breaks in the wall plane at minimum distances in order to avoid long, unattractive blank walls.

f. Building Placement

Building placement refers to the location of buildings on the site. The location of buildings as related to adjacent streets and parking and loading areas can be used to create a pleasing and inviting site atmosphere rather than distancing visitors to the park from the public areas. The Oceanside Boulevard Commercial area is surrounded by steep slopes. Therefore, site plans should take advantage of the opportunity to screen building loading areas by tucking these utilitarian spaces into the embankment adjacent to A Street. Building are then expected to front on an internal area and away from A Street.

g. Mixed Use Development Standards

Mixed use projects combine commercial and/or office, with residential uses into one single building which can create unique design issues. When designing mixed use developments, it is important that commercial and office uses are sensitive to the residential uses of the project. Buildings should be sited to reduce odor, noise, light and glare, visual and other conflicts between commercial and residential uses.

1. All commercial portions of a mixed use project shall adhere to all standards pertaining to commercial uses within this Specific Plan.
2. Architectural style and use of quality materials shall be consistent throughout an entire mixed use project; however, variations in materials and details may be used to differentiate between residential and non-residential portions of the project.
3. Residential units shall be provided above the ground floor except units provided for persons with

disabilities which may be located on the ground floor to satisfy minimum ADA standards.

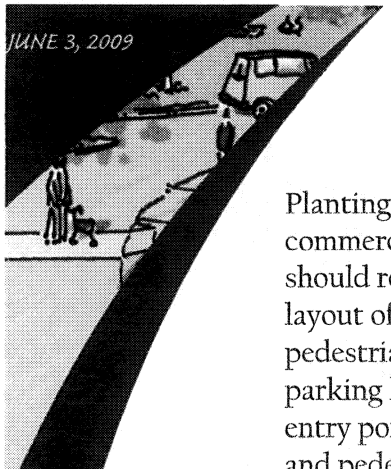
4. Separate entrances shall be provided for residents and commercial users of mixed use structures.
5. Lighting for the commercial uses shall be appropriately shielded so as not to spill over into the residential area or negatively impact the residential units.
6. Landscaping shall be used with other features to reduce potential visual, light, and glare conflicts.
7. Long expanses of blank walls or unbroken series of garage doors are not allowed.
8. Loading and service areas for commercial uses shall not be located within residential parking areas and shall not block access ways for the residential areas.
9. Special consideration should be given to the location and screening of noise-generating equipment, such as refrigeration units and air conditioning and exhaust fans. Noise-reducing screens and insulation may be required if any equipment has the potential to create a negative impact on residential uses.
10. Commercial uses with residential units either above or attached shall provide ventilation systems to prevent odors from adversely affecting residential units.
11. All work associated with a business shall be performed entirely indoors unless approved through a special use permit. Any outdoor work allowed through a special use permit shall be in an area specifically provided for such use. No outdoor work shall be performed in designated parking areas or open space areas. In addition, approved areas for outdoor work shall not be counted as open space.
12. The use or storage of flammable, explosive, or combustible materials is prohibited.
13. A pedestrian link shall be provided to the Sprinter Transit Station and bus stops. On-site improvements shall include bench and trash reciprocals.

h. Signs

All signs must comply with the City of Oceanside Zoning Ordinance Article 33, with the following exceptions. All pole signs are prohibited. Window signs are limited to no more than ten percent of the total window area for any one side of a building for both permanent and temporary signs. External illumination of signs is allowed if the light source is directed on the sign from an architecturally compatible shielded light fixture. All development proposals must submit a comprehensive sign package as part of the development application.

i. Landscaping

The amount of site landscaping is a significant feature in the overall presence of the site. Well landscaped environments are more inviting to visitors and are in keeping with the adjacent park uses. The planting palette should consist of an appropriate combination of species that suit the local climate, soils, and water availability.



Planting patterns within the commercial and civic services areas should reinforce the structure and layout of the commercial roads, pedestrian circulation and plazas, parking lots, storefronts, and major entry points to better equip vehicles and pedestrians to navigate the area in a safe and efficient manner. Sidewalks and street crossings shall be clearly identified with small-scale accent trees and low-growing plant material. Any plazas shall incorporate specimen trees and plants to help identify central gathering spaces and intersecting paths of travel. The planting character should complement the architectural style and building hierarchy of the commercial district.

Palm trees are prohibited in all parts of the Specific Plan Area except for the hotel District.

m. Open Space

120 square feet minimum per residential unit shall be consolidated to provide open space area (private and common). For purposes of this section, open space shall mean an area that is designed and intended to be used for active and passive recreation. Parking areas, access aisles, areas required for front or side yards, and driveways shall not qualify as usable open space.

m. Private Usable Open Space

a. Private usable open space meeting a portion of the basic requirement may be on balconies within which a horizontal rectangle has no dimension less than 5'.

b. Private usable open space not on balconies shall be designed so that a horizontal rectangle inscribed within it has no dimension less than 10'.

c. 60 square feet minimum of private open space shall be provided in a minimum of 75% of the dwelling units.

d. Shall be contiguous to the dwelling unit.

2. Common Usable Open Space

a. 10' minimum width in any direction shall be provided for any interior side yard, patio, court, terrace, and/or rooftop deck counted toward common open space requirement.

b. Shall substantially be open to the sky.

Shall be designed to limit intrusion by non-residents.

k. Parking Amount and Handicap Parking

Parking amount and handicap parking space requirements shall be provided as stated in the City of Oceanside Zoning Ordinance. Up to a 25% off-street parking reduction may be allowed with Conditional Use Permit for office uses if a shuttle is provided to the transit station, Village Commercial center, and other Park areas. All parking required shall be provided within the Oceanside Boulevard Commercial district and within close proximity to the designated use.

provided for commercial and/or office uses.

2. Due to the unique nature of this project as a transit-oriented development, off-street parking requirements shall be 25% less than those stated in the City of Oceanside Zoning Ordinance. Parking reductions for senior housing shall not apply.

3. Exception: Article 31 Section 3103 "Off-Street Parking Spaces Schedule A – Residential Parking Requirements" shall not apply to the Specific Plan Area. Instead, the following standards shall apply:

   a. All residential parking must be provided on-site and shall be marked or dedicated as residential only

   b. Tandem parking configuration is allowed for residential uses

p. Bicycle Parking

1. 1 space per 5% of vehicle spaces required for all non residential uses.

2. 1 space per 4 dwelling units required

2. Safe, secure, and convenient bicycle parking facilities and bike routes shall be provided.

q. Parking Location

The location of parking, especially larger parking fields contributes greatly to the overall aesthetic appearance and impression of a project. Therefore, parking should not dominate the site, though buildings should still be accessible by all users. In the Oceanside Boulevard Commercial area, parking is not permitted between the buildings and the Park Loop Road. Also, where buildings are adjacent to a large parking field, head-in parking should be provided in front of the building, along with a 12 to 15-foot sidewalk between the parking and the building.

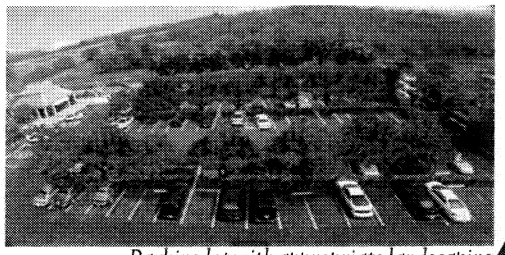
r. Parking Landscaping

Landscaping within a parking lot is also very important in creating an inviting nature for a project. Extensive landscaping is needed to reduce the scale of large parking fields and to mitigate heat effects from large amounts of asphalt.

1. Trees and landscape fingers shall be utilized to break up the extent of the parking lot into smaller, more human scale environments.

2. 1 tree per 4 contiguous parking spaces is required in parking areas.

Landscape fingers should be located within parking fields



Parking lot with appropriate landscaping

2. Allowable Uses

Following is a list of the permitted uses within the Oceanside Boulevard Commercial District. Also listed are uses that require a use permit to be established. Uses that are not listed are prohibited. Residential development is restricted to above the ground floor. Ground floor shall be defined as any floor level with an entrance that may be accessed from an outside ground elevation even with the level of that floor and associated with pedestrian activity, public spaces, and a commercial focus. Buildings constructed on a slope must have a minimum of one level dedicated solely to retail and commercial uses promoting pedestrian activity (typically on the ground floor).

For definitions of the following uses, refer to the City of Oceanside Zoning Ordinance and *Section 2.3 A. Allowable Uses* of this chapter.

a. Permitted Uses

Public and Semi-public
- ◊ Parks and Recreation Facilities
- ◊ Utilities, Minor

Commercial
- ◊ Animal Sales and Services
  - ◊ Animal Boarding
  - ◊ Animal Grooming
  - ◊ Animals Retail Sales
- ◊ Artists' Studios
- ◊ Banks and Savings and Loans
  - ◊ Self Service Facilities (ATMs)
- ◊ Catering Services
- ◊ Commercial Recreation and Entertainment
- ◊ Eating and/or Drinking Establishments
  - ◊ With Wine and Beer Service
  - ◊ With Full Alcoholic Beverage Service
  - ◊ With Live Entertainment, Small-scale
  - ◊ With Take-out Service
- ◊ Food and Beverage Sales
- ◊ Home Improvement
- ◊ Offices, Business and Professional
- ◊ Personal Improvement Services
- ◊ Personal Services
- ◊ Retail Sales
- ◊ Travel Services

Residential - Above the ground floor

b. Use Permit Required

Public and Semi-public
- ◊ Clubs and Lodges
- ◊ Cultural Institutions
- ◊ Day Care, General
- ◊ Public Safety Facilities
- ◊ Resource Centers
- ◊ Utilities, Major

Commercial
- ◊ Building Materials and Services
- ◊ Communication Facilities
- ◊ Eating and/or Drinking Establishments
  - ◊ With Live Entertainment
- ◊ Laboratories
- ◊ Maintenance and Repair Services
- ◊ Nurseries
- ◊ Research and Development Services
- ◊ Vehicle/Equipment Sales and Services
  - ◊ Automobile Washing
- ◊ Service Stations
- ◊ Visitor Accommodations
  - ◊ Bed and Breakfast Inns
  - ◊ Hotels, Motels, and Time Shares

Industrial
- ◊ Industry, Custom
- ◊ Industry, Limited

NEW PAGE

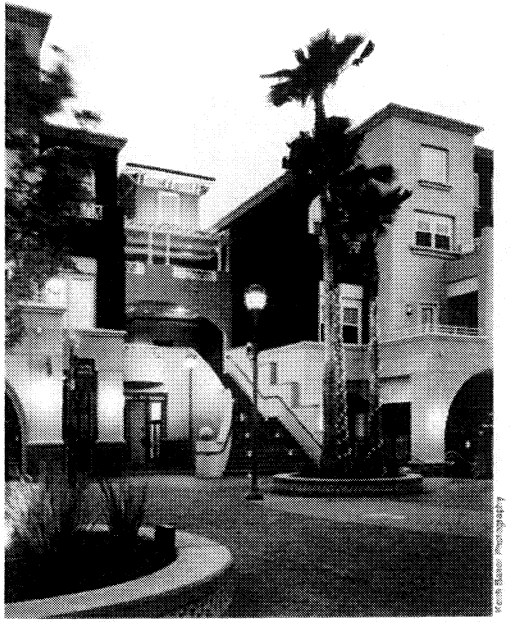
B. Mixed Use Guidelines

The following supplemental design guidelines are provided to guide the design process for mixed use developments within the Village Commercial and Oceanside Boulevard Commercial Districts. A mixed use project should follow the relevant guidelines stated in previous design guidelines sections of this document (Design Guidelines for All Districts and District Guidelines).

Key elements to consider are the existing architectural character of the district; the continuity of building scale and architectural massing; the treatment of the street level and upper level architectural detailing; roof forms; the rhythm of windows and doors; and the relationship of buildings to public spaces such as plazas, other open spaces, and parking.

1. Site Planning

1. The more public areas of residential units, such as lobbies, exercise rooms, living rooms, or dining areas, should face the street while more private areas, such as bedrooms, should be located in the rear of the building.
2. Where possible, provide clearly marked entrances, separated driveways and parking areas for each proposed use.
3. The design of the structures should address privacy between residential units and non-residential areas on the site and on adjacent properties. The design should provide visual and physical cues that mark the public space from the private space.
4. Adequate open space and amenities should be provided to support both commercial and residential uses, including, but not limited to, plazas and landscaped walkways or parkways.



Plazas and landscaped walkways or parkways should be provided

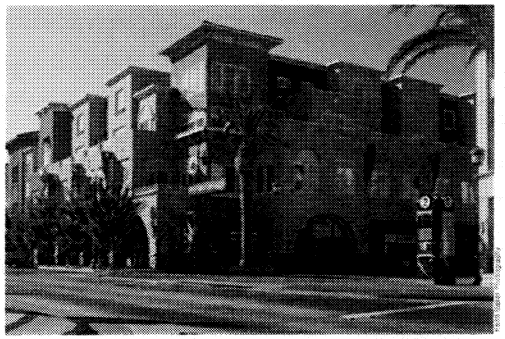
5. While residential uses are located within a large park, some private open spaces for residential use are required to provide activity areas for interaction with other residents. Barbecue areas, benches, and game areas should be considered to bring residents together and build neighborhood cohesiveness.

NEW PAGE

6. The proposed layout, building, and landscape design should promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see through the site. For example, window placement, the use of front porches or stoops, the use of low or see-through walls, and the appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except where necessary for buffering.

7. The proposed site layout and building design should encourage activity in public spaces.

8. The development should provide internal and/or public pedestrian connections that are direct, convenient, and pleasant and that have appropriate amenities (e.g., attractive sidewalks and benches). Sidewalks and/or plazas should be provided with weather protection (e.g., awnings/canopies) and appropriate pedestrian amenities (e.g., street tree grates, outdoor seating, bus waiting areas, trash cans, mail boxes, sidewalk displays, public art, etc.).



Each of the dwelling units should be individually recognizable

2. Building Form and Articulation

1. To the extent possible, each of the dwelling units should be individually recognizable. The following methods could be used to break up building massing:

   a. Vary front setbacks within same structure.

   b. Stagger and jog unit planes.

   c. Design a maximum of two adjacent units with identical wall and roof lines.

   d. Vary building orientations to avoid monotony and long garage door corridors.

2. To enhance privacy, windows on adjacent structures should be staggered whenever possible. Windows should not be positioned directly opposite of windows in the adjacent structure.

3. Building facades should be highly articulated (e.g., projecting entry or window features, recessed elements, transparent storefronts, identifiable retail spaces, and awning and entrance canopies), especially at ground level.

Building facades should be highly articulated

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4. Acknowledging sensitivity to a budget, it is expected that the highest level of articulation will occur on the front façade and façades visible from public streets. However, similar massing, materials, and details should be incorporated into all building elevations.

5. Architectural elements that add visual interest, scale, and character, such as recessed or projecting balconies, trellises, recessed windows, insets, verandas, porches, and materials and textures are strongly encouraged. These features should be used to create shadow patterns that contribute to a building's character.

Balconies, trellises, recessed windows, insets, verandas, porches, and materials and textures are strongly encouraged.

6. Building elements and details should be consistent with the chosen architectural style.

7. Commercial uses should attempt to shield parking lot and security lighting to avoid impacts on the surrounding residential areas.

8. Aesthetically designed security gates should be considered for access to residential uses and residential parking areas.

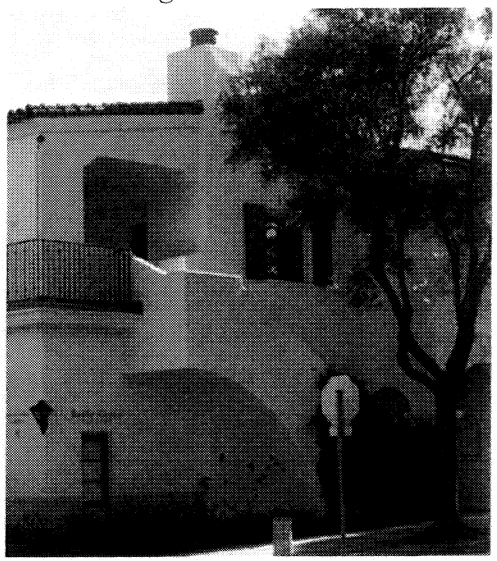
3. Dwelling Unit Access

1. All entrances should be clearly identifiable and emphasized using lighting, landscaping, and architecture.

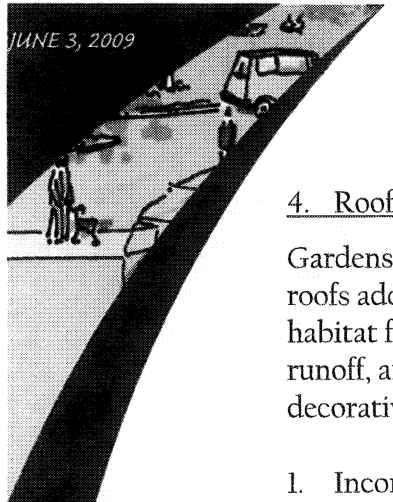
2. Access points to units should be clustered in groups of four or less. Long, monotonous access balconies and corridors that provide access to five or more units should be avoided.

3. The entrances to individual units should be visible from nearby parking areas where possible. Building entrances should be emphasized through the use of lighting, landscaping, and architecture.

4. Stairways should be constructed of smooth stucco, plaster, or wood, with accent trim of complementary colors. Stairwells that are open and have visibility into and from the stairwell are recommended. Thin-looking, open metal, prefabricated stairs are discouraged.



Stairways should be constructed of smooth stucco, plaster, or wood



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4. Roof Gardens

Gardens on balconies, terraces, and roofs add visual interest, provide habitat for wildlife, slow storm water runoff, and create opportunities for decorative gardens.

1. Incorporate roof gardens where possible.
2. Where appropriate, drought-tolerant perennial grasses and ground covers that require minimal maintenance should be planted on moderately sloped and flat roofs.
3. Soil depths, roof drainage, and waterproof membranes should be considered during the structural design of the building.
4. Drip irrigation systems should be used with roof gardens to conserve water.

Example of a roof gardens

Section 3.4 Transit Opportunities

The Specific Plan Area is conveniently located along major travel routes that are serviced by public transit. The North County Transit District serves the cities of Oceanside, Vista, Carlsbad, San Marcos, Escondido, Encinitas, Solana Beach, and Del Mar in north San Diego County.

The new Sprinter rail line will have a transit stop across Oceanside Boulevard from the Specific Plan Area

Local bus service is called the Breeze and currently operates several bus routes throughout the North County area. Many of these routes already run directly by the Specific Plan Area along El Camino Real, Oceanside Boulevard, and Mesa Drive. Transit stops for the Specific Plan Area should be considered for these existing routes once the Specific Plan Area is developed. A short loop route that takes the bus into the Specific Plan Area could also be useful.

Breeze bus service is provided along arterials surrounding the Specific Plan Area

North County Transit District also operates rail service in the area. The Sprinter rail line station is located on the southwest corner of Oceanside Boulevard and Rancho del Oro Drive, directly across the street from the Specific Plan Area. The Sprinter line runs from Escondido through San Marcos and Vista to the Oceanside Transit Center in the western part of Oceanside. From the Oceanside Transit Center, the North County Transit District Coaster line connects residents to San Diego, the Metrolink line provides service to Los Angeles and Orange County, and Amtrak provides national service. Plans should be considered for a short bus connection from the new transit station at Oceanside Boulevard and Rancho del Oro Drive to the El Corazon site, particularly to the Senior Center and adjacent housing.

Through existing and planned transit services, residents and visitors will be able to conveniently access El Corazon through public transit.

Section 4.7 Law Enforcement and Emergency Services

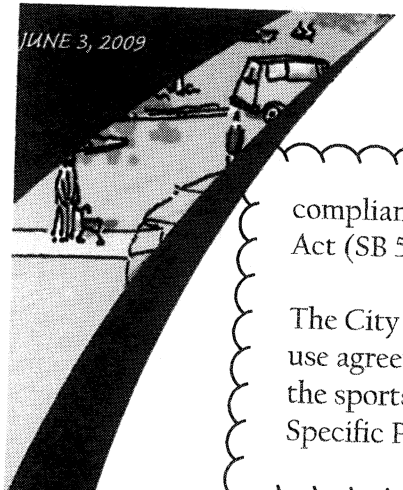
The Oceanside Police Department responsible for responding to the Specific Plan Area is located at 3855 Mission Avenue, approximately two miles from the Specific Plan Area. Estimated response times for the Specific Plan Area are as follows for varying priorities of calls: Priority One: 4 minutes, 57 seconds; Priority Two: 13 minutes, 44 seconds; Priority Three: 22 minutes, 38 seconds; Priority Four: 46 minutes, 46 seconds. The Oceanside Police Department is prepared to modify existing staff levels and response times based on the demand generated by the Specific Plan Area. The Oceanside Police Department does not anticipate any unique law enforcement problems associated with this project.

Fire Station 3, located across the street from the Specific Plan Area at the southeast corner of Oceanside Boulevard and El Camino Real, is the closest fire station in proximity to the Specific Plan Area. The next closest fire station is Fire Station 7, which is at the intersection of Foussat Road and Mission Avenue, approximately 2 miles from the Specific Plan Area. Fire Station 3 is staffed with 5 personnel, which includes one engine company and one ambulance. Fire Station 7 is staffed with 3 personnel, which includes one engine company. Average response times to the Specific Plan Area are expected to be between one and one-half minutes to four and one-half minutes. The Oceanside Fire department will evaluate the changes in demand generated by the new project and consider staffing options as appropriate.

Section 4.8 Schools

The project is served by the Oceanside Unified School District (OUSD). According to OUSD boundary maps, the project is located in the 2007-2008 attendance boundaries for Garrison Elementary School, King Middle School, and El Camino High School. El Camino High School is currently over capacity for students, and it is likely that this capacity issue would continue until modernization improvements currently underway and other planned improvements at the school are completed. The OUSD levies development fees for projects with the potential to increase demand for school services.

The project is subject to City of Oceanside Municipal Code Ordinance 91-34, Section 1, Chapter 32E, and will make payment of $2.63 per square foot for residential projects and $0.04 per square foot for commercial projects to OUSD to offset the potential increase in demand of school services (fee rates may be periodically adjusted). In this way, the project will also be in



compliance with the School Facilities Act (SB 50).

The City may want to consider joint use agreements with schools for the sports facilities sited within the Specific Plan Area.