

**AGENDA NO.**

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# MISSION COVE

## Planned Development (PD) Plan



Final Copy

November 2013

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CITY OF OCEANSIDE  
DEVELOPMENT SERVICES

# **MISSION COVE**

## **Planned Development (PD) Plan**

**FINAL COPY**

**Applicant:**

National Community Renaissance and  
Community Housing Works

**Submitted To:**

City of Oceanside  
300 North Coast Highway  
Oceanside, CA 92054

**Prepared By:**

The Lightfoot Planning Group  
5900 Pasteur Court, Suite 110  
Carlsbad, CA 92008

**November 2013**

# Table of Contents

## Chapter One

<b>Introduction</b> .....	1
Planning Principles & Vision Statement.....	3
Purpose and Scope of the PD Plan .....	4
General Plan Amendment .....	4
Zoning Amendment .....	4
Mixed Use Plan.....	5

## Chapter Two

<b>Planning Considerations</b> .....	6
General Location .....	6
Existing Land Use and Zoning .....	6
Surrounding Land Uses .....	6
Circulation and Access .....	10
Topography and Site Drainage.....	10
Utility Services .....	11
Airport Environs .....	11

## Chapter Three

<b>Development Regulations &amp; Design Guidelines</b> .....	12
Planning Areas.....	13
Permitted Uses.....	15
Development Regulations .....	17
Development and Design Guidelines .....	21

## Chapter Four

<b>Development Plan</b> .....	22
Mixed Use Development Plan .....	24

<b>Appendix</b> .....	26
Mission Avenue Affordable Housing / Mixed-Use Development Vision and Strategic Plan Development Guidelines	

## **List of Figures**

Figure 1	Regional Map .....	7
Figure 2	Vicinity Map .....	8
Figure 3	Surrounding Uses .....	9
Figure 4	Plan Areas .....	14
Figure 5	Mission Cove Development Plan.....	23

## **List of Tables**

Table 1	Permitted Uses .....	16
Table 2	Development Regulations .....	18
Table 3	Parking Regulations.....	19
Table 4	Development Plan Summary .....	22

## Chapter One Introduction

The City of Oceanside administers local, state and federal programs that seek to increase the supply of quality affordable housing at various locations throughout the City. One such site owned by the City is a 14.59-acre property that encompasses an undeveloped parcel located along the south side of Mission Avenue situated between Carolyn Circle and Foussat Road, and a single-family residential lot located at 3206 Carolyn Circle. The City of Oceanside Housing Task Force identified this site for potential affordable housing. Subsequently, the City purchased the site and dedicated funding in anticipation of such a development.

The City initiated development of a strategic plan to guide potential development of the site. This planning process included a series of public workshops in 2009 to gather input from neighbors, community leaders, and City staff to consider planning, design, and implementation strategies for the site. Public comments received addressing the preferred development of the site included the following:

- Senior housing is desirable – preference for eastern portion of site
- Compatible commercial use is desirable
- Ensure adequate parking is provided so there is not overflow into surrounding streets and neighborhoods
- Paseos perpendicular to Mission Avenue are desirable for providing “windows” into the site
- Pedestrian connections are important, look at perimeter walkway / exercise route

Subsequently, on March 17, 2010 the Oceanside City Council approved the *Mission Avenue Affordable Housing / Mixed-Use Development Vision and Strategic Plan* (Vision Plan) to guide future development of the property. The Vision Plan includes preferred design alternatives for the site, development guidelines, and implementation strategies. The Vision Plan identifies the preferred development of the site to include a combination of affordable family apartment homes, senior or special needs housing, a commercial/office plaza, a community center, pocket parks, and active/passive open space. Key elements of the Vision Plan include the development of an affordable residential component of up to 288 units of varying housing types including family and senior or special

needs groups, a community serving commercial component, and a resident community center.

To support implementation of the Vision Plan, *The Mission Cove Planned Development Plan* (PD Plan) establishes planned land uses, development regulations, and design guidelines for the overall site area. The PD Plan guides the envisioned development of the property by presenting land use and development regulations consistent with the overall goals of the Vision Plan. The PD Plan also serves as an information source and regulatory document for the City of Oceanside in evaluating proposed development on the site.

This PD Plan constitutes the zoning, use regulations, and development criteria for development of the property. The PD Plan has been prepared in accordance with provisions of the City of Oceanside Zoning Ordinance, specifically Article 17, which outlines the requirements of the Planned Development district. As presented in Section 1701 of the Zoning Ordinance, the specific purposes of the PD Planned Development District are to:

- Establish a procedure for the development of parcels of land in order to reduce or eliminate the rigidity, delays, and inequities that otherwise would result from application of zoning standards and procedures designed primarily for small parcels.
- Ensure orderly and thorough planning and review procedures that will result in quality urban design.
- Encourage variety and avoid monotony in large developments by allowing greater freedom in selecting the means to provide access, light, open space, and amenity.
- Provide a mechanism whereby the City may authorize desirable developments consistent with the General Plan without inviting speculative rezoning applications, which, if granted, often could deprive other owners of development opportunities without resulting in construction of the proposed facilities.
- Encourage allocation and improvement of common open space in residential areas, and provide for maintenance of the open space at the expense of those who will directly benefit from it.

The PD Zone has been selected to implement this development as it allows for mixed densities, a variety of building types, and a mix of uses (residential and commercial) within a comprehensive site design utilizing common infrastructure and site amenities. The PD Plan is a mechanism

to provide customized zoning regulations and development standards to address compatibility with adjacent uses and implement concepts of the Vision Plan.

## **Planning Principles & Vision Statement**

The community outreach and participation process of the Vision Plan resulted in the creation of a set of planning principles for the site. The Mission Cove PD Plan relies on these principles in determining appropriate development regulations.

### **Planning Principles**

- Ensure compatibility with and minimize impacts to the adjacent residential neighborhood and other nearby uses.
- Provide a range of housing types for different community needs (such as for families, special needs and seniors).
- Apply universal design to allow residents to remain in place as they age and circumstances change.
- Incorporate sustainability measures and conservation of resources.
- Design buildings, spaces and uses to create a sense of neighborhood.
- Ensure the vision for site development is economically feasible.
- Create flexibility in the plan to accommodate possible changes in market conditions and community needs during the development period.
- Provide a high quality development that the community will be proud of for years to come.

### **Vision Statement**

*Create a new neighborhood providing affordable housing to meet the needs of Oceanside with possible supporting commercial uses.*

## **Purpose and Scope of the Planned Development Plan**

This document has been prepared for the purpose of establishing land use, zoning and development regulations that will guide the development of an affordable housing mixed-use development on this site. This document serves as a comprehensive Planned Development Plan for the 14.59-acre subject property (Mission Cove) in accordance with Article 17 of the Oceanside Zoning Ordinance. It details the existing conditions and development potential of the site. The document outlines the appropriate uses for the site and establishes regulations to guide those uses. The PD Plan also references design guidelines and planning principles that will help to create a coherent and complementary new development.

## **General Plan Amendment**

The majority of the property is under a current General Plan designation of Light Industrial (LI). The (LI) designation does not provide for the ultimate residential and mixed-use development proposed by the Vision Plan and specified by this PD Plan. The Vision Plan also recognizes that the proposed affordable residential and mixed-use development presents stronger compatibility potential with the adjacent single-family uses than those uses that might be realized under the (LI) designation.

A General Plan Amendment is being processed concurrently that will designate the property for High Density Residential (HD-R) and General Commercial (GC) uses to allow for the envisioned residential and mixed-use components. A small portion of the existing site that fronts onto Carolyn Circle is a single-family residential lot designated as Single Family Residential Detached (SFR-D). The SFR-D designation will be maintained on this lot.

## **Zoning Amendment**

Currently, the majority of the property is accordingly designated as Limited Industrial (IL) under the City's Zoning Ordinance. The single-family site fronting on Carolyn Circle is zoned Single Family Residential (RS). A Zone Amendment is also being processed concurrently that will designate the entire property as Planned Development (PD).

## **Mixed Use Plan**

A mixed-use component is designated as part of the PD Plan area combining residential, commercial, office, and retail uses. The Mission Cove PD Plan shall also serve as the Mixed Use Plan for this area as required by the Zoning Ordinance. Approval of a Conditional Use Permit is required for the mixed-use development.

This PD Plan establishes development regulations for the mixed-use area as presented in Chapter Three. The Mixed Use Development Plan is presented in Chapter Four as a part of the overall Mission Cove Development Plan.

## **Chapter Two**

# **Planning Considerations**

### **General Location**

The Mission Cove PD Plan site is located in the northwest portion of Oceanside within the Loma Alta Neighborhood Area. The site is approximately one mile east of Interstate 5 and one-half mile south of Highway 76, as shown on *Figure 1*. The San Luis Rey River is approximately one-half mile to the north and the Pacific Ocean is 2.5 miles to the west.

### **Existing Land Use and Zoning**

The majority of the property is currently designated as Light Industrial (LI) by the City of Oceanside General Plan and zoned Limited Industrial (IL) under the City's Zoning Ordinance. A small portion of the site that fronts on Carolyn Circle is a single-family residential lot designated as Single Family Residential Detached (SFR-D) and Single Family Residential (RS) by the General Plan and Zoning Ordinance, respectively.

### **Surrounding Land Uses**

The property is surrounded by a variety of land uses as presented in *Figure 2*. An established single-family residential neighborhood is located directly adjacent to the site on its south, east, and west boundaries. This neighborhood consists of homes 50+ years in age. Individual residences are mostly one-story structures approximately 1,200 - 1,600 square feet in size located on a typical lot of 6,000 square feet. A gasoline service station is also situated directly northwest of the site.

A mix of commercial uses are established opposite the site on the north side of Mission Avenue including a small convenience market, animal hospital, and motel. The La Mision Village Apartments (an established affordable housing development) are also located directly across Mission Avenue. An area of light industrial uses is established farther to the north extending to Highway 76. The Oceanside Municipal Airport is also located to the north, on the north side of Highway 76. City Fire Station #7 is located nearby on the northeast corner of Mission Avenue and Foussat Road.

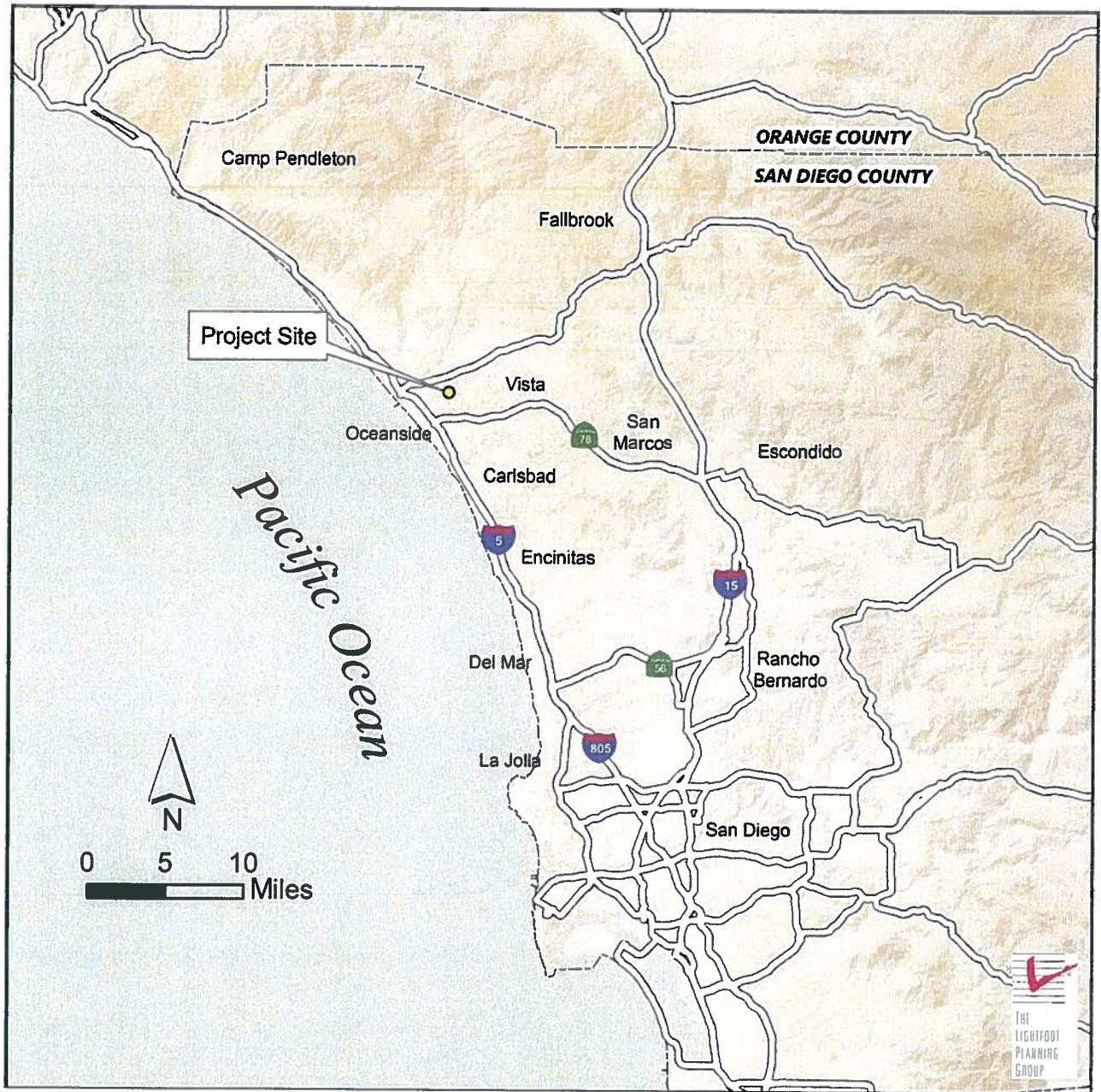


Fig. 1  
Regional Map

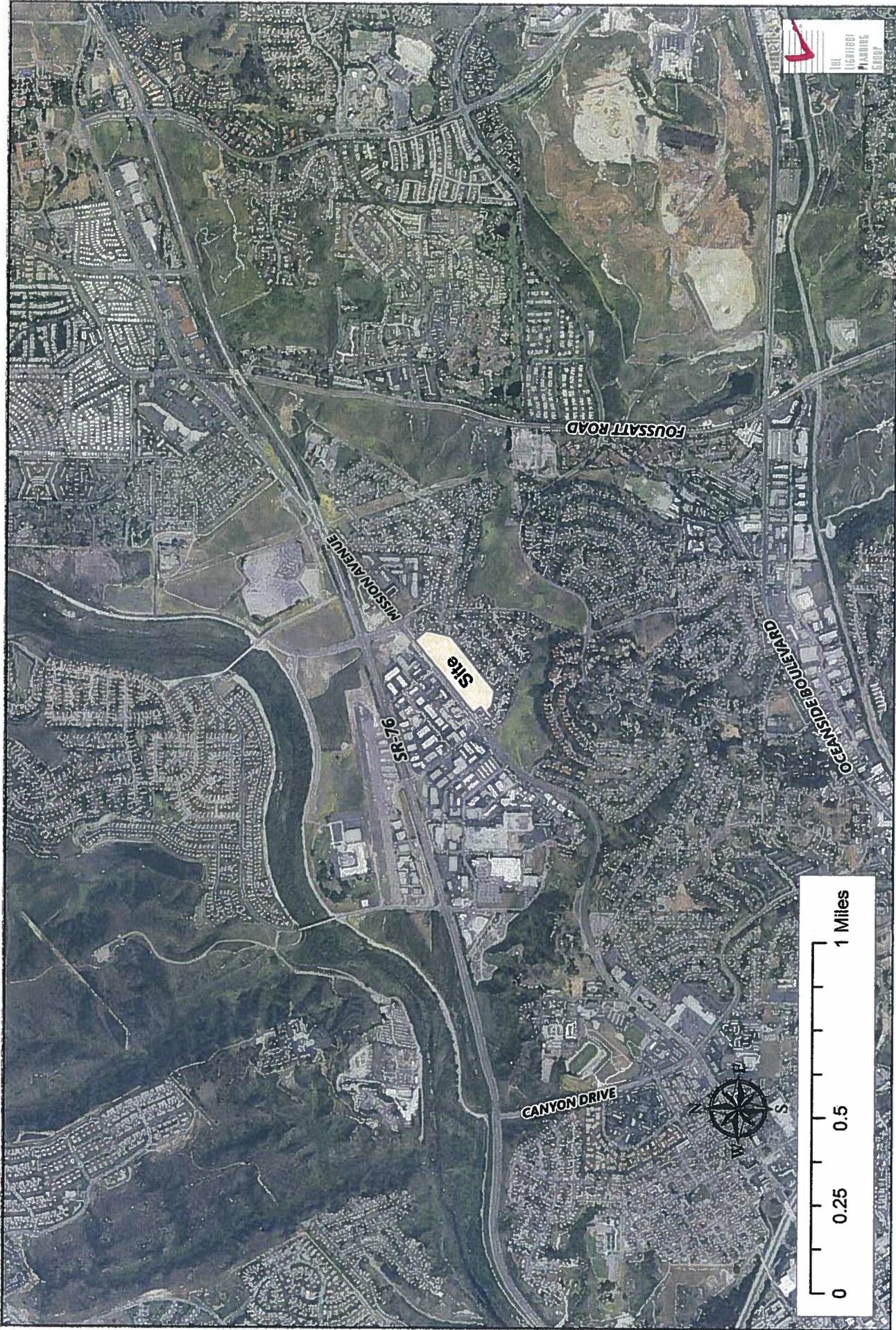
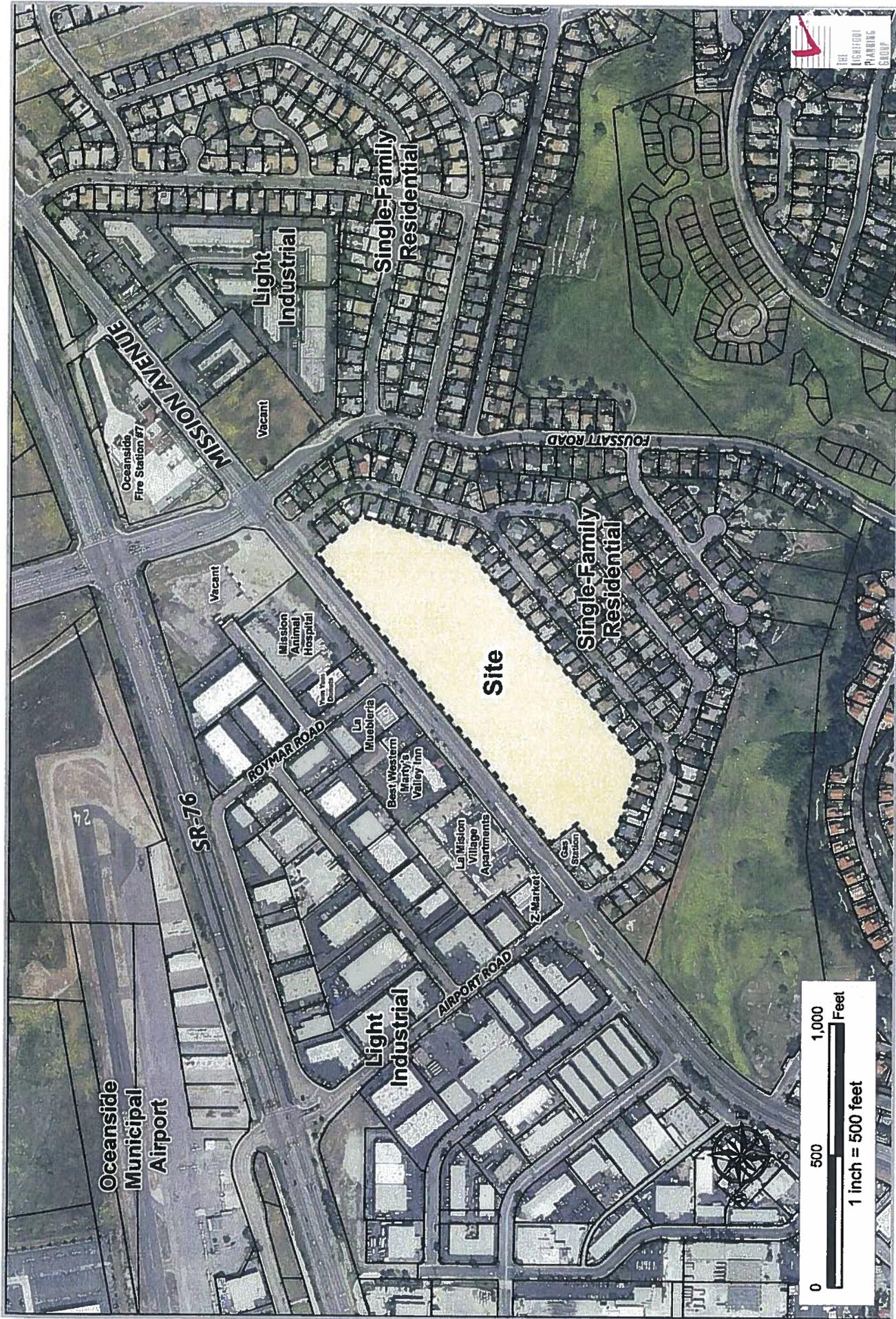


Fig. 2  
Vicinity Map



**Fig. 3**  
**Surrounding Uses**

## **Circulation and Access**

The Mission Avenue location is well served by the existing network of nearby roads and highways. Foussat Road is located to the east, while Airport Road is aligned with Carolyn Circle to the west. Both roads connect to Highway 76 north of the site. Interstate 5 is located approximately two miles to the west, with El Camino Real situated one mile to the east.

Mission Avenue in the vicinity of the project site is currently served by North County Transit District (NCTD) Route 303. Route 303 is a high frequency bus line that extends from the Oceanside Transit Center (in downtown Oceanside) to the Vista Transit Center (at Vista Village Drive & North Santa Fe Avenue), with 30-minute headways for most of every day, including weekends. Five transit stops are currently located along east- and west-bound Mission Avenue within a short walking distance of the site near Airport, Roymar, and Foussat Roads.

The development proposes to add a new transit stop on eastbound Mission Avenue just east of Roymar Road along the project frontage. This transit stop has been designed in coordination with NCTD.

The Route 303 transit line currently provides direct access to the many community services and amenities located along the Mission Avenue corridor. These include commercial shopping districts in downtown Oceanside, at El Camino Real and Douglas Drive, and at College Boulevard; library and post office locations near downtown and at El Camino Real; and various health service providers located along the route.

Through its connection to the Oceanside Transit Center, Route 303 provides direct access to established regional transit options. Regional rail service is provided via the Sprinter, Coaster, Metrolink, and Amtrak lines. A number of bus lines, including Greyhound, also provide service out of the Oceanside Transit Center.

## **Topography and Site Drainage**

The existing site is level with elevations on-site varying from 30 feet (above mean sea level) to 27.5 feet across a distance of approximately 1,550 feet, averaging less than 1% slope. The soils on site are typical of the area, identified as Grangeville fine sandy loam.. The undeveloped site is vegetated with seasonal grasses.

Existing drainage sheet-flows towards the southwestern boundary of the site. This runoff reaches a cross gutter located on Carolyn Circle which conveys flows westerly to a lined ditch and a series of open and closed channels, that lead to the San Luis Rey River.

## **Utility Services**

The vacant site is not connected to any existing utility services, although water, sewer, and electric lines run adjacent to the site with the potential to serve the property. An above ground electric line exists along the site frontage on Mission Avenue. The undergrounding of this line would be required in conjunction with any new development. A six-inch diameter water line and an eight-inch diameter sewer line run along the opposite side of Mission Avenue. Eight-inch water and sewer lines also run along the Carolyn Circle alignment to the west. An 18-inch water main runs nearby along the Foussat Road alignment. Ultimate utility designs will be based on a specific development proposal and requirements of the utility providers.

## **Airport Environs**

The site is located within an area regulated by the Airport Land Use Compatibility Plan (ALUCP) for the Oceanside Municipal Airport. Residential, commercial, mixed uses and uses having “vulnerable” occupants are all considered compatible for development on this site under the ALUCP. The proposed development received a Consistency Determination from the Airport Land Use Commission (San Diego County Regional Airport Authority) in March 2013 noting that the project is conditionally consistent with the Oceanside Municipal Airport ALUCP. The ALUCP also notes that the site is not subject to restrictions due to potential airport noise, but recommends that notification of the airport location be incorporated in future rental agreements on the property.

## **Chapter Three**

# **Land Use & Development Regulations**

The Mission Cove Planned Development Plan is designed to provide regulations that facilitate the development of an affordable housing and mixed-use community on the subject property as outlined by the Vision Plan. This chapter establishes permitted land uses and development regulations intended to produce quality development that complements its surroundings.

Land use designations for the site have been selected to best achieve the residential density and mix of uses anticipated by the Vision Plan. The land use and residential density proposed by this PD Plan is consistent with the proposed General Plan land use designations. The majority of the Mission Cove site is designated for High Density Residential land use, with a smaller area designated General Commercial to accommodate the proposed mixed-use component.

The zoning designation for the entire site will be Planned Development (PD). The PD Plan establishes development and design standards to implement proposed on-site uses. This PD Plan also provides specific criteria for allocation of the density on the site, placing the larger and more intense uses on the site closer to Mission Avenue, and maintaining a more modest scale and intensity of uses adjacent to the existing single-family neighborhood bordering the site on the other three sides.

Development Guidelines were created for the property as part of the Vision Plan. The Guidelines describe the design intent and neighborhood character expected for new development on the property, including residential and commercial design elements. These Guidelines are incorporated into the Mission Cove PD Plan in their entirety as 'Appendix A'.

## **Planning Areas**

The General Plan land use designations separate the site into three distinct areas. For purposes of this PD Plan these areas are also designated as individual Plan Areas, shown on *Figure 3*. The corresponding General Plan and zoning categories for each Plan Area are also listed in *Figure 3*. Proposed development types and appropriate land uses are described for each Plan Area below.

### **Plan Area 1**

Plan Area 1 (PA-1) represents the majority of the development plan area with 12.51 acres. Appropriate uses within this area would include: residential apartment homes within a variety of multi-family buildings; senior or special needs housing (located with convenient access to surrounding amenities, services, and commercial uses); resident administration and support facilities (management offices, resident community rooms, maintenance, etc.). Child care and general day care uses are appropriate within PA-1 as ancillary uses proposed in conjunction with planned residential uses.

Larger scaled buildings shall be situated to the front of the site in PA-1 with structures proximate to the Mission Avenue frontage. This building placement and orientation will help to achieve a dynamic street frontage along Mission Avenue and will result in an appropriate separation of these buildings from the single-family neighborhood to the south.

Buildings proposed in the southern sections of PA-1 shall be reduced in scale and intensity (compared to buildings in the northern section) in order to minimize impacts associated with larger structures (i.e. higher density with more resident activity) on the adjacent single-family residential areas.

Development within PA-1 shall include generous landscape and open space areas around and between proposed buildings and along the site perimeter. These areas should promote active and passive uses, and consist of plazas, courtyards, paseos, walking trails, resident gardens, and similar features.

The underlying land use designation for PA-1 is HD-R, allowing for consideration of appropriately planned multi-family residential uses with a base density of 21 dwelling units per acre.

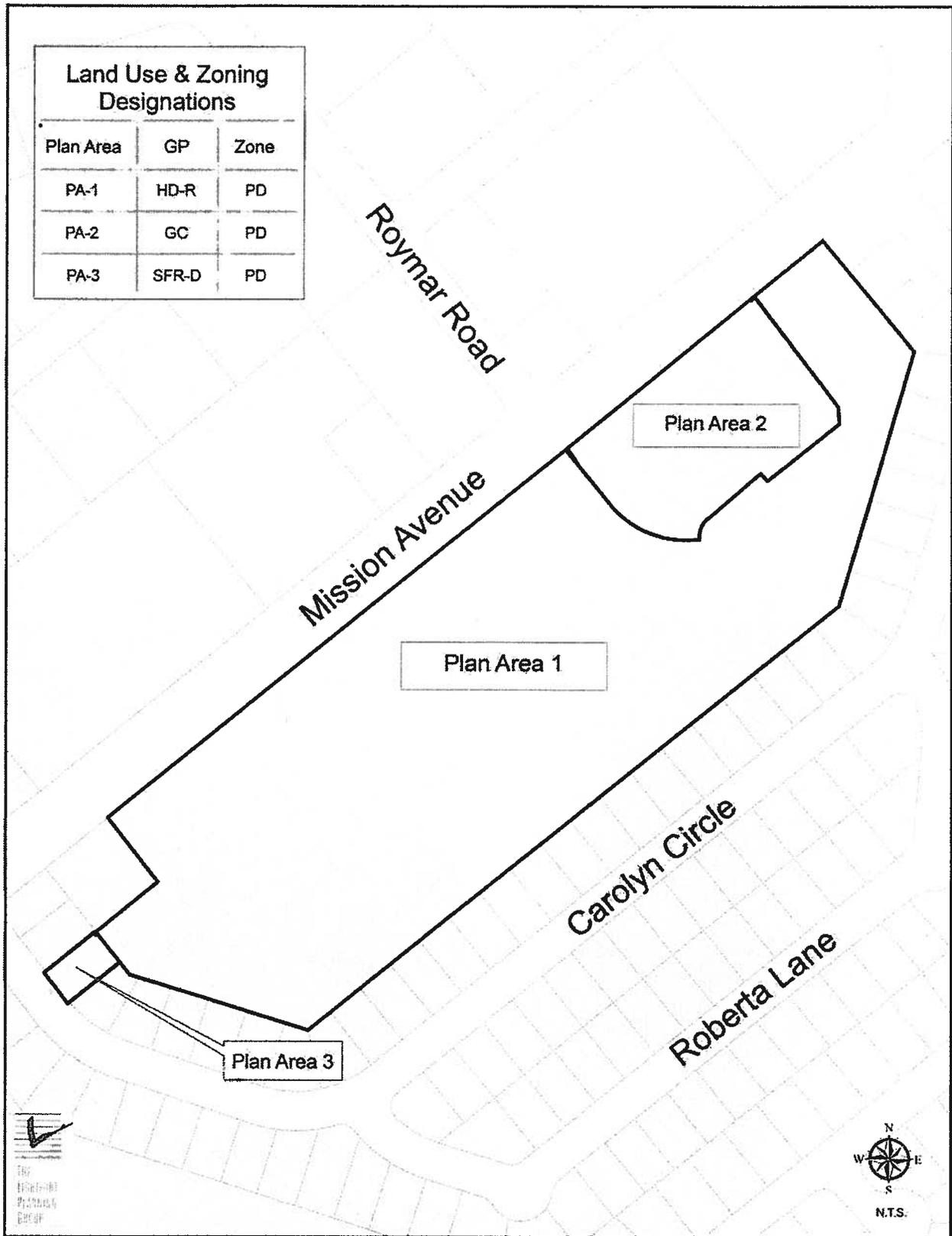


Fig. 3  
Plan Areas

### **Plan Area 2**

Plan Area 2 (PA-2) is a 1.95-acre portion of the property that fronts along Mission Avenue and is located within the eastern half of the overall development site. PA-2 is planned to support a mixed-use component as a part of the overall PD Plan area. Appropriate uses within PA-2 include; residential apartment homes (upper floors only), small-scale retail, service, and office uses. Drive-thru uses and those that generate heavy vehicular traffic are not appropriate for this area.

Commercial uses within PA-2 are intended to blend into the existing mix of commercial and non-residential uses located within this area of Mission Avenue. Buildings within PA-2 should be oriented along the Mission Avenue frontage to the extent possible, with large setbacks from existing neighboring residential uses.

Development within PA-2 should feature appropriately scaled landscape areas and plaza spaces with convenient pedestrian connections to internal site areas and adjacent areas along Mission Avenue.

The underlying land use designation for PA-2 is General Commercial (GC) to allow consideration of a mixed-use component with appropriately planned multi-family residential and low intensity commercial uses. GC is the most restrictive commercial land use category within the General Plan that allows for mixed-use development. A Conditional Use Permit shall be required to consider a mixed-use proposal within PA-2. Maximum residential density within this area shall not exceed 29 dwelling units per acre.

### **Plan Area 3**

Plan Area 3 (PA-3) represents an existing 5,600 square foot (0.13 acres) single-family residential lot located on Carolyn Circle. This lot will be incorporated into the development area and utilized for landscape and site drainage features to support proposed development on the remainder of the PD Plan area. These features are compatible under the existing SFR-D designation of the property, as such, no land use change is proposed on this portion of the site.

### **Permitted Uses**

The allowable uses for each Plan Area are listed in Table 1 on the following page, along with additional regulations and restrictions. These uses are expected to be incorporated as part of future development proposals for the Mission Cove property.

**Table 1  
Permitted Uses**

<b>Plan Area</b>	<b>Permitted Uses</b>	<b>Additional Regulations</b>
<b>1</b>	Multifamily Residential	
	Senior or Special Needs Housing	Allowed as part of a multifamily or group residential use.
	Resident Support Facilities	Management offices, maintenance facilities, resident community rooms, and similar ancillary resident serving uses.
	Child Care (children under 18) & General Day Care (18 and over)	Uses permitted only in conjunction with resident support facilities with approval of a Conditional Use Permit.
<b>2</b>	Multifamily Residential	Uses allowed only above ground floor
	Residential Care, General	Permitted only with approval of a conditional use permit.
	Eating Establishments	No drive-thru / drive-up or alcoholic beverage service permitted.  Outdoor facilities permitted per Section 3020.
	Offices, Business and Professional	Ground Floor Only
	Personal Services	Ground Floor Only
	Retail Sales, Limited	Ground Floor Only
	Travel Services	Ground Floor Only
Mixed-Use Development	A Conditional Use Permit is required in conjunction with a Mixed Use Development Plan.	
<b>3</b>	Landscape and Infrastructure Features	Open space area that includes landscaping, fencing, and infrastructure elements that support proposed development in the remainder of the PD Plan area. These items include water and sewer easements, storm drains, utility easements and similar items.

## **Development Regulations**

This section establishes the development regulations and standards for any future development proposal on the subject property. Development Regulations for the PD Plan area are presented below and in Table 2 on the following page. Certain development standards such as parking and landscape requirements are applicable to the overall property. Due to the potential for multiple buildings and site layouts, regulations for building height, setbacks and other standards are established for individual Plan Areas as presented in Table 2.

Where the PD Plan does not address a particular development standard, the applicable standards of the City of Oceanside Zoning Ordinance shall apply. The standards for the Residential High (RH) zoning district are applicable to Plan Area 1 where the underlying land use is (HD-R). The standards for the General Commercial district (CG) are applicable to Plan Area 2 with the corresponding land use of (GC). The Single Family Residential (RS) standards apply to Plan Area 3 with a land use designation of (SFD-R). If there is a discrepancy between the provisions of the Zoning Ordinance and the regulations set forth in the PD Plan, the PD Plan shall prevail.

### **Site Coverage**

A maximum area of 40% of the entire development site is permitted for coverage by buildings and accessory structures.

### **Usable Open Space**

A minimum area of 400 square feet per dwelling unit shall be required for the total usable open space provided with the development. A minimum of 50% of the total usable open space area requirement shall be in provided as common usable open space located in non-street yard areas, paseos and similar features, common recreation areas, common patios, plazas, courtyards, and garden areas. At least two common active recreation areas, each a minimum of 4,000 square feet in size, shall be provided to meet a portion of the common usable open space requirement. Plazas, resident garden areas, playgrounds, and similar features shall be considered as common active recreation areas.

### **Site Landscaping**

Landscape planting areas shall occupy a minimum of 35% of the entire site area. Landscape plantings shall be focused along street frontages, entry drives, plazas, and courtyard areas. A minimum 15-foot wide landscape area shall be required along the side and rear property boundary adjacent to single family uses. This area shall feature

evergreen trees and shrubs designed to form a dense screening canopy. This area shall also incorporate a six to eight-foot high screening wall, fence, or combination thereof, designed to minimize impacts on the adjacent single-family development. Passive recreation uses, including trails, are appropriate in this area.

**Building Height**

The maximum structure height approved with a discretionary application shall be measured from the finished site grade pursuant to Section 3017.A, Article 30 of the Zoning Ordinance. It is noted that mass site grading will be proposed as necessary to accommodate stormwater drainage requirements. In conjunction with the proposed development plan site finish grades have been raised approximately 3 – 6 feet above existing grades in order to provide building pads that are at least one foot above the historic FEMA base flood elevations.

**Table 2 - Development Regulations**

Applicable to Plan Area	1	2	3
Stories / Height <sup>1</sup>	3 / 40'	3 / 40'	8' <sup>2</sup>
	4 / 50'		
Setbacks from Mission Avenue <sup>3</sup>	10' min.	10' min.	n/a
Setbacks from Adjacent Single Family Use <sup>4</sup>			n/a
One Story <sup>5</sup>	20'	65'	
Two Story	80'	80'	
Three Story	160'	160'	
Four Story	200'	n/a	
Setbacks from Adjacent Commercial Use	40'	n/a	n/a
Building Separation <sup>6</sup>	20' min.	n/a	n/a
Signs	Per Article 33		
Screening of Mechanical Equipment	Per Section 3021		
Refuse Storage Areas	Per Section 3022		
Underground Utilities	Per Section 3023		
Performance Standards	Per Section 3024		
Nonconforming Structures	Per Article 35		

<sup>1</sup>Four story / 50-foot height permitted for buildings with 75 or more dwelling units.

<sup>2</sup> Applies to fence height and associated landscape structures.

<sup>3</sup> Mission Avenue setbacks measured from back of right-of-way.

<sup>4</sup> Setbacks from adjacent property measured from property line.

<sup>5</sup> Includes carports. Trash enclosures may be set back a minimum of 10 feet.

<sup>6</sup> A minimum separation of 10 feet may be permitted for one-story buildings.

## **Parking**

Off-street parking shall be incorporated with any proposed development to best serve the proposed mix of uses on the property. Off-site parking is not permitted to meet the parking requirements established by the PD Plan. Parking shall be provided per the following schedule:

**Table 3  
Parking Regulations**

<b>Use</b>	<b>Required Parking Spaces</b>
Family Residential Apartments	1.5 / two or more bedroom units, including 1 covered space
	2 / three or more bedroom units, including 1 covered space
Senior Housing Apartments*	0.5 / each unit
<b>Mixed Use*</b> Applicable to uses located within the same building	1.5 / one bedroom residential units
	2 / two or more bedroom units
	1 / 250 sq. ft. for commercial, office, restaurant, and similar non-residential uses.
	1 loading space (min. 10' x 20')
Child Care	1 / 7 participants
General Day Care	1 / 7 participants
Guest Parking	20% of total dwelling units
<b>Additional Requirements</b>	
Parking Space Dimensions	8.5' x 18.0' minimum
Drive Aisle Width	28' minimum pavement width
Landscape Areas	Per approved development plan

\*Provision of covered parking spaces is optional for these uses.

## **Transportation Demand Management**

Transportation Demand Management (TDM) refers to a variety of strategies that result in a more efficient use of transportation resources. TDM programs focus on changing or reducing travel demand, particularly at peak commute hours.

TDM is a key component of the San Diego 2050 Regional Transportation Plan and its Sustainable Communities Strategy as a way to ease traffic congestion and reduce air pollution, while improving the commute for thousands of San Diego region residents. iCommute is the TDM program for the San Diego region with programs that include online ridematching services, a regional vanpool program, bicycle encouragement programs, and other transit solutions. Participation by commuters and employers in TDM programs is voluntary in the San

Diego region. (SANDAG white paper “Integrating Transportation Demand Management into the Planning and Development Process”.)

Certain TDM components are already in place for the Mission Cove site that can support vehicle trip reductions. The site is located along NCTD Route 303, a high frequency bus line providing direct access to many community amenities and to established regional transit options. The site is also located within ½ mile of an established park and ride lot located at Mission Avenue and Frontier Drive where carpool and vanpool options are available.

The opportunity exists at this site to encourage alternatives to drive-alone peak period commuting and to reduce overall vehicle trips to and from the property. Development proposed for the Mission Cove site shall incorporate TDM strategies. Project specific TDM strategies may include operational and physical measures such as the following:

#### **Operational Strategies**

- Establish a Transportation Management Coordinator (TMC) for the development. The TMC will develop and administer TDM strategies for the site, while working with NCTD and SANDAG to implement established regional TDM programs. The TMC may be a function of the management and leasing offices for the development.
- Provide residents with a “move-in” packet that outlines transit service information and details ridesharing and special transit programs (i.e. SANDAG iCommute program, NCTD reduced fare programs).
- Develop on-site rideshare, car/van-pool, and shuttle programs for Mission Cove residents, employees, and visitors.
- Subsidize transit costs or provide incentives to encourage use of transit for residents and employees.

#### **Physical Strategies**

- Create development plans that include specific reductions to standard City parking requirements and that utilize shared parking options.
- Develop site designs that incorporate pedestrian friendly streetscapes, enhance pedestrian connections to site surroundings, and provide additional transit stops with pedestrian friendly waiting areas.

The periodic review of such TDM strategies by the TMC will be necessary to evaluate their effectiveness. The TMC may routinely adjust TDM strategies to reflect changing circumstances associated with the site and region.

## **Development Guidelines**

Specific Development Guidelines were created for the Mission Cove site as part of the Vision Plan. These Guidelines are also incorporated into the Mission Cove PD Plan in their entirety as 'Appendix A'. Any new building construction or development within the PD Plan area shall be designed in accordance with these Guidelines.

The Guidelines describe the design intent and neighborhood character expected for new development on the site. They provide direction for the orientation and articulation of buildings, quality senior housing design, and for sustainable and universal project design.

The Guidelines identify Spanish Colonial as the preferred architectural style for the development. This style is appropriate as it embodies California's historic building elements and responds to the cultural significance of the nearby Mission San Luis Rey. The style takes its cues from the simple vernacular used in creating the California mission system in the 1700's.

The main characteristic of the Spanish Colonial style is its simplicity of form. The interrelationship of building massing and scale is important to successful implementation of the style. The style employs simple wall planes complemented by combinations of gable, shed, and parapet roof forms. Arcaded corridors and walkways, arches set on columns, covered entries, and recessed wall openings are common elements integrated into such designs and accent the larger building mass. Internal courtyards, fountain features, and building entries are typically composed around the major axis of a building or complex of buildings.

The Development Guidelines in Appendix A provide additional detail addressing the Spanish Colonial architectural style and its application to the Mission Cove development. Other significant content found in the Development Guidelines includes the following:

- Residential Design Guidelines
- Special Needs / Senior Housing Guidelines
- Commercial Design Guidelines
- Sustainability Guidelines
- Universal Design Guidelines
- Crime Prevention Through Universal Design (CPTED)

## Chapter Four Development Plan

The Mission Cove Planned Development Plan is a document intended to guide the development of specific proposals for the site. The Vision Plan established preferred design and development alternatives intended to result in an affordable housing community that integrates family residential units, senior housing, and a commercial/residential mixed-use component. Prominent landscape and open space areas distributed across the site will enhance these uses. The PD Plan establishes regulations necessary to implement such development.

The Mission Cove Development Plan, as presented by *Figure 4*, has been submitted for consideration by the City of Oceanside in conjunction with this PD Plan. The development plan application presents the proposed site layout and project architecture along with additional information related to aesthetics, building orientation, circulation and parking, landscaping, open space, and drainage.

The plan proposes a total of 288 residential apartment homes within a variety of building types carefully located across the site. The development features family residential apartments, senior apartments, community support facilities, and a mixed-use building that combines residential uses with ground floor commercial/office/retail space.

In general, this plan places larger building scale and more intense uses along the Mission Avenue frontage. Smaller scale buildings, landscape buffers and open space areas are located within the rear half of the site and designed to minimize impacts on adjacent single-family uses.

**Table 4  
Development Plan Summary**

<b>Residential Uses</b>	
Family Residential Apartments	124 units
Family Resident Resource Center Leasing Office / Administration	4,930 sq. ft. 800 sq. ft.
Senior Apartments	138 units
Mixed-Use Family Apartments	26 units
<b>Total</b>	<b>288 units</b>
<b>Non-Residential Uses</b>	
Mixed – Use Commercial / Office	10,435 sq. ft.



Access to the Mission Cove site is proposed solely from Mission Avenue via two private drives; one a signalized intersection at Roymar Road, the other a right-in / right-out only drive located further west. A network of private drives and aisles allow circulation throughout the site and provide for emergency access routes.

A network of walkways, plazas, trails and open space areas provide pedestrian circulation across the property. Internal sidewalks and trails will connect a series of active and passive spaces, and link to the pedestrian walkway paseo system connecting the various residential areas of the site. The pedestrian circulation design includes seating areas and activity nodes intended to facilitate interaction among residents. A five-foot wide decomposed granite trail will connect various amenity and activity nodes across the site. The activity areas and nodes are designed and located to balance passive and active recreation uses. Sidewalk nodes and 'bump-outs' are located at specific locations on site to provide focused and safe pedestrian routes across internal vehicle drives. These nodes are integrated into the overall pathway system that will convey pedestrians throughout the entire site area.

## **Mixed Use Development Plan**

The Mission Cove Mixed Use area is represented by Plan Area 2 (PA-2), a 1.95-acre portion of the property that fronts along Mission Avenue and is located within the eastern half of the overall development site. The underlying land use designation for PA-2 is proposed as General Commercial (GC) which allows for mixed-use development. The Mixed Use Plan proposes a vertical mix of commercial and residential uses within the same building. Neighborhood serving retail, office, service, or similar uses would be located on the ground floor with residential units located above the non-residential space.

The Mission Cove Development Plan submitted in conjunction with this PD Plan presents a specific site plan layout and proposed architecture for the mixed-use development planned within PA-2 and, as such, it serves as the required "Mixed-Use Development Plan". It proposes a vertically integrated plan with uses designed to share parking, traffic circulation, open space areas, and similar site amenities. The Development Plan presents project specifics related to items including; aesthetics, building orientation, circulation and parking, landscaping, and site drainage.

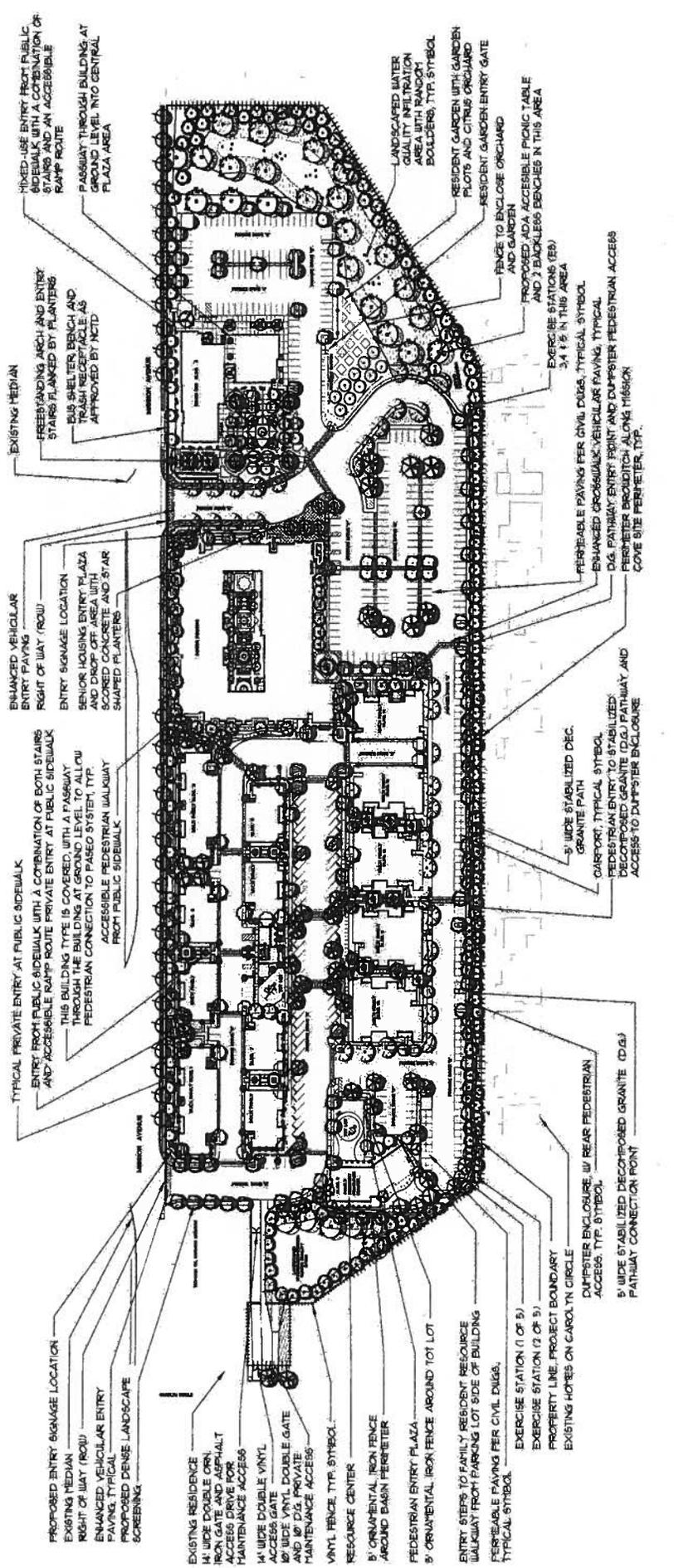
A three-story building (shown as Building #5 on the Development Plan) is planned within PA-2 that will feature a blend of commercial, office, and retail uses on the ground floor with 26 multi-family residential

apartments located on levels two and three. The proposed residential unit density for the mixed-use area is 13.33 dwelling units per acre, well within the allowed maximum of 29 dwelling units per acre as listed in Section 1130(X).

The mixed-use building is designed to create a compatible environment between the proposed residential and non-residential uses – achieved, in part, by the vertical separation between the use areas. The non-residential space is limited to the first level of the building with separate entrances allocated to each potential tenant space, while a private dedicated lobby will provide elevator and stair access to the residential units located on levels two and three.

The PD Plan permits non-residential uses consisting of limited retail, office, small-scale restaurants, and personal services; all intended as community and neighborhood serving uses. The limited scale of the building footprint will help to avoid the development of higher intensity uses in the non-residential space that could be incompatible with the adjacent residential uses.

The first floor commercial spaces are designed to connect to a pedestrian oriented streetscape along Mission Avenue. The building will also open onto a plaza area located to the interior of the site. The plaza will provide a passive open space that can allow for social interaction between residents and visitors. This mixed-use component implements a significant goal identified in the Vision Plan and allows for a development that is consistent with the General Plan and compatible with surrounding residential and commercial uses.



PROPOSED ENTRY SIGNAGE LOCATION  
 EXISTING MEDIAN  
 ENHANCED VEHICULAR ENTRY PAVING, TYPICAL  
 PROPOSED DENSE LANDSCAPE SCREENING  
 EXISTING RESIDENCE  
 14' WIDE DOUBLE ORN. IRON GATE AND ASPHALT ACCESS DRIVE FOR MAINTENANCE ACCESS  
 14' WIDE DOUBLE VINYL ACCESS GATE  
 10' WIDE VINYL DOUBLE GATE AND 10' DGA PRIVATE MAINTENANCE ACCESS  
 VINYL FENCE, TYP. SYMBOL  
 RESOURCE CENTER  
 5' ORNAMENTAL IRON FENCE AROUND BASIN PERIMETER  
 5' ORNAMENTAL IRON FENCE AROUND TOT LOT  
 PEDESTRIAN ENTRY PLAZA  
 ENTRY STEPS TO FAMILY RESIDENT RESOURCE WALKWAY FROM PARKING LOT SIDE OF BUILDING  
 FERREABLE PAVING PER CIVIL DUGS, TYPICAL SYMBOL  
 EXERCISE STATION (1 OF 5)  
 EXERCISE STATION (2 OF 5)  
 PROPERTY LINE, PROJECT BOUNDARY  
 EXISTING HORSES ON CAROLYN CIRCLE  
 DUMPSTER ENCLOSURE W/ REAR PEDESTRIAN ACCESS, TYP. SYMBOL  
 9' WIDE STABILIZED DECOMPOSED GRANITE (D.G.) PATHWAY CONNECTION POINT

TYPICAL PRIVATE ENTRY AT PUBLIC SIDEWALK  
 ENTRY FROM PUBLIC SIDEWALK WITH A COMBINATION OF BOTH STAIRS AND ACCESSIBLE RAMP ROUTE  
 PRIVATE ENTRY AT PUBLIC SIDEWALK  
 THIS BUILDING TYPE IS COVERED WITH A PASSWAY  
 IN THE BUILDING TO LEVEL TO ALLOW PEDESTRIAN CONNECTION TO PAVED SYSTEM, TYP.  
 ACCESSIBLE PEDESTRIAN WALKWAY FROM PUBLIC SIDEWALK  
 ENHANCED VEHICULAR ENTRY PAVING, TYPICAL  
 ENTRY SIGNAGE LOCATION  
 SENIOR HOUSING ENTRY PLAZA AND DROP OFF AREA WITH SCORED CONCRETE AND STAR SHAPED PLANTERS  
 EXISTING MEDIAN  
 FREESTANDING ARCH AND ENTRY STAIRS FLANKED BY PLANTERS  
 BUS SHELTER BENCH AND TRASH RECEPTACLE AS APPROVED BY NCTD  
 PASSWAY THROUGH BUILDING AT GROUND LEVEL INTO CENTRAL FLAZA AREA  
 HIVED USE ENTRY FROM PUBLIC SIDEWALK WITH A COMBINATION OF STAIRS AND AN ACCESSIBLE RAMP ROUTE

LANDSCAPED INTER QUALITY AREA WITH RANDOM BOLDERS, TYP. SYMBOL  
 RESIDENT GARDEN WITH GARDEN PLOTS AND CITRUS ORCHARD  
 RESIDENT GARDEN ENTRY GATE  
 FENCE TO ENCLOSE ORCHARD AND GARDEN  
 PROPOSED ADA ACCESSIBLE PONG TABLE AND 2 BACKLESS BENCHES IN THIS AREA  
 EXERCISE STATIONS (E8) 34 1/2' IN THIS AREA  
 FERREABLE PAVING PER CIVIL DUGS, TYPICAL SYMBOL  
 ENHANCED CROSSWALK, VEHICULAR PAVING, TYPICAL  
 DGA PATHWAY ENTRY POINT AND DUMPSTER PEDESTRIAN ACCESS PERIMETER BROUGHTCH ALONG MISSION COVE SITE PERIMETER, TYP.

9' WIDE STABILIZED DEC. GRANITE PATH  
 PEDESTRIAN ENTRY TO STABILIZED DECOMPOSED GRANITE (D.G.) PATHWAY AND ACCESS TO DUMPSTER ENCLOSURE

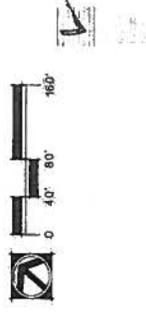


Fig 5

Illustrative Development Plan

## **Appendix A**

### **DEVELOPMENT GUIDELINES**

**Source:**

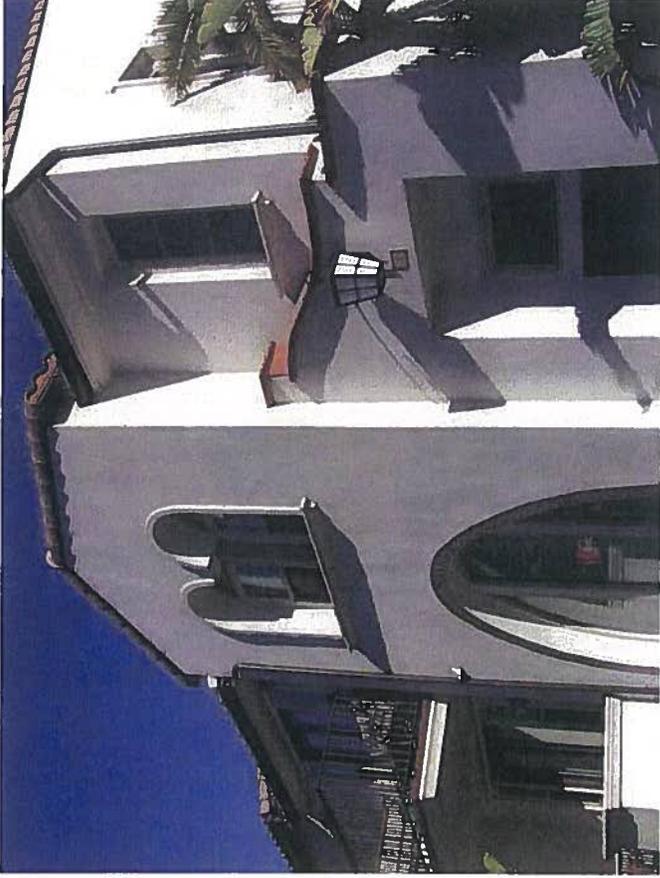
**Mission Avenue Affordable Housing / Mixed-Use  
Development Vision and Strategic Plan (Vision Plan)  
Chapter 5 – Development Guidelines**

**March 2010**

## Development Guidelines

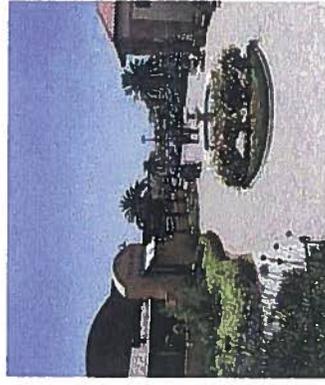
### Chapter Contents

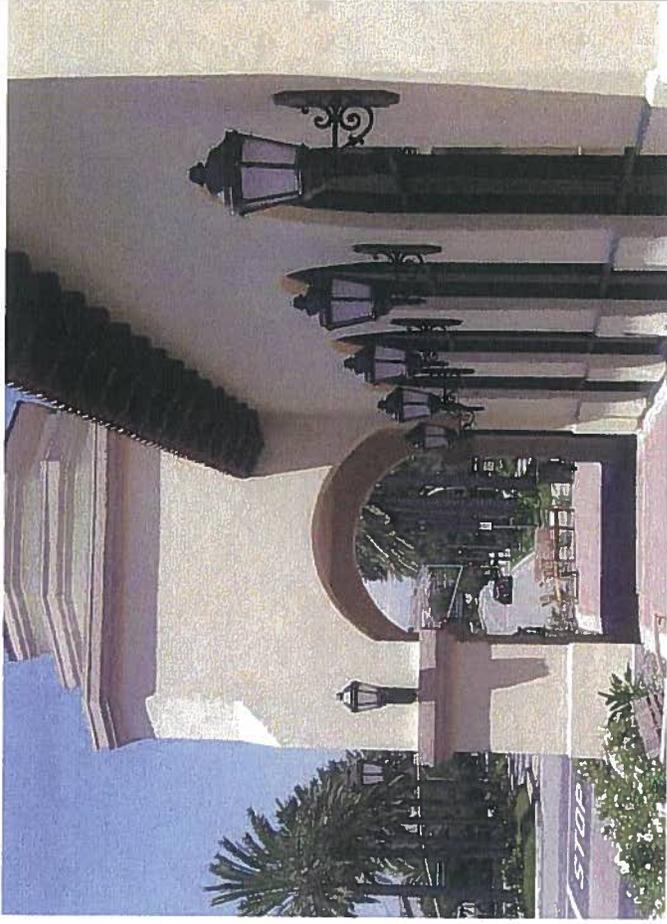
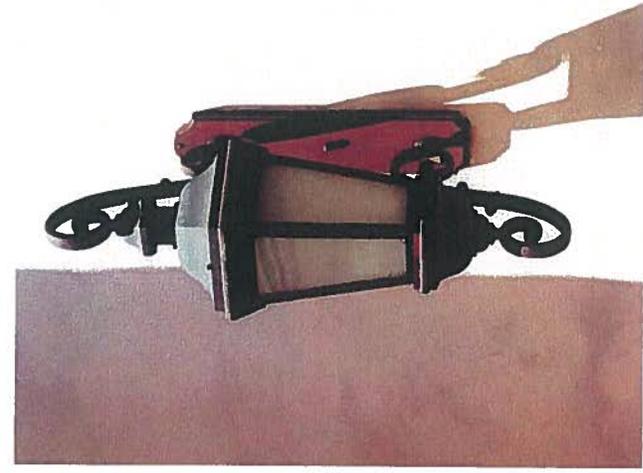
<b>5.1</b>	<b>Development Guidelines Introduction</b>	<b>5-2</b>
<b>5.2</b>	<b>Spanish Colonial Style Architecture</b>	<b>5-3</b>
<b>5.3</b>	<b>Residential Design Guidelines</b>	<b>5-5</b>
<b>5.4</b>	<b>Special Needs Senior Housing Design Guidelines</b>	<b>5-15</b>
<b>5.5</b>	<b>Commercial Design Guidelines</b>	<b>5-19</b>
<b>5.6</b>	<b>Sustainability Guidelines</b>	<b>5-25</b>
<b>5.7</b>	<b>Universal Design Guidelines</b>	<b>5-32</b>
<b>5.8</b>	<b>Crime Prevention Through Environmental Design</b>	<b>5-44</b>



## 5.1 Development Guidelines Introduction

The following design guidelines describe the design intent and neighborhood character for the Project Site. This chapter provides design direction for the orientation and articulation of buildings, senior housing design, sustainable design, and universal design guidelines.

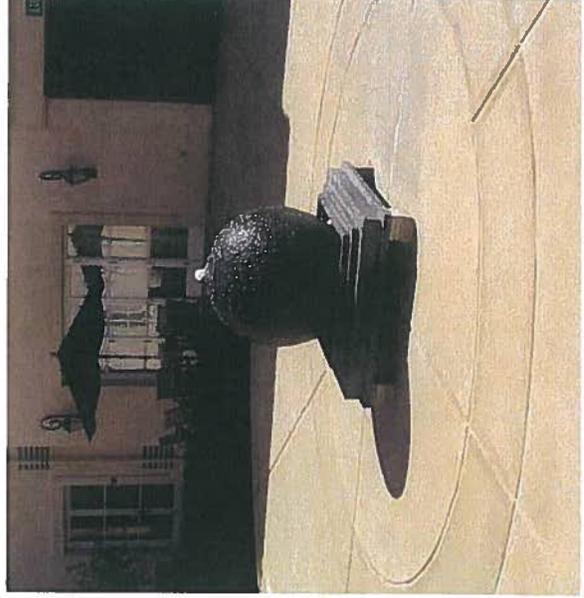


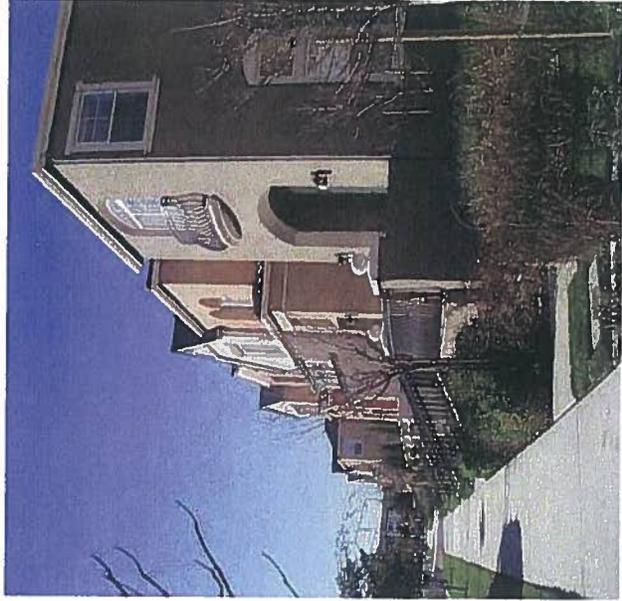
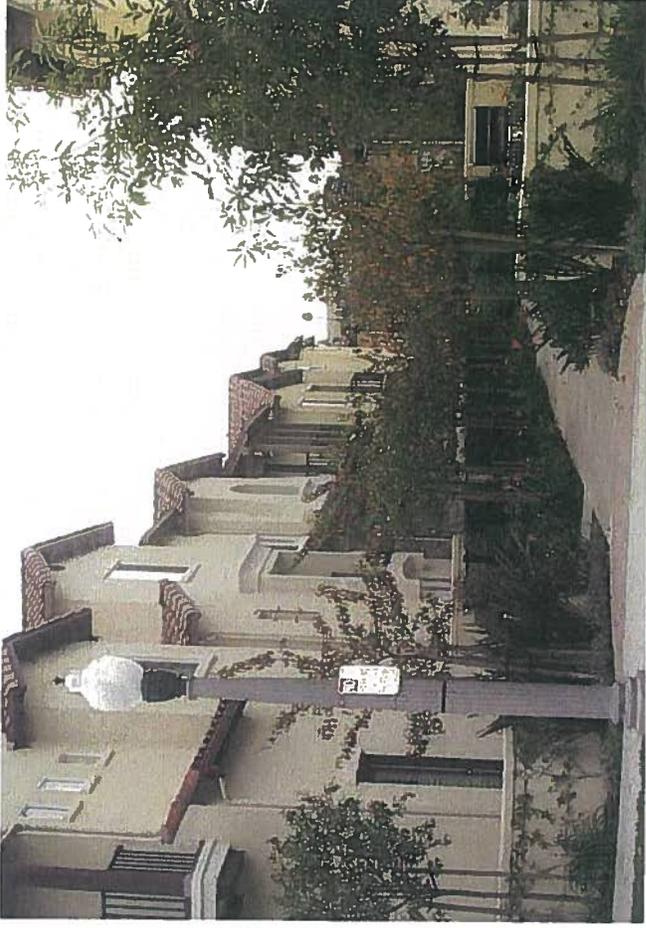


## 5.2 Spanish Colonial Style Architecture

The Spanish colonial architectural style embodies the historic building elements that have helped to create California's landscape and history. Through project public outreach and participation, this architectural style was identified as preferred and is also appropriate considering the nearby San Luis Rey Mission. The mission revival style was in full swing from 1890s through the 1920s and was used to create several public buildings still existing today. They style takes its cues from the simple, but well designed, vernacular used by the mission architects and builders to create the California mission system in the 1700s. The major characteristic of this style is its simplicity to form. This style employs simple wall planes, which are complemented

by a combination of simple, gable, shed, and parapet roof forms. Often verandas or arcades are integrated into the design to create covered walkways and entries. Internal courtyards, fountains, and entries are composed around the major axis of the building or complex of buildings. The massing and scale of elements are important to make the Spanish Colonial style successful. The use of mortar packed, barreled clay tile floors, recessed openings, verandas, accent elements, and colors that have been used for centuries make Spanish Colonial an architectural style that has stood the test of time.





### 5.3 Residential Design Guidelines

These design guidelines provide the foundation to develop a high-quality project. Apartments, “walk-up” town homes, and senior/special needs flats totaling 288 residential units are envisioned to be developed within the project site. A mix of residential units will provide housing to a variety of economic and social demographics.

Residential development within the project site should include desirable design features such as units oriented toward the street, townhomes designed with appropriate massing and scale, varied Spanish Colonial architectural styles, and landscaped parkways between curbs and sidewalks.

This section includes the following guidelines:

- Lot Layout/Site Planning
- Building Form
- Roof Form
- Windows, Doors, and Entries
- Materials and Colors
- Trash and Mechanical Enclosures
- Landscaping and Open Space
- Parking

### 5.3.1 Lot Layout/Site Planning

Residential development within the project site should unify the styles and character of the surrounding community. The location of residential units should be in walking distance to parks, commercial centers, and public facilities.

- a. Residential structures should be designed with a Spanish Colonial architectural style.
- b. A variety of one, two, and three bedroom dwelling units should be provided.

- c. Units should front streets and common open spaces to increase visual surveillance.
- d. The principal vehicular access into a project should be through an entry drive rather than a parking drive. Colored, textured, and permeable paving treatment at entry drives is encouraged.
- e. Each residential development should provide open space with at least 400 square feet per unit, which may be used in a shared open space area.
- f. The site area adjacent to the street should not be dominated with parking. Parking should be concentrated in areas behind buildings, and away from the street when possible.
- g. Pedestrian linkages to nearby neighborhoods and other commercial projects should be provided.
- h. All residential structures shall be located to minimize the distance between parking areas and residential units.
- i. A Construction Management Plan shall be prepared prior to construction and shall provide measures to specifically address potential noise and dust issues.



### 5.3.2 Building Form

The design of residential units should minimize large block housing and encourage porches, articulated entries, and recessed garages to decrease visual dominance along the street.

- a. Multi-family units shall be designed and detailed to correlate with the neighboring single-family detached and/or attached homes, and commercial centers.
- b. A variety of Spanish Colonial architectural elevations can create a vibrant streetscape, allowing for deviation in building heights, massing, setbacks, and floor plans.
- c. Building facades should provide various setbacks utilizing different materials to minimize singular planes on all sides of the building.
- d. Architectural features such as courtyards, verandas, patios, balconies, chimneys, door placement, window proportions, fencing, siding, and color scheme shall be used to compliment the overall building design, site and neighborhood context.
- e. A variety of horizontal and vertical changes in the architectural treatment help reduce monotony of dwelling units.
- f. Orient building to incorporate a relationship between indoor and outdoor spaces.
- g. Attached units can uniquely provide varying architectural style and details as to appear as separate units while still remaining part of the whole building.
- h. Simple, clean, bold projections of stairways should be used to complement the architectural massing and form of multi-family structures. Stairways should be constructed of smooth stucco, plaster, or wood with accent trim of complimentary colors. Thin looking, open metal, prefabricated stairs are discouraged.



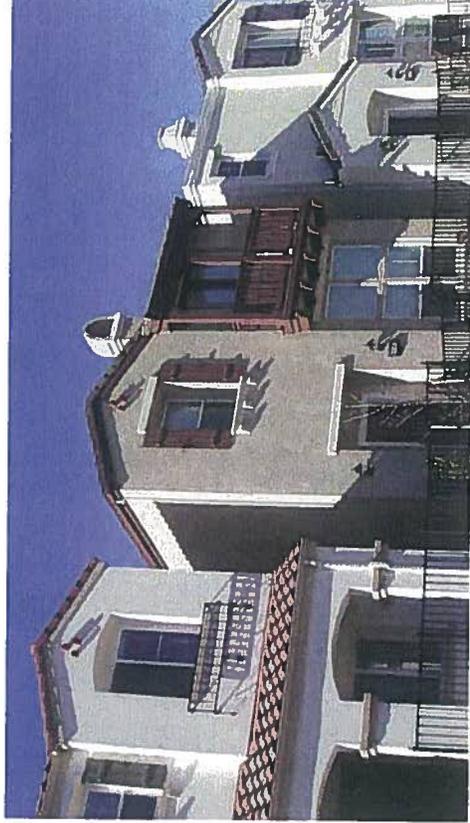
- i. To the extent possible, each unit should be individually recognizable. Methods to break up massing could include:
  - Vary front setbacks within same structure.
  - Stagger and jog unit planes.
  - Design a maximum of two adjacent units with identical wall and roof lines.
  - Vary building orientations to avoid the monotony and long garage door corridors.



### 5.3.3 Roof Form

A variety of roof planes and accent details increases the visual quality and character of a building.

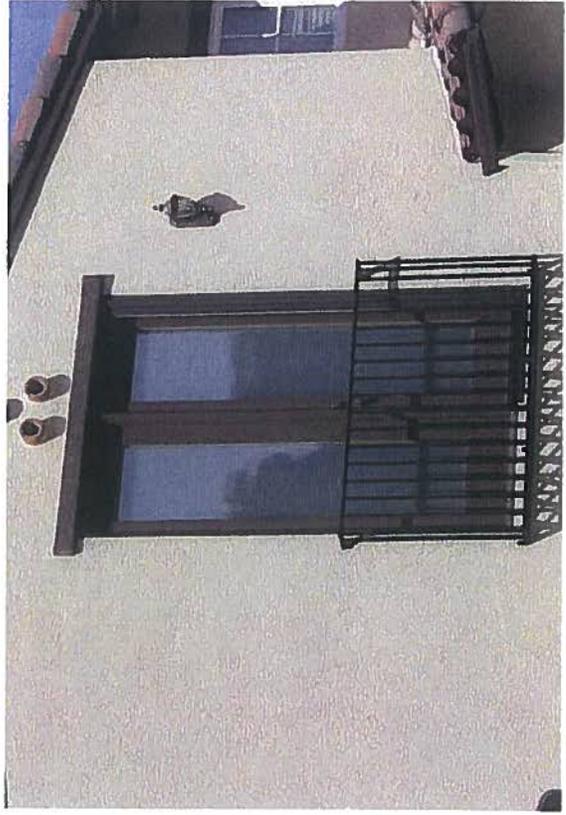
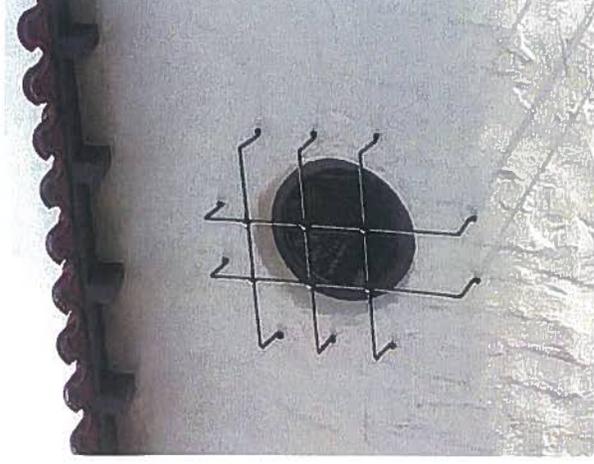
- a. Varied roof pitches, balconies, porches, and overhangs provide visual interest and increase the architectural character of the dwelling unit, while reducing the bulk and size of the structure.
- b. A variety of roof tiles and colors consistent with the architectural style of the home help enhance the diversity and character of the community.
- c. Second and third stories should be set back with a variety of roof lines and pitches throughout the project, including side-gabled, cross-gabled, combined hipped-and-gabled or hipped roofs.
- d. Roofs covering the entire building such as hips and gables are preferred over mansard roofs. Segmented pitched roofs should be applied at the building edge.
- e. Roofing colors shall be soft earth tones to minimize reflective glare and visual impacts.



### 5.3.4 Windows, Doors, Entries, and Lighting

Entries should be enhanced by the architectural style and details of the building.

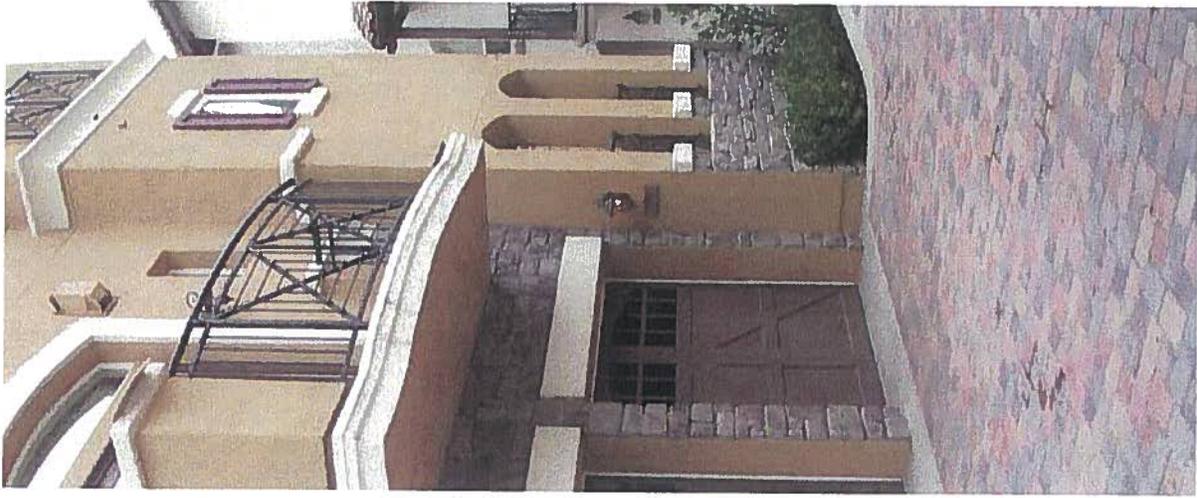
- a. Windows should be articulated with accent trim, sills, kickers, shutters, window flower boxes, balconies, awnings, or trellises authentic to the architectural style of the building.
- b. Shutters should be proportional to the window and complement the architectural style of the building.
- c. Awnings and overhangs may be appropriate for some building styles.
- d. Entries and porches should be inviting and architecturally articulated at a pedestrian scale.
- e. Garage, windows, doors, and porches should complement the architectural style of the building.
- f. During building design, strategic placement of windows should be located to minimize direct views into neighboring yards and windows.
- g. Optimize privacy for adjacent residents through thoughtful placement of windows.
- h. For site lighting, ensure safe paths, shield adjacent homes, and consider solar powered lights.



### 5.3.5 Materials and Colors

A variety of materials and colors help create a consistent style and character for a neighborhood, while accentuating details and key features.

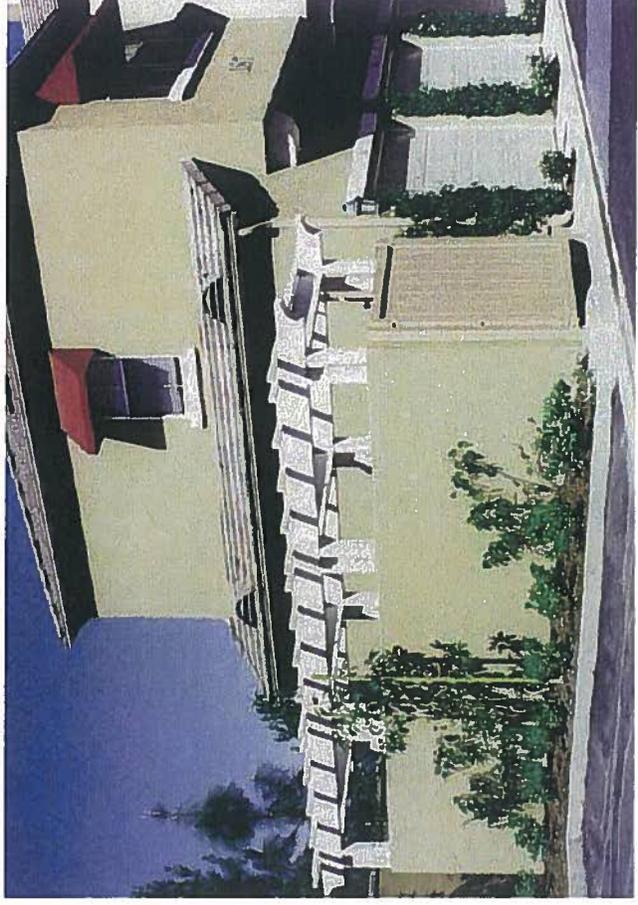
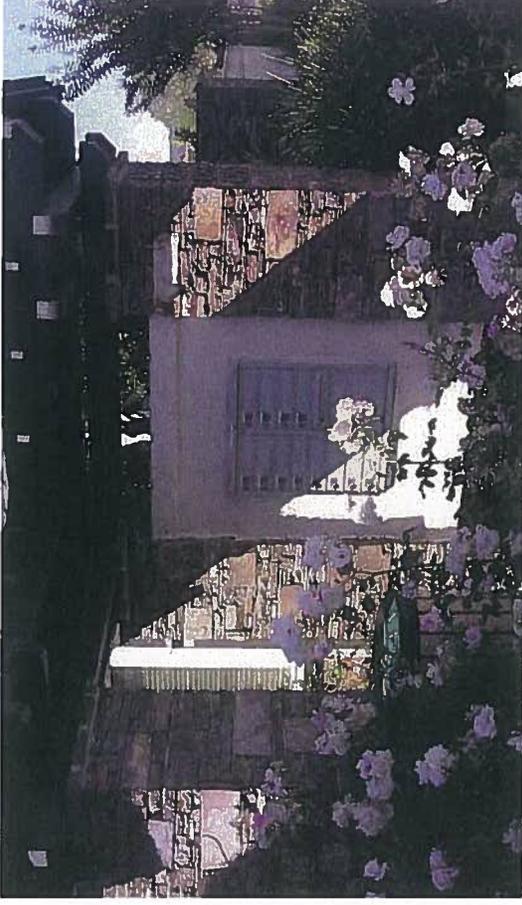
- a. Stone, brick, or stucco finishes enhance the architectural expression of a building, and changes in material should occur at intersecting planes to enhance distinction of the façade.
- b. Heavier and darker materials should be used at the base of the building, allowing lighter materials to remain on top.
- c. Material changes should occur at intersecting planes, preferably at inside corners of changing wall planes or where architectural elements intersect such as a chimney, pilaster, projection, or fence line.
- d. Colors used on exterior facades should be harmonious. Contrasting colors are encouraged to accentuate details such as trim, windows, doors, and key architectural elements.
- e. Simple color schemes involving a maximum of three colors are recommended.
- f. Materials and articulation used on the front façade will be incorporated into the sides and rear facades where visible from a street or paseo.
- g. Exterior wall materials, trim and architectural details shall be provided on all elevations. All elevations exposed to public right-of-way shall be architecturally enhanced.
- h. Coordinate color and finishes on exteriors of all elevations to provide a total continuity of design. Colors should reflect the Spanish Colonial character and theme.



### 5.3.6 Trash, Mechanical Enclosures, Mailboxes, and Storage

Landscaping, screens, or aesthetic walls should minimize impact of trash cans and mechanical enclosures.

- a. Any equipment, whether on the side of structure, or ground, should be screened. The method of screening should be architecturally compatible in terms of materials, color, shape, and size. The screening design should blend with the building design, which may include a continuous screen.
- b. Trash enclosure areas shall be screened by 6-foot high walls constructed of materials consistent with the architectural style of the units. Trash enclosures shall be screened from upper level unit views.
- c. All utility and mechanical equipment shall be screened from view. Roof mounted air conditioners, coolers or antennas are discouraged.
- d. Common mailbox enclosures should be similarly designed in form, materials, and color to the surrounding buildings.
- e. Common mailbox enclosures should be designed similar or complementary in form, material, and color to the surrounding residential buildings.
- f. Mailboxes should be located away from the streetscape.
- g. Adequate secure storage should be provided for each unit.



### 5.3.7 Landscaping and Open Space

It is envisioned that streets within the project site will provide ample shade for residents to enjoy walking to local parks and commercial uses. Each dwelling unit shall have a minimum 400 square foot landscaped area for outdoor living, unless provided in shared open space.

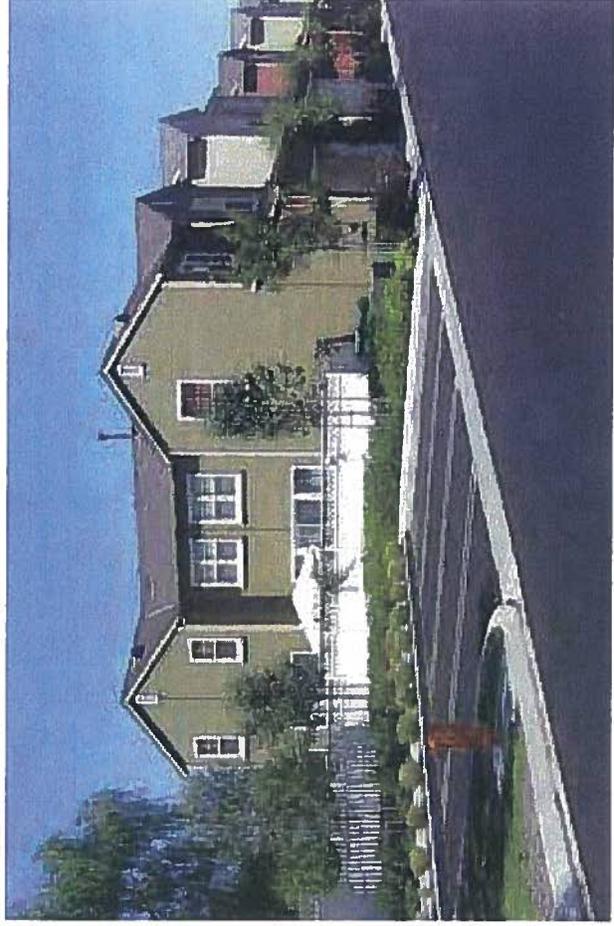
- a. Within the right of way of local streets, a landscaped parkway and street trees shall provide a separation between vehicle and pedestrian circulation patterns.
- b. Buildings and lots shall be oriented to increase accessibility to trails and open space.
- c. Private space should be enclosed with walls, landscaping, fences, trellises, etc., but must be complementary to the architectural style of the building.
- d. Public spaces which require visibility shall use transparent or permeable screens.
- e. Street trees shall be provided along the street edge and along driveways to reduce heat and provide shade for pedestrian thoroughfare.
- f. All community elements must complement the style and character of the neighborhood.
- g. Optimize privacy for adjacent residents through thoughtful placement of landscaping.
- h. Provide a 6 foot to 8 foot high uniform wall treatment along the southern edge of the project and consider anti-graffiti treatments.



### 5.3.8 Parking

Parking shall be provided and generally located behind residential units to maintain the visual appearance of the street character. Appropriate screening shall be provided if parking is in view of the street.

- a. Parking shall be landscaped and screened from adjoining uses and public streets.
- b. Where feasible, parking should be conveniently located in smaller parking areas or parking courts dispersed throughout the site.
- c. Large parking areas should be avoided to decrease their dominance on the landscape.
- d. Parking should be distributed and in close proximity to individual residential units.
- e. Guest and unassigned parking shall be provided.
- f. Ensure adequate parking is provided so there is not overflow into surrounding streets and neighborhoods.

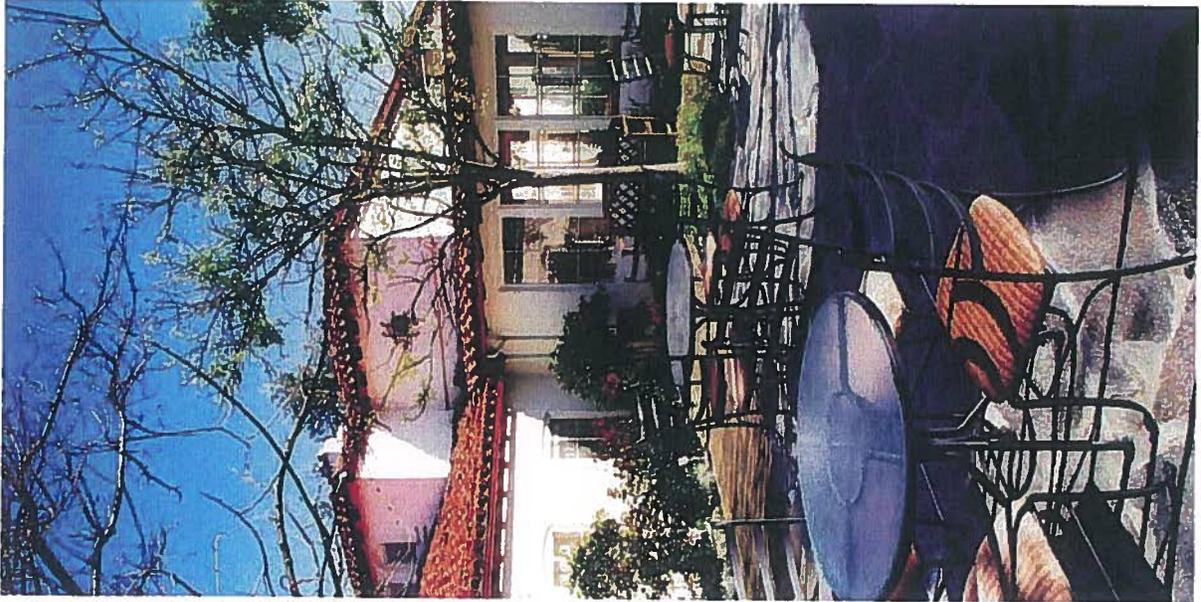


### 5.4 Special Needs Senior Housing Design Guidelines

Special needs/ senior housing projects should preferably be located in an area that provides convenient access (vehicular as well as pedestrian) to community amenities including transit, shopping, services, (including medical), parks and recreation, social, and educational activities. Adjacent and surrounding walking routes in the immediate area should be assessed by the developer to determine if there are any hazards such as non-existent or narrow sidewalks, unmarked crosswalks, inadequate lighting or other environmental factors which could be mitigated (either by the developer and/ or the City) to improve seniors' independence and mobility.

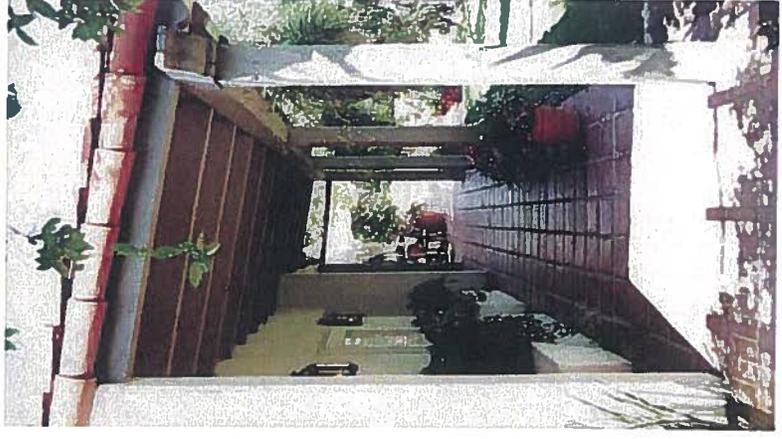
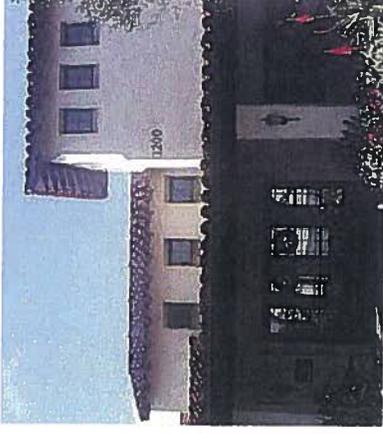
#### 5.4.1 Building Design

- a. The building design should be residential (as opposed to institutional) in character, density and scale, and should be compatible with the surrounding neighborhood.
- b. The building design should be consistent with the goals of accessibility, aging in place, and facilitate community.
- c. The building design should be consistent with all City and applicable design codes.
- d. The project should be designed to emphasize durability and longevity of materials and finishes.
- e. The building design should incorporate "green" features to the extent possible (e.g., solar water heaters, solar energy generation, use of recycled materials, drought tolerant landscape design, etc.).
- f. The landscape design should emphasize aesthetics, safety, low maintenance, and long-term cost efficiency and should be designed to meet urban storm water mandates.
- g. All buildings (including accessory structures, garages, and carports) should be fully fire sprinklered.
- h. Facilities should include fully protected and monitored fire alarm and smoke/heat detection throughout with audible and visual annunciation.



### 5.4.2 Facility Access

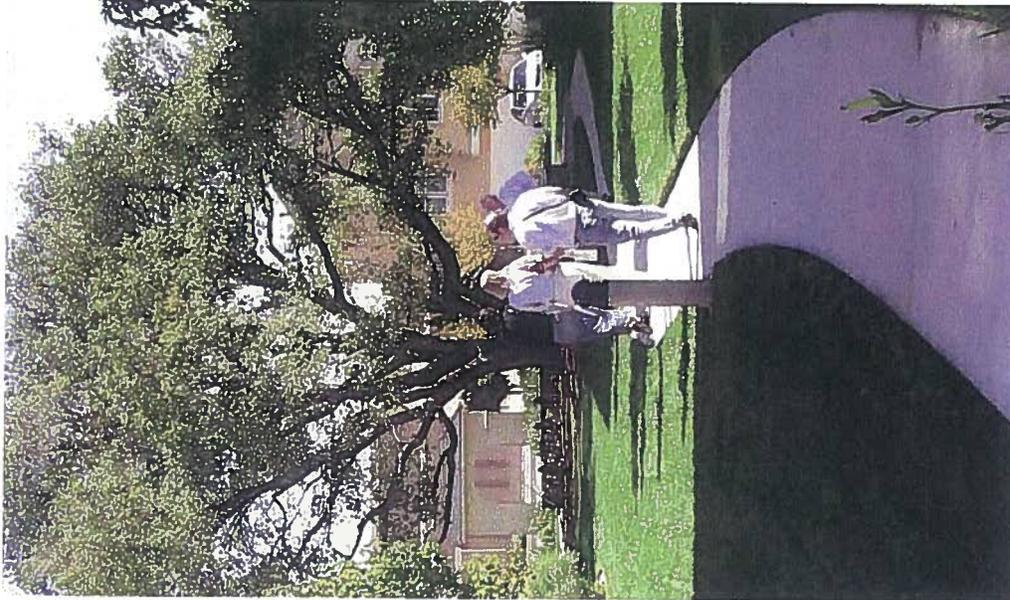
- a. Safe, convenient and comfortable access is required for pedestrian and vehicular circulation between the building (s) and the street. Provisions are to include:
  - 1) Automatic doors at key building entrances with security system including monitoring capacity.
  - 2) Weather protection at entrance to maintain comfort in the lobby and waiting areas at the entrance.
  - 3) Protected access to all units (e.g., via inside corridors, central hallways, or covered walkways).
  - 4) Seating within the building that allows visual surveillance of the entry area so that residents can comfortably wait to be picked up by a car or taxi.
  - 5) A covered portico at the passenger pick-up/drop off area. This area is to be located at or near the front entrance if possible and be able to accommodate paratransit vehicles.
  - 6) A continuous and level (i.e., meeting accessibility standards) walkway, suitable for walking, scooters and wheelchairs, from the building entrance to the public sidewalk. The walkway is to be separated from vehicle circulation, or, as a minimum alternative, be delineated as a defined walkway (for example, with contrasting paving).
  - 7) Lighting along pathways and at the approach and entrance to the building.
  - 8) Designated wheelchair accessible short-term parking near the main building entrance.
  - 9) Wheelchair access near every main building entrance in conformance with ADA requirements.
  - 10) Consideration should be given to providing sufficient covered parking spaces on site to enable covered parking for each resident who has a car (based on City and developer experience).



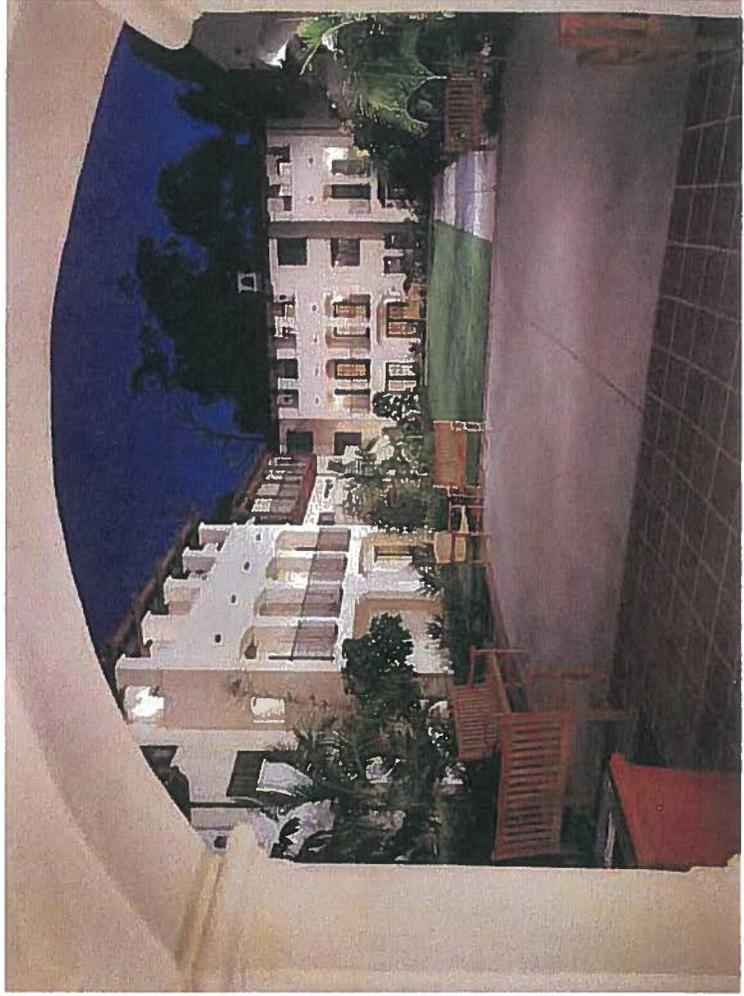
- 11) Stairways should be avoided, and if no other acceptable access is available, a ramp is required adjacent to the stairways, where feasible, to provide suitable alternative access.
- 12) Entry phones and signage should have large-scale buttons and large scale, high contrast lettering and numbering. Entry phones are to be located to facilitate access and use by persons in wheelchairs.

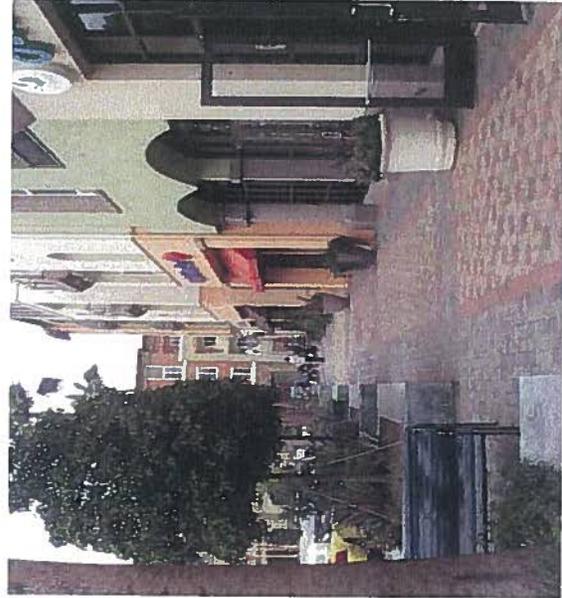
### 5.4.3 Common Areas

- a. Provide common amenity areas, for the use of residents. Amenity areas may include a central meeting area of adequate size to accommodate a majority of residents, sitting rooms and social areas. Other amenities that may be considered include a private dining room for family visits, library, computer room, hair salon, exercise facilities, guest suite, family kitchen, "spa" tub room or other amenities for the use and enjoyment of residents.
- b. Consideration should be given to space for on-site or visiting health care professionals.
- c. Provide single occupancy, wheelchair accessible washrooms in common areas.



- d. Provide common laundry facilities for residents in sufficient quantity to reasonably accommodate the projected resident population.
- e. Adequate, accessible, outdoor landscaped area and patio space is required for residents' access and use. Outdoor amenities may also include space for gardens.
- f. Adequate wheelchair access to the parking area.
- g. Adequate storage space both in private units and common areas (e.g., storage rooms or sheds located near parking and/or elsewhere on site for use by all residents).



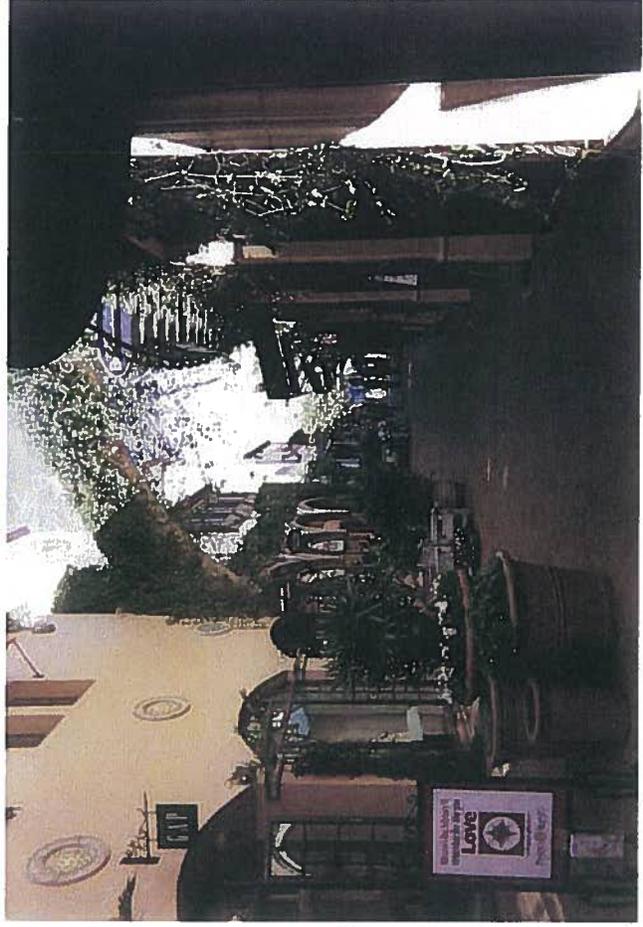
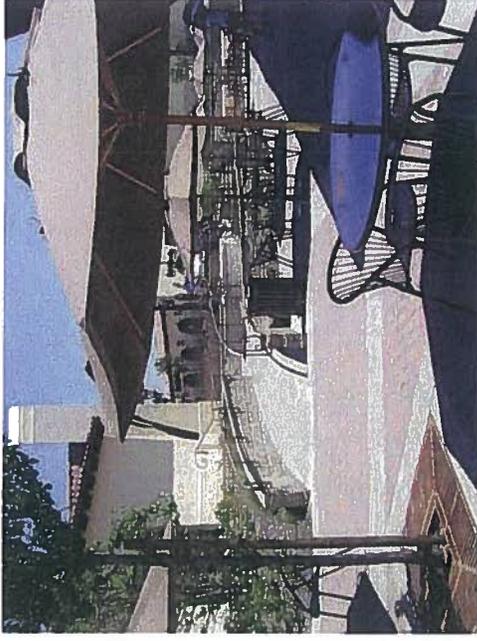


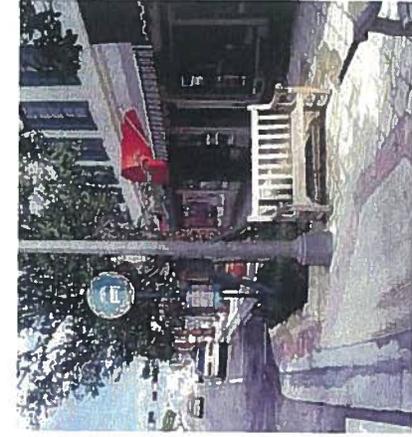
### 5.5 Commercial Design Guidelines

The commercial component of the project area is intended to provide a mix of neighborhood serving uses. The commercial component also provides opportunity for potential healthcare offices or other support services. As the commercial area is to be designed as a pedestrian-oriented destination for the community, a conventional, car-oriented "strip mall" design will not be permitted. Pedestrian scaled buildings with interior parking away from the street and out of view from the surrounding residential community is a preferred design approach.

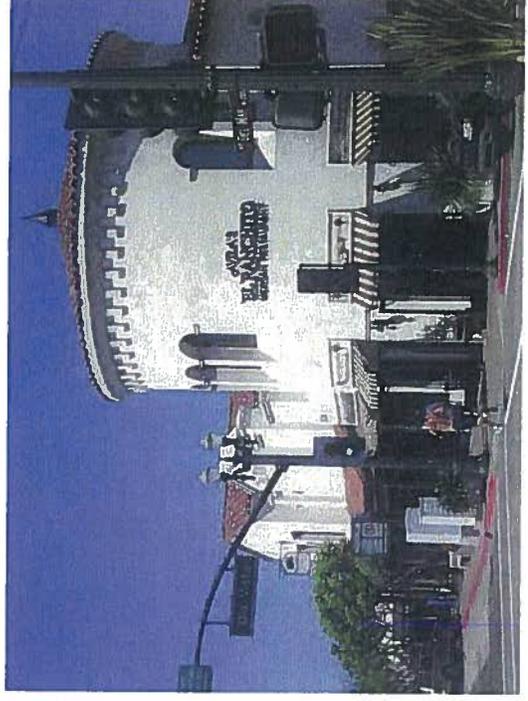
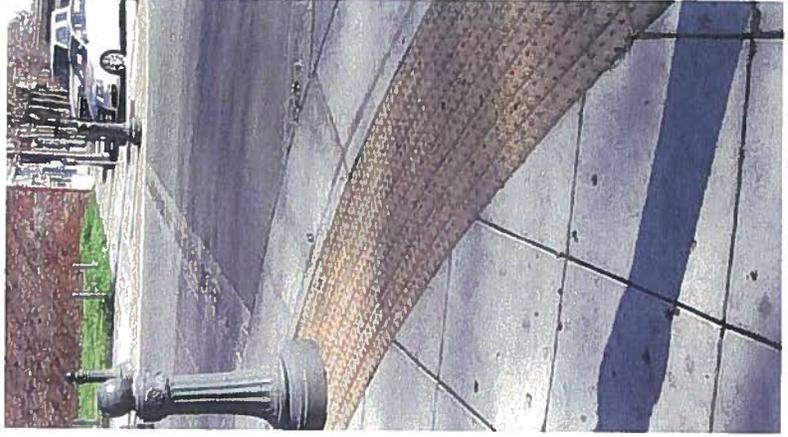
### 5.5.1 Site Planning Design Guidelines

- a. A mixture of neighborhood serving uses is encouraged in the commercial location.
- b. New structures shall be clustered to create plazas or pedestrian malls, and prevent long "barrack-like" rows of structures.
- c. Courtyards, covered walkways and outdoor gathering / eating areas are encouraged to create a personal, intimate atmosphere.
- d. Pedestrian walkways shall be provided throughout the development to create pedestrian scale.
- e. Loading areas should be located at the rear of a site as opposed to the front where it would be difficult to adequately screen them from view.
- f. When residential properties are located directly adjacent to commercial properties, loading and delivery facilities should be screened with mature vegetation.
- g. Parking areas shall be located behind the building or behind a large landscaped buffer when placed adjacent to the street. Parking areas must be landscaped, lighted, and provide for pedestrian circulation.





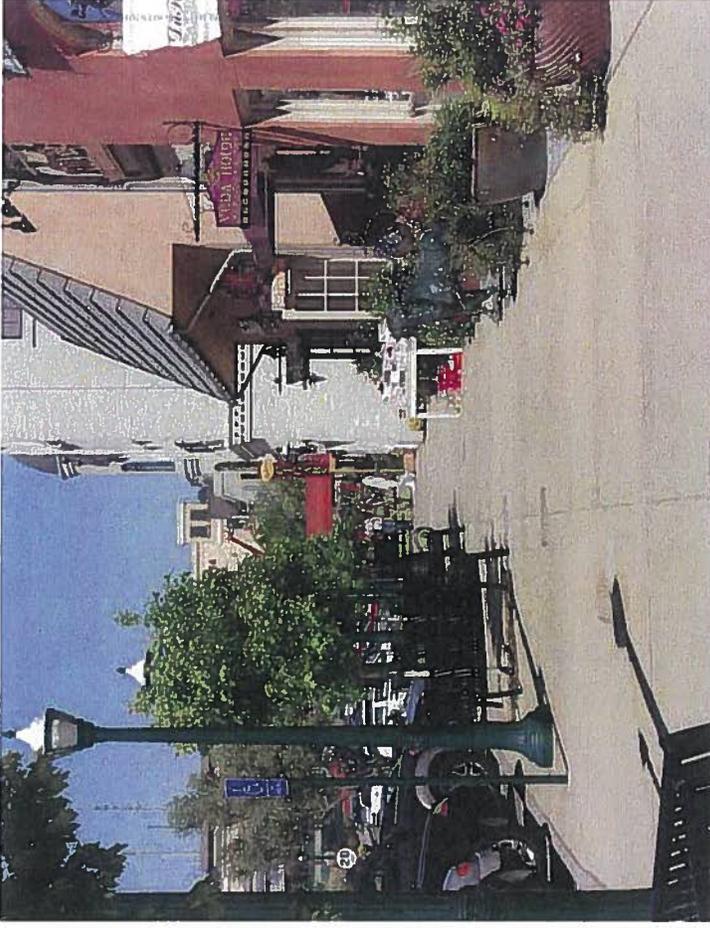
- h. Site design, building orientation and placement shall carefully integrate pedestrian connections to adjoining residential neighborhoods in ways that maximize ease of access and ensure that safety and security of both commercial and residential uses.
- i. Due to the high visibility of corner properties, extra care should be given to building orientation and articulation. Significant buildings with prominent architectural features should be located near corners and intersections whenever possible.
- j. Buildings shall be oriented toward the street.
- k. Plazas, landscape fountains, public art, textured pavement, universally accessible changes in pavement levels, and vertical building features should be combined to create focal points and identity.
- l. Walls, signage, paving, and planting should be incorporated into a well designed entry into the project site to visually link the site entry to the buildings.

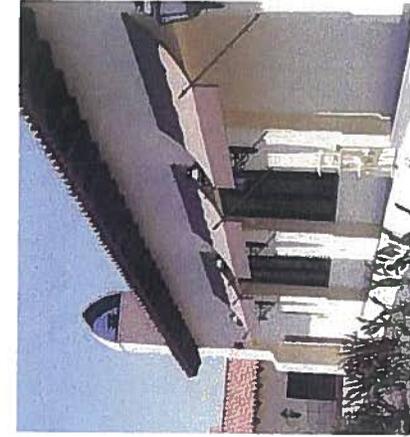


# 5

## 5.5.2 Landscape Design Guidelines

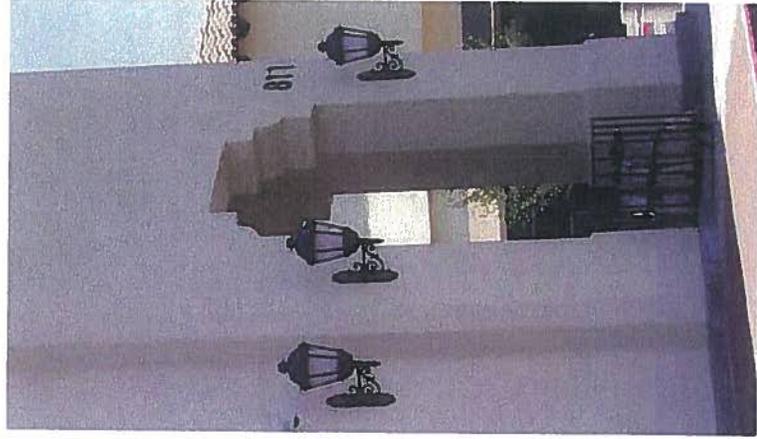
- a. Landscaping should include 15 gallon, 24-inch, and 36-inch box trees; 5 and 15 gallon size shrubs; ground cover, and accent plantings.
- b. Accent planting should be used around entries and key activity hubs.
- c. Planting should be used to screen less desirable areas from public view, i.e., trash enclosures, parking areas, storage areas, loading areas, public utilities, and mechanical equipment.
- d. Entry and edge features such as ornamental landscaping, open space areas, natural and water features, architectural monuments, and enhanced paving should all be considered when designing the project entry.



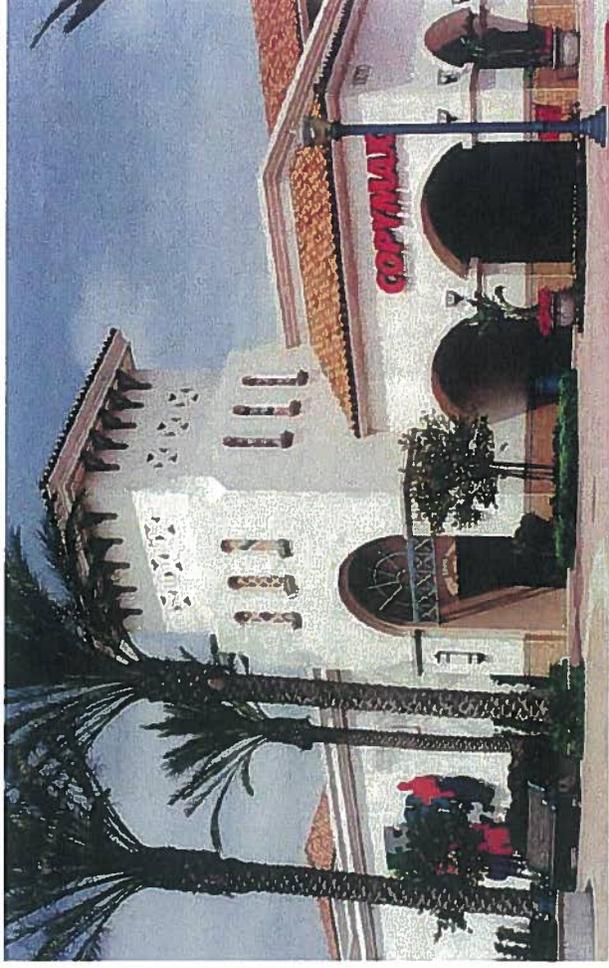
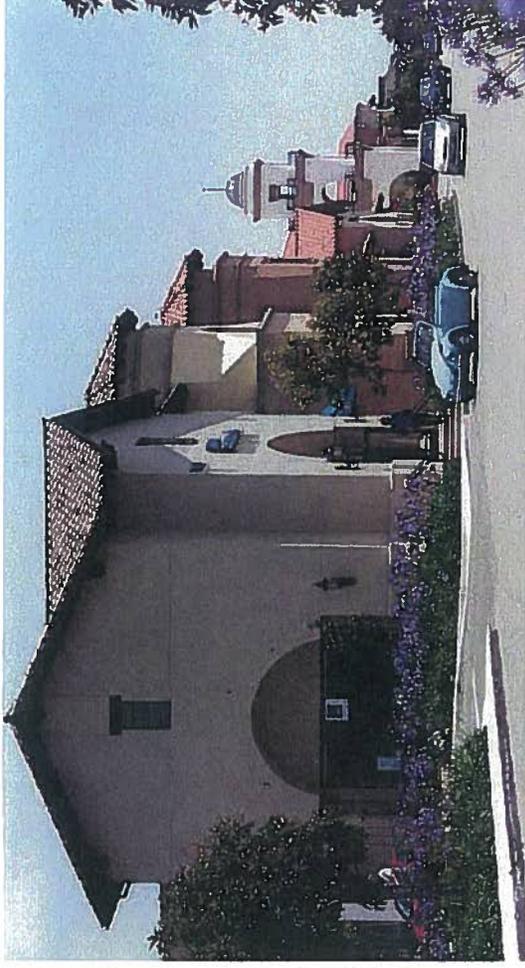


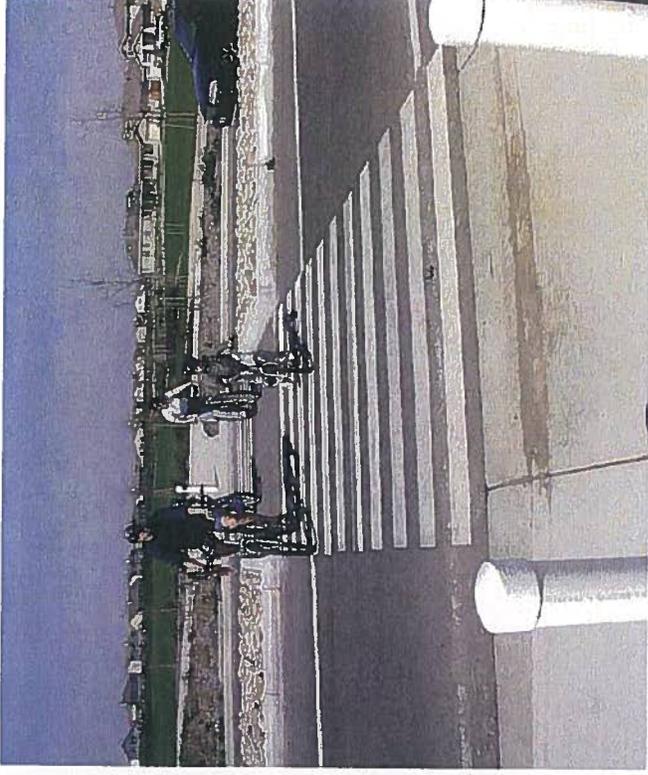
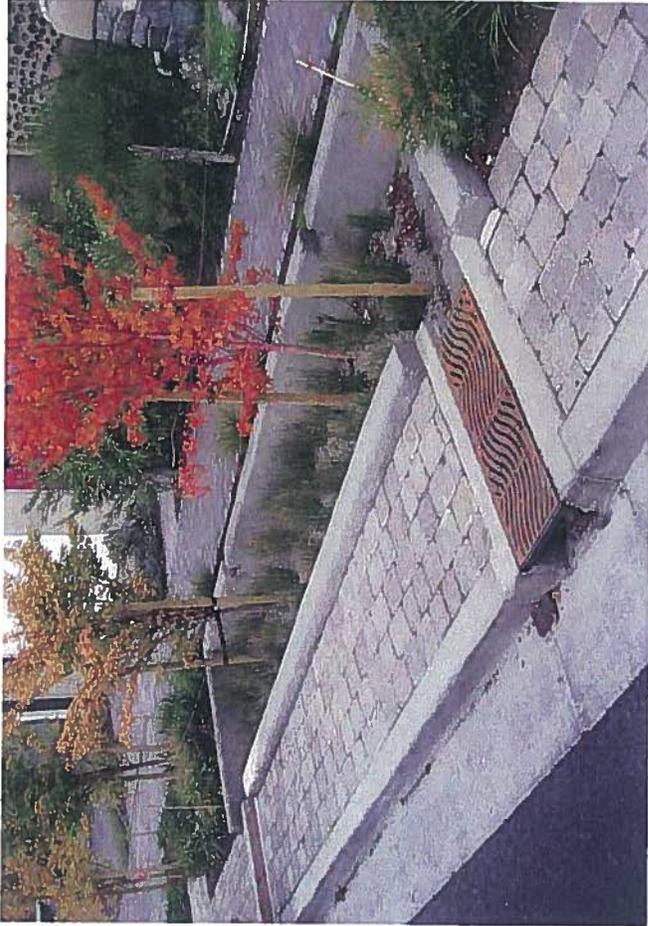
### 5.5.3 Building Design Guidelines

- a. Buildings located on block corners shall be more substantial, larger, taller and more ornate than mid-block buildings. Elements that are reflective of the Spanish Colonial style architectural character should be featured.
- b. Roofing colors shall be soft earth tones to minimize reflective glare and visual impacts.
- c. Elements such as arcades, arbors, and openings shall be incorporated into the design to break-up expansive walls.
- d. Varied roof forms and buildings offsets shall be used to soften to massing effect. Offsets in wall lines reduce the mass of the building wall, accent entry areas, and create architectural interest.
- e. Building scale should be reduced through the proper use of window patterns, structural bays, roof overhangs, siding, awnings moldings, fixtures and other details.
- f. All roof equipment shall be screened from public view. Service areas are to be separate and screened from public areas by the use of walls and landscaping as much as possible.
- g. Trash enclosure shall be screened from view with a combination of landscaping and wall treatments.
- h. Restaurants and cafes should use sides of buildings for outdoor seating.
- i. Large areas of intense light colors should be avoided. Subdued colors usually work best for overall building color while bright or accent colors are typically appropriate for trim, windows, doors, and key architectural elements.



- j. Permanent shading devices such as awnings and canopies on south-facing facades should be incorporated to be aesthetically pleasing, while assisting in cooling the building during the summer months.
- k. All sides of the building shall be architecturally articulated and receive appropriate enhancement through landscape treatments and accent lighting.
- l. Innovative use of night lighting should be used to minimize light and glare (i.e. lighting of footpaths, fountains, and other water elements, landscaping elements and the buildings themselves).
- m. Lighting fixtures should be selected to be architectural compatible with the main structure or theme of the building.
- n. Spot lighting or glare from any site lighting should be shielded from adjacent properties and directed at a specific object or target area. Exposed bulbs should not be used. Cut-off lighting is preferred.





## 5.6 Sustainability Guidelines

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 US 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 New Urbanism. 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 sustainable principles are derived from the LEED ND criteria developed by the USGBC, and were customized to fit the project area. The guidelines in the following sections include more specific objectives aimed at meeting the following criteria.

### Smart Location and Linkage

- Encourage development within and near existing neighborhoods 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 one individual project.
- Minimize erosion to protect habitat and reduce stress on natural water systems.
- Design parking to increase the pedestrian orientation of projects and minimize the adverse environmental effects of parking lots (locate parking lots at the side or rear of buildings leaving building frontages and streetscapes free of parking lots).

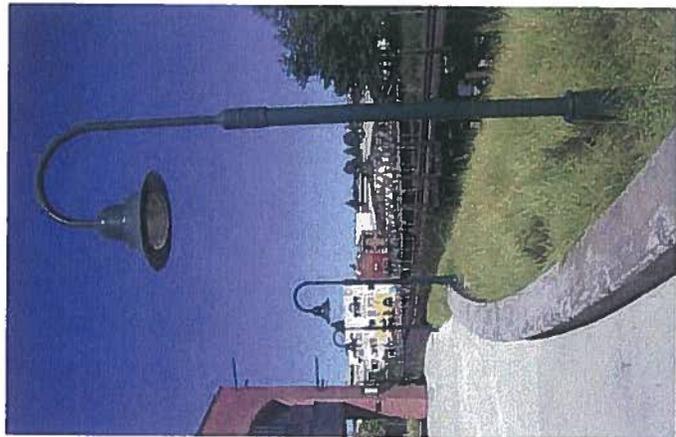
### Neighborhood Pattern and Design

- Incorporate high levels of internal connectivity and connections to surrounding 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.

### Green Construction and Technology

- 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 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 nocturnal environment.





### 5.6.1 Leadership in Energy and Environmental Design (LEED)

LEED is a voluntary, consensus-based, market-driven green building rating system and evaluates environmental performance from a “whole building” perspective. LEED is a self-certifying system and contains prerequisites and credits in five categories. There are four rating levels: Certified, Silver, Gold, and Platinum. The intent of a LEED certified building is to create a great built environment, providing the highest level possible of operational efficiency, as well as comfort and support for building tenants and visitors.

#### LEED Project Requirements

- a. The project shall meet at a minimum the LEED Silver rating, with higher rating levels encouraged.
- b. The project should integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the construction and operation of the built environment.
- c. Sustainability should be incorporated into the earliest design discussions with a sustainable design charrette to kick-off the project to insure that all design and construction team members are familiar with sustainability concepts and basic sustainable building practices. The result shall be utilized to develop a scheme describing the specific approach and method to accomplish achieving a minimum “Silver” LEED rating (with higher ratings sought if possible).

### 5.6.2 Sustainable Site Planning and Design Guidelines

An integral first step in the planning process for the project area was to perform a site survey and constraints analysis to determine the existing conditions of the site. Proximity between the site and surrounding uses, existing drainage patterns, visual corridors, and other specific constraints and opportunities were identified. It was determined to encourage a low impact development, building footprints, location, and orientation should be designed efficiently.

### **Potential Project Environmental Impacts Related to Site Planning**

- Site Disturbance
- Impact to Surrounding Uses
- Storm Water Drainage

### **Guidelines**

- a. Reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation.
- b. Minimize the impact of light pollution through the use and placement of appropriate lighting technology.
- c. Building placement should be sensitive to site topography and should be integrated seamlessly with minimal impact.
- d. Through site and building design, consider the use of building roofs, parking lots, and other horizontal surfaces to convey water to either distribute it into the ground or collect it for reuse.
- e. Site drainage should be designed integrating a decentralized system that distributes storm water across a project site to replenish groundwater supplies. In addition, various devices that filter water and infiltrate water into the ground should be considered.
- f. The project site should be designed to maintain natural storm water flows by promoting infiltration. Techniques and materials such as vegetated roofs, pervious paving, and other measures to minimize impervious surfaces are encouraged. Storm water should be reused for non-potable uses such as landscape irrigation.
- g. Impervious paving should be minimized, increasing on-site infiltration, and reducing or eliminating pollution from storm water runoff and contaminants.
- h. Constructed surfaces on the site should be shaded with landscape features and utilize high-reflectance materials and other materials to reduce the heat absorption of hardscape.

### Specific Measures

- a. The lighting design guidelines of this document (pg. 5-24) are intended to reduce light pollution by using the specified light bulbs and fixtures. In addition, the use of appropriate colors and roof and building materials, also specified in the Design Guidelines, will help reduce the impact from glare.
- b. A site survey was performed early in the planning process to determine the appropriate placement of structures. The layout of the vision plan was designed to reduce the impact on existing drainage patterns, which includes the drainage basin that is integrated into the southern edge of the project area.
- c. Pervious paving materials are encouraged throughout the project area, particularly where special paving is specified at the intersections, crosswalks, and parking areas.

### 5.6.3 Sustainable Building and Streetscape/Landscape Design

The design of the built environment in the project area plays a key role in promoting the sustainable components of the plan. The following principles were developed to guide the construction of buildings in the plan area.

In addition, a soil analysis should be performed to determine the appropriate plant material. The landscape should be designed with native or adapted plants to reduce or eliminate irrigation requirements. Stormwater and/or greywater should be used for irrigation.

#### Potential Project Impact Related to Building Design

- Material and Energy Consumption
- Impact on the City's Water System
- Light Pollution
- Urban Heat Island Effect. Given the inherent nature of the built environment in an urban setting the air temperature in those areas can often be hotter than in surrounding areas. This phenomenon, commonly referred to as the Urban Heat Island Effect, occurs when construction materials commonly used in urban areas, such as concrete and asphalt (generally darker in color), absorb the sun's energy instead of reflecting it back into the atmosphere. This typically causes a change in temperature in the area and leads to higher temperatures. Dark roofs also have a similar effect by heating the air and contribute to the heat island effect by absorbing the sun's energy.

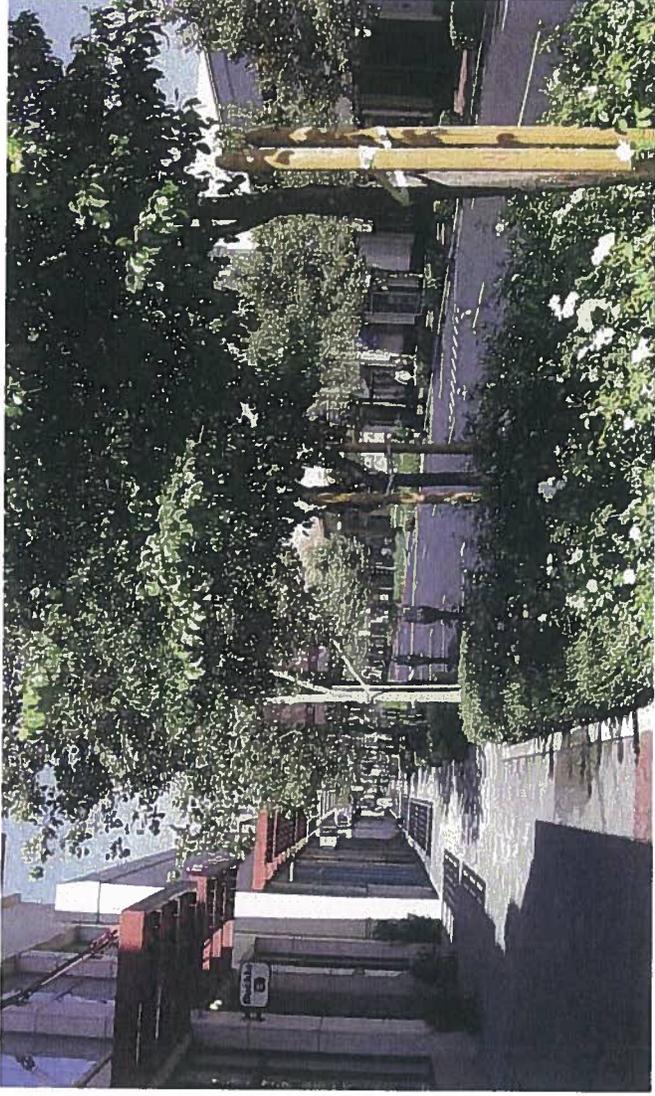


#### Guidelines

- a. Identify opportunities to incorporate salvaged materials into building design and research potential material suppliers. Consider salvaged materials such as beams and posts, flooring, paneling, doors and frames, brick and decorative items.
- b. Consider using rapidly renewable materials such as bamboo, wool, cotton insulation, agrifiber, linoleum, wheatboard, strawboard and cork.
- c. Design buildings to maximize interior daylighting and provide for a connection between

indoor spaces and the outdoors. Strategies to consider include building orientation, exterior and interior permanent shading devices, and high performance glazing.

- d. Limit the use of potable water, or other natural surface or subsurface water resources available on or near the project site, for landscape irrigation.
- e. Drought tolerant landscaping is encouraged. Plant selection should be based on the climate and environment of the area as well as site characteristics such as exposure, light intensity, soil analysis, site drainage, and irrigation. Proper plant selection based on site characteristics should enhance the plants' likelihood of becoming established in the site and reduce potential incidences of low vigor, excessive maintenance, disease, or death. Native species are preferred for natural landscapes.



# 5

## 5.7 Universal Design Guidelines

By definition, Universal Design is the creation of products and environments meant to be usable by all people, to the greatest extent possible, without the need for adaptation or specialization. The intent of Universal Design is to simplify life for everyone by making products, communications and the built environment more usable by as many people as possible at little or no extra cost. Universal Design benefits people of all ages and abilities. This section of the project design guidelines summarizes Universal Design concepts and principles and discusses applicability to the proposed project.

In general, Universal design is the design and composition of an environment so that it may be accessed, understood and used:

- to the greatest possible extent,
- in the most independent and natural manner possible,
- in the widest possible range of situations, and
- without the need for adaptation, modification, assistive devices or specialized solutions, by any persons of any age or size or having any particular physical, sensory, mental health or intellectual ability or disability.

Universal design can be applied to a wide range of disciplines with examples including:

- Smooth ground surfaces of entranceways, without stairs
- Wide interior doors and hallways
- Lever handles for opening doors rather than twisting knobs
- Light switches with large flat panels rather than small toggle switches
- Buttons on control panels that can be distinguished by touch
- Bright and appropriate lighting, particularly task lighting

# 5

- Auditory output redundant with information on visual displays
- Visual output redundant with information in auditory output
- Contrast controls on visual output
- Use of meaningful icons as well as text labels
- Clear lines of sight (to reduce dependence on sound)
- Volume controls on auditory output
- Speed controls on auditory output
- Choice of language on speech output
- Ramp access in swimming pools
- Closed captioning on television networks

The Center for Universal Design is a recognized and respected leader and resource regarding Universal Design. Fundamental Principles of Universal Design were developed by The Center for Universal Design in collaboration with a consortium of universal design researchers and practitioners from across the United States. Funding was provided by The National Institute on Disability and Rehabilitation Research, U.S. Department of Education. The Principles of Universal Design with accompanying guidelines are provided below in accordance with the Center's reproduction standards.

## 5.7.1 The Principles of Universal Design

### **Universal Design:**

The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

The authors, a working group of architects, product designers, engineers and environmental design researchers, collaborated to establish the following Principles of Universal Design to guide a wide range of design disciplines including environments, products, and communications. These seven principles may be applied to evaluate existing designs, guide the design process and educate both designers and consumers about the characteristics of more usable products and environments.

The Principles of Universal Design are presented here, in the following format: name of the principle, intended to be a concise and easily remembered statement of the key concept embodied in the principle; definition of the principle, a brief description of the principle's primary directive for design; and guidelines, a list of the key elements that should be present in a design which adheres to the principle. (Note: all guidelines may not be relevant to all designs.)

### **PRINCIPLE ONE: Equitable Use**

The design is useful and marketable to people with diverse abilities.

- Provide the same means of use for all users: identical whenever possible; equivalent when not.
- Avoid segregating or stigmatizing any users.
- Provisions for privacy, security, and safety should be equally available to all users.
- Make the design appealing to all users.

**PRINCIPLE TWO: Flexibility in Use**

The design accommodates a wide range of individual preferences and abilities.

- Provide choice in methods of use.
- Accommodate right- or left-handed access and use.
- Facilitate the user's accuracy and precision.
- Provide adaptability to the user's pace.

**PRINCIPLE THREE: Simple and Intuitive Use**

Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

- Eliminate unnecessary complexity.
- Be consistent with user expectations and intuition.
- Accommodate a wide range of literacy and language skills.
- Arrange information consistent with its importance.
- Provide effective prompting and feedback during and after task completion.

**PRINCIPLE FOUR: Perceptible Information**

The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

- Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information.
- Provide adequate contrast between essential information and its surroundings.
- Maximize "legibility" of essential information.
- Differentiate elements in ways that can be described (i.e., make it easy to give instructions or directions).
- Provide compatibility with a variety of techniques or devices used by people with sensory limitations.

**PRINCIPLE FIVE: Tolerance for Error**

The design minimizes hazards and the adverse consequences of accidental or unintended actions.

- Arrange elements to minimize hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded.
- Provide warnings of hazards and errors.
- Provide fail safe features.
- Discourage unconscious action in tasks that require vigilance.

**PRINCIPLE SIX: Low Physical Effort**

The design can be used efficiently and comfortably and with a minimum of fatigue.

- Allow user to maintain a neutral body position.
- Use reasonable operating forces.
- Minimize repetitive actions.
- Minimize sustained physical effort.

**PRINCIPLE SEVEN: Size and Space for Approach and Use**

Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

- Provide a clear line of sight to important elements for any seated or standing user.
- Make reach to all components comfortable for any seated or standing user.
- Accommodate variations in hand and grip size.
- Provide adequate space for the use of assistive devices or personal assistance.

## 5.7.2 Project Guidelines

The proposed concept for future development of the site incorporates Universal Design strategies in the site plan development such as:

- Relatively flat grade for the project site.
- Walkway and perimeter trail accessibility
- No stairs or significant elevation changes for common areas.

Project accessibility will of course meet all California Building Code (CBC) including Title 24 and Americans with Disabilities Act (ADA) requirements. The greatest opportunities for creating residences with Universal Design features are anticipated for the garden apartments and senior/special needs project components. However, thoughtful project design for many project-wide components can consider using Universal Design strategies. The U.S. Department of Housing and Urban Development provides references and resources for making homes more comfortable and accessible. Relevant suggestion and recommendations for the proposed project are summarized below. Many elements are building details that would be determined and identified at the construction document level and are generally categorized as follows:

- Entrances
- Doors
- Kitchens
- Bathrooms
- Laundry Areas
- Clothes Closets
- Interior Stairs
- Windows
- Interior Floor Surfaces
- Controls and Signals
- Decks and Patios
- Parking and Walks

Guidance for each of these categories is provided below. Additional resources, details and ideas can be accessed through the U.S. Department of Housing and Urban Development.

### Entrances

- House numbers are easily legible
- Focused lighting at lockset
- Lever handles are easy and convenient for most people
- Abrasive strips reduces risk of slipping on steps or ramps
- Easy to see lighted doorbell button
- Package shelf located near latch side of entrance
- Extended handrails offer stability



### Doors

- Second, lower peep hole in front door increases usability by people who are shorter or seated or children
- Threshold lowered to maximum of ½ inch for swinging doors and ¾ inch for sliding glass doors to provide gentle transitions
- Locks can be operated easily without tight pinching, fine finger manipulation, or twisting of the wrist
- Direction of door swing should optimize maneuvering space on the latch side
- Adjust door closers to lessen door opening force
- Auxiliary handle helps in closing door
- Flooring surface should be non-skid or slip-resistant



## Kitchens

- Lever faucets are used instead of turning knobs
- Knee space under sink improves access for dishwasher and sink for seated user
- Pull-down shelves make high wall cabinet usable
- Revolving and pull-out shelves make difficult reach areas easier to use
- Hanging racks can provide reachable storage
- Side-by-side refrigerator design provides greater accessibility
- Receptacles and switches are located in accessible locations
- Front-mounted controls are provided for the cooking range
- Cabinet hardware provides loop handles versus knob handles
- Shelves installed under high wall cabinets provide additional reachable space

## Bathrooms

- Mirror/medicine cabinet at 40 inches maximum above floor
- Lower towel hooks/bars are easier for people with limited reach and children
- Hand-held shower head
- Reinforcing fro grab bars and handles in shower and toilet areas
- Door swings out to provide extra floor space
- Slip-resistant floor surface
- Door threshold is low or flush to allow the wheels of mobility aids to easily enter
- Provide removable base cabinet under sink
- Consider modifications for toilets, sinks and shower/bathtub doors

## Laundry Areas

- Loop handles on cabinets are easier than conventional knobs
- At least some storage shelves over work counters or appliances are located 48 inches maximum from the floor, pull down shelves are also an option
- Lowered or adjustable work counters are helpful to a wide range of users
- Large print appliance operating instructions are easy for everyone to read
- Front-mounted appliance controls eliminate awkward reaching
- Appliance doors have space to swing back and open wide allowing user access contents
- Front-loading appliances can be set on a platform or storage cabinet to reduce the need for stooping or bending
- Rolling carts provide additional accessible storage space and can be stored in knees spaces under counters or sinks when not in use
- Adequate lighting improves the ease of using appliances

## Clothes Closets

- Light fixture in closet improves the ease of locating items
- Adjustable hanging rod and shelf can be set at any convenient height
- For most people, loop handles on closet doors are easier to use than conventional knobs
- Folding doors, sliders or swinging doors each with its own characteristics can be used depending on the space logistics
- Lowered part-span hanging rod is easy to reach and leaves room for long items
- Swinging, bi-fold hardware increases clear opening, allows doors to swing out of user's way, and eliminates the need for tracks
- Storage closets deeper than 18 inches should have clear openings of 32 inches minimum to provide adequate room for entry and to store and retrieve items

## Interior Stairs

- Handrails are shaped to provide a continuous easily gripped surface
- Rail is set 1.5 inches from the wall to prevent an arm from becoming wedged in between them
- Railings have level extensions to help people with balance and gripping
- An additional lower handrail is easier for children and shorter adults to use
- A handrail extension can turn a corner at the top of stairs
- Railings along both sides of stair give users the choice to use whichever arm is best
- Risers are painted a dark color to contrast with treads making it easier to delineate between them
- Bevels are installed under protruding stair nosings
- Light fixtures in dark stairways improve safety and usability

## Windows

- Sliding, casement or awning windows can be easier to use than single- or double-hung windows
- If single- and double-hung windows must be used, select high quality models with well designed handles and locks
- Avoid window models with recessed locks
- Select slider models with loop, lever or blade handles
- Casement windows are typically the easiest for most people to use, operated by a turn crank
- Windows need to be appropriately located to be fully accessible

### **Interior Floor Surfaces**

- Select carpeting that is dense and tightly woven
- Carpet should have a level or textured loop, or a level cut or level cut/uncut pile texture with a maximum pile thickness of ½ inch
- Securely attached carpet edges without any exposed areas
- “Hard” surface materials should be stable, firm and slip-resistant
- A broom finish on concrete surfaces will improve traction
- Provide smooth transitions between different floor materials
- For ramp surfaces, select a stable, firm and slip-resistant material
- Any floor grills or grates should have ½-inch maximum openings in the direction of travel

### **Controls and Signals**

- Select light switch models that can be operated by a single touch using little force, including rocker, toggle and touch sensitive models
- Light switches should be mounted between 36 inches and 48 inches above the floor surface
- Electrical outlets should be mounted no lower than 15 inches above the floor surface and no higher than 48 inches above the floor surface
- Consider adding additional electrical outlets, use of a quadplex outlet could increase the number of outlets while minimizing installation costs
- Install electrical outlets near telephone jacks, helpful for answering machines, cordless phone bases, and text telephones (TTY’s or TDD’s)
- Thermostat controls should be easy to use and require no pinching, gripping, twisting or fine finger manipulation
- Home alarms should use flashing lights as well as sound to alert residents

## Decks and Patios

- Good overall lighting improves nighttime security and usability of deck and patio area
- Provide focused light for lockset area
- Inserts to sliding door tracks and raised patio level provide a gradual transition from indoors to outside (ideally, the deck or patio surface should be set within ½ inch or less of the interior floor levels)
- Planters and benches can provide patio edge protection
- For usable and access areas provide a slope of 1:20 or less
- Handrails increase the usability of any steps

## Parking and Walks

- Provide accessible aisles, used mainly along parking areas, characterized by level areas of pavement or other hard, compact and slip-resistant surface
- Returned curb ramps should provide a slope of 1:12 or less
- An uneven walkway or path, or one with spaces larger than ½ inch between even surfaces is inappropriate for people who are unsteady on their feet
- Steel trowel, smooth concrete and gravel and dirt surfaces should be avoided, while broom finished concrete, asphalt and brick surfaces can be a good choice
- Provide smooth transitions for changes in elevations and materials
- Edge protection such as gently sloping level earth, benches, planters, railings or curbs provides protection where areas drop away from the walkway
- Bushes and trees that overhang sidewalks, block sunlight or artificial light, or other drop seeds or other debris on walkways should be trimmed regularly or removed
- Mailboxes, lamp posts, or signs near walkways should be placed to minimize overhang or protrusion into walkways (as a general rule, objects that are between 27 inches and 80 inches above the walking surface should not project more than 4 inches onto walks)

# 5

## **Additional Resources**

- American National Standard for Buildings and Facilities – Providing Accessibility and Usability for Physically Handicapped People (ANSI A117.1 1992)
- Uniform Federal Accessibility Standards (UFAS)
- Americans with Disabilities Act Accessibility Guidelines (ADAAG)
- Fair Housing Accessibility Guidelines

## **5.8 Crime Prevention Through Environmental Design**

Crime Prevention Through Environmental Design (CPTED) strategies rely upon the ability to influence offender decisions that precede criminal acts. The four most common built environment strategies are natural surveillance, natural access control, natural territorial reinforcement, and maintenance.

Natural surveillance and access control strategies limit the opportunity for crime. Territorial reinforcement promotes social control through a variety of measures.

### **5.8.1 Natural surveillance**

Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. Potential offenders feel increased scrutiny and limitations on their escape routes.

- Place windows overlooking sidewalks and parking lots.
- Leave window shades open.
- Use passing vehicular traffic as a surveillance asset.

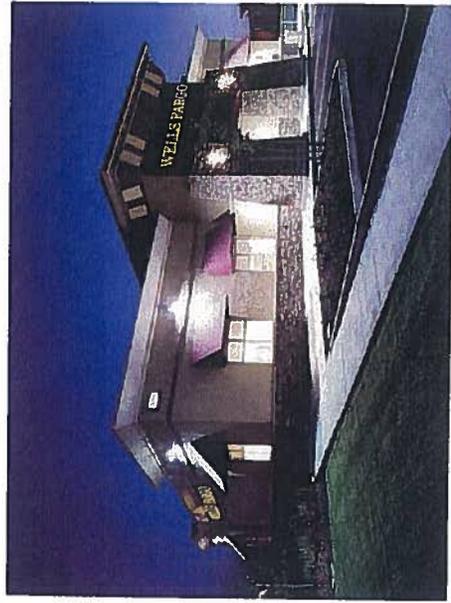


- Create landscape designs that provide surveillance, especially in proximity to designated points of entry and opportunistic points of entry.
- Use the shortest, least sight-limiting fence appropriate for the situation.
- Use transparent weather vestibules at building entrances.
- When creating lighting design, avoid poorly placed lights that create blind-spots for potential observers and miss critical areas. Ensure potential problem areas are well-lit: pathways, stairs, entrances/exits, parking areas, ATMs, phone kiosks, mailboxes, bus stops, children's play areas, recreation areas, pools, laundry rooms, storage areas, dumpster and recycling areas, etc.
- Avoid too-bright security lighting that creates blinding glare and/or deep shadows, hindering the view for potential observers. Eyes adapt to night lighting and have trouble adjusting to severe lighting disparities. Using lower intensity lights often requires more fixtures.
- Use shielded or cut-off luminaires to control glare.
- Place lighting along pathways and other pedestrian-use areas at proper heights for lighting the faces of the people in the space (and to identify the faces of potential attackers).

### 5.8.2 Natural access control

Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. By selectively placing entrances and exits, fencing, lighting and landscape to limit access or control flow, natural access control occurs.

- Use a single, clearly identifiable, point of entry.
- Use structures to divert persons to reception areas.
- Incorporate maze entrances in public restrooms. This avoids the isolation that is produced by an anteroom or double door entry system.
- Use low, thorny bushes beneath ground level windows.
- Eliminate design features that provide access to roofs or upper levels.
- In the front yard, use waist-level, picket-type fencing along residential property lines to control access, encourage surveillance.

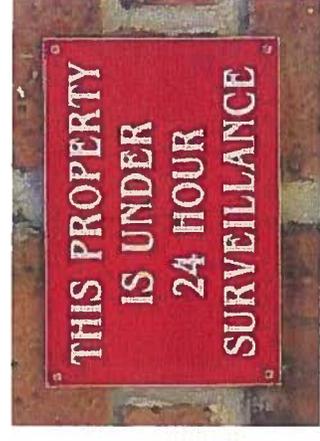


- Use a locking gate between front and backyards.
- Use shoulder-level, open-type fencing along lateral residential property lines between side yards and extending to between back yards. They should be sufficiently unencumbered with landscaping to promote social interaction between neighbors.
- Use substantial, high, closed fencing (for example, masonry) between a backyard and a public alley.

### 5.8.3 Natural territorial reinforcement

Territorial reinforcement promotes social control through increased definition of space and improved proprietary concern. An environment designed to clearly delineate private space does two things. First, it creates a sense of ownership. Owners have a vested interest and are more likely to challenge intruders or report them to the police. Second, the sense of owned space creates an environment where “strangers” or “intruders” stand out and are more easily identified. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. Additionally, these objectives can be achieved by assignment of space to designated users in previously unassigned locations.

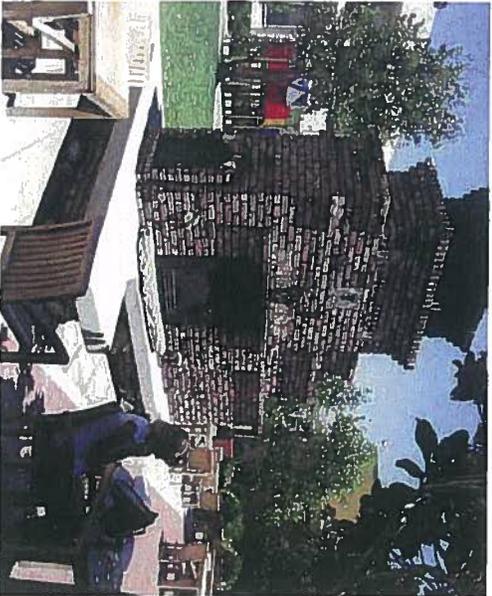
- Maintained premises and landscaping such that it communicates an alert and active presence occupying the space.
- Provide trees in residential areas. Research results indicate that, contrary to traditional views within the law enforcement community, outdoor residential spaces with more trees are seen as significantly more attractive, more safe, and more likely to be used than similar spaces without trees.
- Restrict private activities to defined private areas.
- Display security system signage at access points.
- Avoid cyclone fencing and razor-wire fence topping, as it communicates the absence of a physical presence and a reduced risk of being detected.
- Placing amenities such as seating or refreshments in common areas in a commercial or institutional setting helps to attract larger numbers of desired users.



- Scheduling activities in common areas increases proper use, attracts more people and increases the perception that these areas are controlled.

#### **5.8.4 Maintenance**

Maintenance is an expression of ownership of property. Deterioration indicates less control by the intended users of a site and indicate a greater tolerance of disorder. The Broken Windows Theory is a valuable tool in understanding the importance of maintenance in deterring crime. Broken Windows theory proponents support a zero tolerance approach to property maintenance, observing that the presence of a broken window will entice vandals to break more windows in the vicinity. The sooner broken windows are fixed, the less likely it is that such vandalism will occur in the future.





# Developer Deposit Account ONLY

-100605

ACCEPTED

RECEIVED

MAR 08 2012

CITY OF OCEANSIDE  
DEVELOPMENT SERVICES

BY

RC

## Application for Discretionary Permit

Development Services Department / Planning Division  
(760) 435-3520  
Oceanside Civic Center 300 North Coast Highway  
Oceanside, California 92054-2885

### Please Print Or Type All Information

#### PART I - APPLICANT INFORMATION

1. APPLICANT		2. STATUS		GPA	
A. National Community Renaissance, and		Leasee/Developer		GPA 12-00003	
B. Community Housing Works				MASTER/SP.PLAN PD 12-00001	
3. ADDRESS		4. PHONE / FAX / E-mail		ZONE CH. ZA 12-00003	
A. 9065 Haven Ave, Ste 100, Rho Cucamonga, CA 91730		A. 909-483-2444		TENT. MAP T12-00001	
B. 4305 University Ave, Ste 550, San Diego CA 92105		B. 619-282-6647		PAR. MAP	
5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing)				DEV. PL D12-00006	
The Lightfoot Planning Group attn: Dan Niebaum				C.U.P. CU12-00006	
6. ADDRESS		7. PHONE / FAX / E-mail		VARIANCE " 00007	
5900 Pasteur Ct. Suite 110		(760) 692-1924 phone		COASTAL " 00008	
Carlsbad, CA 92008		danN@lightfootpg.com		O.H.P.A.C.	

#### PART II - PROPERTY DESCRIPTION

8. LOCATION			9. SIZE		
South side of Mission Avenue between Carolyn Circle and Foussat Road.			14.59 gross acres 14.52 net acres		
10. GENERAL PLAN	11. ZONING	12. LAND USE	13. ASSESSOR'S PARCEL NUMBER		
LI - Light Industrial SFD-R - Sgl Fam Resid	IL - Limited Industrial RS - Sngl Fam Resid	Vacant	160-270-12 146-061-03		
14. LATITUDE		15. LONGITUDE			
33° 12' 52"N		117° 20'44"W			

#### PART III - PROJECT DESCRIPTION

16. GENERAL PROJECT DESCRIPTION					
288-unit affordable housing project including 150 family units, 138 senior units, 10,435 sf of commercial mixed use space, with day care programs for children and seniors.					
17. PROPOSED GENERAL PLAN	18. PROPOSED ZONING	19. PROPOSED LAND USE	20. NO. UNITS	21. DENSITY	
HDR - High Density Resid. GC Gen Comm.	PD - Planned Development	Multi-family Residential, Comm Mixed Use	288	19.8 overall	
22. BUILDING SIZE	23. PARKING SPACES	24. % LANDSCAPE	25. % LOT COVERAGE or FAR		
358,088 sf total for all buildings	494 spaces	42.8%	22% lot coverage		

#### PART IV - ATTACHMENTS

<input checked="" type="checkbox"/>	26. DESCRIPTION/JUSTIFICATION	<input checked="" type="checkbox"/>	27. LEGAL DESCRIPTION	<input checked="" type="checkbox"/>	28. TITLE REPORT
<input checked="" type="checkbox"/>	29. NOTIFICATION MAP & LABELS	<input checked="" type="checkbox"/>	30. ENVIRONMENTAL INFO FORM	<input checked="" type="checkbox"/>	31. PLOT PLANS
<input checked="" type="checkbox"/>	32. FLOOR PLANS AND ELEVATIONS		33. CERTIFICATION OF POSTING	<input checked="" type="checkbox"/>	34. OTHER (See attachment for required reports)

#### PART V - SIGNATURES

SIGNATURES FROM ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).

35. APPLICANT OR REPRESENTATIVE (Print):	36. DATE	37. OWNER (Print)	38. DATE
Byro J. Ely	2/22/12	City of Oceanside	2/24/12
Sign:		Sign:	

I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT. FURTHER, I UNDERSTAND THAT SUBMITTING FALSE STATEMENTS OR INFORMATION IN THIS APPLICATION MAY CONSTITUTE FRAUD, PUNISHABLE IN CIVIL AND CRIMINAL PROCEEDINGS.

I HAVE READ AND AGREE TO ABIDE BY THE CITY OF OCEANSIDE DEVELOPMENT SERVICES DEPARTMENT AND ECONOMIC COMMUNITY DEVELOPMENT DEPARTMENT POLICY NO. 2011-01/POLICY AND PROCEDURE FOR DEVELOPMENT DEPOSIT ACCOUNT ADMINISTRATION.

**MISSION COVE  
AFFORDABLE HOUSING / MIXED-USE DEVELOPMENT**

**General Plan Amendment, Zone Amendment,  
Conditional Use Permits, Tentative Map, and Development Plan**

**Description and Justification  
November 2013 (revised)**

This application presents a proposal for an affordable housing and mixed-use development consisting of a General Plan Amendment, Zone Amendment, Conditional Use Permit, Tentative Map, and Development Plan. The development, known as Mission Cove, is proposed on 14.59 acres of City owned property generally located on the south side of Mission Avenue between Foussat Road and the Carolyn Circle / Airport Road alignment. The site encompasses an undeveloped parcel that fronts on Mission Avenue and a single-family residential lot located at 3206 Carolyn Circle (APNs 160-270-12, 146-061-03).

The City of Oceanside Housing Task Force identified this site for potential affordable housing. Subsequently, the City purchased the site and dedicated funding in anticipation of such a development. In 2010, following a substantial community engagement process, the City approved the *Mission Avenue Affordable Housing / Mixed-Use Development Vision and Strategic Plan* (Vision Plan) to present planning, design, and implementation strategies for the site. The Vision Plan identified the preferred development of the site to include a combination of affordable family apartment homes, senior or special needs housing, a commercial/office plaza, a resident community center, pocket parks and active/passive open space.

This application represents implementation of the Vision Plan and proposes an affordable housing community that integrates family apartment units, senior housing, a commercial/residential mixed-use component, with prominent landscape and open space areas throughout the site. A total of 288 family residential and senior apartment homes are proposed. *The Mission Cove Planned Development Plan* (PD Plan) has been developed as a separate document to establish planned land uses, development regulations, and design guidelines for the overall plan area.

The Mission Cove site is located in the northwest portion of Oceanside within the Loma Alta Neighborhood Area approximately one mile east of Interstate 5 and one-half mile south of Highway 76. The San Luis Rey River is approximately one-half mile to the north and the Pacific Ocean is 2.5 miles to the west. The property is surrounded by a variety of land uses including an adjacent single-family residential neighborhood located to the south, east, and west. A gasoline service station is situated directly northwest of the site. A mix of commercial uses is established opposite the site on the north side of Mission Avenue including a small convenience market, animal hospital, and motel. The La Mision Village Apartments are also located directly across Mission Avenue. An area of light industrial uses is established farther to the north extending to Highway 76. The Oceanside Municipal Airport is located nearby on the north side of Highway 76. City Fire Station #7 is also located nearby on the northeast corner of Mission Avenue and Foussat Road.

## **GENERAL PLAN AMENDMENT**

The majority of the property is under a current General Plan designation of Light Industrial (LI) that does not provide for the ultimate residential densities and mixed-use development proposed by the Vision Plan and specified by the PD Plan. A General Plan Amendment is proposed that will designate the property for High Density Residential (HD-R) and General Commercial (GC) land uses to allow for the envisioned residential and mixed-use components. A small portion of the site that fronts onto Carolyn Circle is an existing single-family residential lot designated as Single Family Residential Detached (SFR-D).

## **ZONE AMENDMENT**

The majority of the property is currently designated as Limited Industrial (IL) under the City's Zoning Ordinance. The portion of the site fronting on Carolyn Circle is zoned Single Family Residential (RS). A Zone Amendment is proposed that will designate the entire property as Planned Development (PD). The Mission Cove PD Plan has been developed as the regulatory document that will govern development of the site.

The PD zoning designation was determined to be the most appropriate category to allow for the proposed variety of residential uses and mixed-use components. As the implementing tool for this zoning category, the PD Plan establishes regulations allowing for an appropriately scaled development that realizes the housing density goals of the Vision Plan while minimizing impacts on the surrounding single-family residential neighborhood and implementing design criteria of the Vision Plan.

## **DEVELOPMENT PLAN**

Mission Cove is comprised of fourteen separate buildings on the site that will house the proposed residential and mixed uses, resident support, and administration facilities. Five buildings are oriented directly along the Mission Avenue frontage to create a strong streetscape element for the community, while the remaining buildings are clustered around internal landscape and open space areas. These site areas consist of plazas, courtyards, paseos, walking trails, resident gardens, and tot lots, along with other passive and active elements.

The project features family residential apartments, senior apartments, community support facilities, and a mixed-use building that provides for ground floor commercial/office/retail space with family apartment units above. This plan places the larger scale and more intense uses along the Mission Avenue frontage. Smaller scale buildings, landscape buffers and open space areas are situated within the rear half of the site and designed to minimize impacts on adjacent single-family uses.

A summary of the proposed site development is outlined in Table 1 as follows:

**Table 1  
Development Plan Summary**

<b>Residential Uses</b>	
Family Residential Apartments	124 units
Senior Apartments	138 units
Mixed-Use Family Apartments	26 units
<b>Total</b>	<b>288 units</b>

<b>Non-Residential Uses</b>	
Mixed – Use Commercial / Office	10,435 sq. ft.

**Family Apartment Component**

Significant design revisions are proposed within the family apartment area in response to developer needs, staff comments and storm water requirements. These include design revisions to Buildings 2, 7 & 9; the reconfiguration of Buildings 10, 11 & 12 resulting in the removal of garages; the provision of only two and three-bedroom units within all the family apartment buildings; and reductions in the overall parking provided based on lower minimum parking ratios.

The family residential apartments will be distributed among ten separate multi-family buildings located in the western portion of the site with additional family apartments in the mixed-use building, as discussed below. Four different building designs are proposed that will provide variations in unit count, orientation, height, and garage options. Each structure is designed to provide direct patio entries for first floor units with common stairwell and hallway access for the second and/or third floor units. A limited number of garages will be included in seven out of the ten buildings, with entries designed to face internal areas of the site.

Five ‘walk-up’ apartment buildings will be situated in the northwest portion of the site, with three of the structures oriented directly along the Mission Avenue frontage. The walk-up buildings feature two unique footprints and are designed at a maximum height of three stories & 40 feet (33’ to eaves; 40’ to peak of roof). Buildings 2, 7 & 9 represent the larger of the two building designs and will feature ground floor ‘paseos’ that will allow for additional views and enhanced pedestrian connections into the project site. Buildings 1 & 3 are slightly shorter in length and front directly on Mission Avenue.

Five smaller ‘courtyard’ apartment buildings are proposed in the southern portion of the site. The courtyard buildings also feature two unique footprints designed at a maximum height of only two stories. Buildings 10, 11 & 12 will not house garages and are designed to a maximum height of 26 feet (18’ to eaves; 26’ to peak of roof). Buildings 13 & 14 will house individual enclosed garages areas and are designed to a maximum height of 29 feet (22’ to eaves; 29’ to the peak of roof).

In order to reduce potential impacts on the adjacent single-family residential uses, careful consideration has been taken in the proposed location and orientation of these apartment buildings on the site. The larger three-story buildings are situated near the Mission Avenue frontage and set back over 190 feet from the nearest single-family residence. The courtyard buildings are

stepped down to a maximum two-story height and are reduced in scale. These apartment buildings are aligned on a north-south access to minimize exposure of the building mass to the adjacent single-family homes. They are set back over 80 feet from southern property boundary.

A Family Resident Resource Center is proposed to be located in the southwest portion of the site within the family apartment area. The facility will contain administrative space, a computer lab, kitchen, an after school room, and child day care room. The 4,930 square-foot single-story building will feature an architectural entry tower element and covered loggias along its exterior.

A 1,128 square-foot leasing office will be centrally located within the family apartment area. This single-story building will house administrative office space and a maintenance/storage room. The central mailbox bank for the family units will also be located adjacent to this building.

### **Mixed-Use Component**

A three-story "L" shaped mixed-use building is proposed on a 1.95-acre portion of the property fronting along Mission Avenue within the eastern half of the site. The underlying land use designation is proposed as General Commercial (GC) to allow for the mixed-use development component combining multi-family residential units and low intensity commercial uses.

The building is designed to accommodate a blend of commercial, office, and/or retail uses on the ground floor with a total of 26 one-bedroom family apartments located on levels two and three. The building represents a vertically integrated plan with uses designed to share parking, traffic circulation, open space areas, and similar site amenities. The building is designed at a maximum height of 40 feet and is set back over 160 feet from the nearest single-family uses.

### **Senior Housing Component**

The senior housing component of Mission Cove will consist of a single three- and four-story building situated along the Mission Avenue frontage near the midpoint of the site boundary. The facility will accommodate 138 senior apartments including studios, one, and two-bedroom units. The facility will dedicate 20% of the apartments for special needs residents, with at least half of those units designated for homeless veterans.

The building is organized around a large central courtyard space. Additional resident amenities include lounges and outdoor patios, a community room, craft areas, and a computer/tech room. The seniors' building will also house necessary support services including administrative and leasing offices, mail, laundry, and maintenance areas. Approximately 1,000 square feet of first floor space within the building is also dedicated for the operation of an Adult Day Care program, with additional shared space to accommodate program needs.

The senior housing structure is the largest building proposed on the site and is oriented accordingly. Although the building rises to a maximum height of 50 feet, this is only to the top ridge of an architectural tower feature integrated above the main entry. The north (Mission Avenue) and east wings of the building are designed to a height of four stories (41.5' to eaves & 47' to ridge), while the south and west wings are limited to three stories (31' to eaves & 38' to ridge). The building is set back over 200 feet from the southern property line and adjacent single-

family residences. The position of the smaller scale two-story apartment buildings and additional landscape areas proposed on site will act to transition building scale between the senior facility and single-family uses.

The overall building data for Mission Cove is presented as follows:

**Table 2  
Mission Cove  
Building Summary**

Building Type	Building Height	Unit Mix				Total	Garage Spaces <sup>1</sup>
		Studio	1 BR	2 BR	3 BR		
<b>Walk-up Apartments #1</b>							
Building 2	40' / 3 stry			6	10	16	10
Building 7	40' / 3 stry			6	10	16	10
Building 9	40' / 3 stry			6	10	16	10
<b>Walk-up Apartments #2</b>							
Building 1	40' / 3 stry			10	6	16	8
Building 3	40' / 3 stry			10	6	16	8
<b>Courtyard Apartments #1</b>							
Building 10	29' / 2 stry			6	4	10	0
Building 11	29' / 2 stry			6	4	10	0
Building 12	29' / 2 stry			6	4	10	0
<b>Courtyard Apartments #2</b>							
Building 13	29' / 2 stry			4	3	7	7
Building 14	29' / 2 stry			4	3	7	7
<b>Family Resident Resource Center</b>	29' / 1 stry						
<b>Leasing Office</b>	12' / 1 stry						
<b>Mixed-Use Building</b> Includes 10,435 sf of non-residential space	40' / 3 stry		26			26	-
<b>Family Apartment Sub-total</b>			26	64	60	<b>150</b>	
<b>Senior Housing</b>	50' / 4 stry	28	104	6		138	-
<b>Senior Apartment Sub-total</b>						<b>138</b>	
<b>Dwelling Unit Totals</b>		28	130	70	60	<b>288</b>	<b>60</b>

<sup>1</sup> - 68 Carports are provided in addition to garages to meet a portion of the covered parking standard. A total of 128 covered spaces are provided to serve the Family Apartment area.

### **Site Coverage and Density**

The PD Plan permits a maximum site coverage amount of 40% for buildings and structures. The current project design results in a site coverage amount of only 23.8%. The proposed residential unit density for the overall development is 19.8du/acre. The PD Plan establishes separate densities for the project based on the proposed underlying General Plan land use designation. The mixed-use area is designated as (GC) and proposes a density of 13.3 dwelling units per acre, well within the allowed maximum of 29 du/acre permitted by the PD Plan. The existing single-family lot on Carolyn Circle is 5,600 square feet (0.13 acres) in size and will remain designated (SFD-R) providing for landscape and storm drainage features. The remainder of the site area is designated as (HD-R) for the family residential and senior apartments with a density of 20.9 du/acre, consistent with the base density of 21 du/acre established by the PD Plan.

### **Architecture**

Implementing the design goals of the Vision Plan, Mission Cove will prominently feature the Spanish Colonial architectural style with a particular focus on building scale and articulation. Although various facade types are proposed throughout the development, similar architectural elements and design features will be incorporated across the multiple building types for a coordinated design and sense of place. The specific orientation of the buildings and coordinated use of multiple design materials will help to create varied and interesting street scenes within the site and along its edges. Design elements and building materials will include concrete tile roofs, covered entryways, recessed windows, decorative window surrounds, metal gate elements, decorative metal grilles, wood rafter tails, and decorative ceramic tile. Other features incorporated into the architecture and site design include large courtyards and patio spaces, low pitched tile roofs, arcaded corridors, arches, and curved gables and tower elements. The project articulation is intended to provide interesting visual elements from all vantage points.

### **Relationship to Vision Plan**

The Vision Plan describes planning principals and a preliminary vision concept for the site under *Chapter 4 – Vision Statement and Planning Principals*. This Chapter describes the design intent and site development concept of the illustrative concept plan through several development criteria. One of these development criteria addresses building height and scale, noting that the Vision Plan design utilized a maximum building height of 36 feet. All buildings on that plan were shown as 3-story structures, except for the southern end units of the “walk-up” apartments which were limited to 2-stories.

The conceptual site layout and development criteria presented in the Vision Plan were based on the limited site constraint information available at the time the Vision Plan was developed. Specific grading plans and drainage studies were not developed as part of the Vision Plan process.

Additional site studies have since been prepared to evaluate site conditions, including geotechnical, cultural resource, and drainage studies. The results of these studies have dictated changes in building placement and grading design from the initial Vision Plan concept. This involved changing the site plan with the challenge of maintaining the expected 288 family and senior units. The changes included providing larger open areas for storm water features and resource protection, while relocating the seniors building and reconfiguring the family apartments.

In order to promote compatibility with the adjacent single-family residential uses as called for in the Vision Plan, careful consideration has been taken in the proposed location and orientation of the buildings and landscape features on the site. The larger three-story apartment buildings, seniors building, and mixed-use building are situated near the Mission Avenue frontage and set back over 190 feet from the nearest single-family residence. The courtyard apartment buildings located nearest to the single-family uses are reduced in scale and limited to a maximum two-story height. These apartment buildings are aligned on a north-south access to minimize exposure of the building mass to the adjacent single-family homes. They are set back over 80 feet from southern property boundary – exceeding the 65-foot setback of the Vision Plan concept. A minimum 23-foot wide landscape buffer is designed along the single-family perimeter to provide additional separation between the existing homes and the proposed development. The area will include evergreen tree and shrub plantings with layered screening shrubs and groundcovers intended to form a dense screening canopy that will buffer views to and from the site.

The great majority of structures proposed on site are limited to a three story building height (including the south and west wings of the seniors building) with only the upper-most portions of their roofs exceeding the 36-foot criteria. The senior facility (Building 4) is the only proposed building with elements that would exceed three stories. In order to provide the prescribed 138 dwelling units within a smaller footprint (than previously anticipated by the Vision Plan) the north and east wings of the building are designed as four-story components. The building is also set back over 200 feet from the nearest single-family residences and is aligned with the larger site buildings along the Mission Avenue frontage.

The proposed development plan has been prepared to maximize compatibility with and implement the design intent of the Vision Plan. The plan limits building scale while providing significant setbacks and landscape buffers for site areas most adjacent to single-family uses.

### **Building Height**

The Mission Cove PD Plan establishes that maximum structure height shall be measured from the finished site grade pursuant to Section 3017.A, Article 30 of the Zoning Ordinance. It is noted that mass site grading will be proposed as necessary to accommodate stormwater drainage requirements. In conjunction with the proposed development plan, site finish grades for building pads are designed approximately 3 – 6 feet above existing grades in order to provide building pads that are at least one foot above the historic FEMA base flood elevations.

It should also be noted that the existing grade elevations of the development site are approximately 1 – 2 feet lower than the existing grades of the adjacent single family lots. Site grading across the property is proposed as necessary to support site stormwater drainage requirements. Building pads have been raised as necessary to be one foot above the historic FEMA base flood elevations. The result is that the finish grades along the southerly project perimeter vary from approximately 0.5 – 4 feet above the single-family property elevations, while the building pad finish grades are proposed approximately 3 – 6 feet above those same single-family elevations. The overall increase in grades is minimal, especially considering the expanse of the development site, large setbacks to multi-story buildings, and the significant landscape buffer proposed along the perimeter of the site.

As previously described, specific family apartment buildings, the mixed-use building and the senior housing building proposed with the current development plan would exceed the 36-foot height criteria utilized by the Vision Plan illustrative concept plan. Family apartment buildings 1, 2, 3, 7 & 9 and the mixed-use building (Building 5) are all 3-story buildings that feature low-pitched roofs with maximum roof ridge heights of 40 feet. The senior housing building (Building 4) is designed with 3 & 4-story sections with maximum roof ridge heights of 38 feet and 47 feet, respectively. Building 4 also features an architectural tower element at its main entry with a height of 50. The remaining buildings proposed on site are all designed as 1 & 2-story structures at maximum heights of 29 feet.

### **Access and Circulation**

The Mission Avenue location is well served by the existing network of nearby roads and highways. Foussat Road is located to the east, while Airport Road is aligned with Carolyn Circle to the west. Both roads connect to Highway 76 north of the site. Interstate 5 is located approximately two miles to the west, with El Camino Real situated one mile to the east.

Access to Mission Cove is proposed solely from Mission Avenue via two private drives; one a signalized intersection at Roymar Road, the other a right-in / right-out only drive. The Roymar Road intersection represents the community's main entry and provides convenient access to the senior housing and mixed-use areas of the site. The second entry drive will be located at the west end of the Mission Avenue frontage and will provide direct access to the family apartment area of the site. The entry drives will act as focal points on the property and will include entry signage, enhanced paving, and dense landscape screening.

A system of private drives will allow vehicle circulation throughout the site, provide access to parking areas, and provide emergency access routes. The pavement section of the internal drives is generally 32 feet in width; increasing to 40 feet in width at the main site entries and decreasing to 28 feet for a small portion of drives providing access to surface and garage parking.

An extensive network of walkways, plazas, trails and open space areas will provide pedestrian circulation throughout the property. Enhanced paving at designated pedestrian crossings over the private drives will allow for safe pedestrian access across the site and serve as traffic calming features. The portion of the site fronting on Carolyn Circle will not allow for pedestrian or vehicle access to the site; although, a gate will be installed here to allow utility vehicle access as required for periodic maintenance of the adjacent storm drain and water quality basin.

### **Parking**

The PD Plan establishes parking requirements for Mission Cove. Off-street parking will be provided through a combination of surface, garage, and carport parking spaces. The overall parking distribution is designed to best meet the needs of the proposed uses. The standards in the PD Plan reflect the anticipated needs and demands for the specific combination of uses planned on site. Based on the PD Plan, a total of 441 parking spaces are required on site. The proposed design provides 451 spaces, exceeding the overall requirement by 10 spaces. A breakdown of parking requirements is presented in Table 3.

**Table 3  
Mission Cove Parking Summary**

Use	Parking Standard	Units	Required	Provided
<b>Family Residential Apartments 1</b>	1.5 / two bedroom units, including 1 covered space	64 du	96	96
	2 / three bedroom units, including 1 covered space	60 du	120	120
<b>Child Care</b>	1 / 7 participants	50 children	7	7
<b>Guest Parking</b>	20% of total dwelling units	124 du	25	26
<b>Subtotal Family Area</b>			<b>248</b>	<b>249</b>
<b>Mixed Use Building</b>	1.5 / one bedroom residential units	26 du	39	40
	1 / 250 sq. ft. for commercial, office, restaurant, and similar non-residential uses.	10,435 sf	42	50
	1 loading space (min. 10' x 20')	-	1	1
<b>Guest Parking</b>	20% of total dwelling units	26 du	5	5
<b>Subtotal Mixed Use Area</b>			<b>87</b>	<b>96</b>
<b>Senior Housing Apartments</b>	0.5 / each unit	138 du	69	69
<b>General Day Care</b>	1 / 7 participants	60 adults	9	9
<b>Guest Parking</b>	20% of total dwelling units	138 du	28	28
<b>Subtotal Senior Area</b>			<b>106</b>	<b>106</b>
<b>Development Totals</b>			<b>441</b>	<b>451</b>

Parking for the family residential units will be generally distributed across the western portion of the site adjacent to the multifamily buildings, with guest parking spaces strategically located throughout the site. Angled parking is proposed along both sides of the private drive that will separate the walk-up apartments from the courtyard apartment area. Sidewalks and enhanced landscaping are designed adjacent to this parking area to create a 'commons' or paseo feature through this central portion of the site. A total of 249 parking spaces are provided in the family apartment area. This amount factors in the reduced ratios of 1.5 spaces per two-bedroom unit and 2.0 spaces per three-bedroom. A total of 60 garage spaces will be provided within the family apartment buildings along with 68 carports in the family apartment area. This allows at least one covered space to be provided for each family apartment.

1 - A total of 128 covered spaces (60 garages and 68 carports) are provided to serve the Family Apartment area.

The majority of dedicated parking for the senior housing will be provided in the parking area located south of Building #4. Additional parking may be distributed nearby on-site. A drop-off / pick-up lane will also be provided near the building's main entry. A total of 106 parking spaces are provided in the senior housing area to serve residents, guests, and employees.

Although Mission Cove is designed to exceed the PD Plan requirements, the community is also designed utilizing a shared parking concept. This anticipates that the periods of peak parking demand will differ between the residential and commercial uses and that the same parking spaces can serve these uses without conflict. Due to the nature of the mixed-use component, shared parking is anticipated among the residential and commercial/office/retail uses within the parking area adjacent to Building #5. This parking area also provides parking spaces that may be used to support potential overflow needs of the family apartment area. A total of 96 parking spaces are provided in the mixed-use parking area.

Shared parking is expected to be utilized by residents and visitors to the senior housing facility and to facilitate drop-off / pick-up activity associated with the proposed general day care use. Shared parking is also anticipated in conjunction with the child day care use planned as part of the family resident resource center. Parking areas will be designated and signed for uses with limited hours, such as daycare and leasing; and will be available for additional guest parking outside of these hours. The applicant intends to post signs in the mixed-use parking lot area to enforce the shared parking rules that will be developed by the management team.

### **Transportation Demand Management**

The Mission Cove development will be able to apply several Transportation Demand Management (TDM) strategies with a goal to achieve a more efficient use of transportation resources and reduce vehicle trips to and from the site. The PD Plan provides a 'toolbox' of TDM strategies and criteria that may be implemented with development on this site.

Certain TDM components are already in place for the Mission Cove site that can lend to vehicle trip reductions. The site is located along NCTD Route 303, a high frequency bus line that provides direct access to many community amenities and established regional transit options. The site is also located within ½ mile of an established park and ride lot located at Mission Avenue and Frontier Drive where carpool and vanpool options are available.

The development is designed to provide non-contiguous sidewalk and landscape improvements along Mission Avenue to create a pedestrian friendly streetscape. Pedestrian crossings are provided via signalized intersections to allow connectivity with surrounding shops, services and transit stops. The development proposes to add a new transit stop on eastbound Mission Avenue just east of Roymar Road along the project frontage. This transit stop has been designed in coordination with NCTD and will provide a pedestrian friendly ADA compliant waiting area with a shelter. The development will also implement alternative parking standards and provide for shared parking opportunities on site.

Additional operational TDM strategies and programs are available for the Mission Cove management team to consider as the project develops. These strategies may include coordination

with SANDAG and NCTD to implement existing regional TDM programs. Mission Cove management may also investigate direct opportunities to provide residents and employees with transit information packets, subsidize transit costs for residents and employees, and to facilitate on-site rideshare or carpool programs. A transportation program for seniors currently exists in Oceanside. The program 'Solutions for Seniors on the Go' provides taxi, van, and volunteer driver transportation options that could be incorporated with the Mission Cove development.

### **Landscape Design**

The conceptual landscape design for Mission Cove promotes Vision Plan principles with regards to sustainability, universal design, low impact development, defensible space and water conservation. The landscape embraces the economic, cultural and age diversity of prospective residents and aims to provide opportunities for interaction at various pedestrian nodes and amenity areas.

A decomposed granite trail will connect a series of active and passive spaces, and links to the pedestrian walkway paseo system that will connect the various residential areas of the site. This design takes into consideration views from resident windows, as well as the experience from numerous covered walkways and building entries, and uses the geometric planters and curvilinear paseos to create dynamic patterns that may be appreciated from upper story windows, patios, and terraces, as well as from the pedestrian level. Landscape screening will soften the view of structures from on-site residents and the surrounding community.

The landscape design features drought tolerant ornamental trees and shrubs selected to support water conservation efforts. Evergreen trees and shrubs are proposed that have dense screening and fast growth habits. The planting palette also includes California native species that have historically been used by local Native Americans. Some of the plants are edible or have been traditionally used for basketry, medicinal, or other functional purposes. Storm-water areas will feature meadow-like plantings and include numerous California natives. Orchard trees, resident garden plots, and edible ornamental species are also included in the landscape design.

The pedestrian circulation design includes seating areas and activity nodes intended to facilitate interaction and integration among residents. A five-foot wide decomposed granite trail will connect various amenity and activity nodes with surrounding site areas. The activity areas and nodes are designed and located to balance passive and active recreation uses. Amenities include tot-lots, benches and sitting areas, recreation areas, and exercise equipment distributed among various 'parcourse' style stations. Enhanced pedestrian crossings are designed across vehicle drives throughout the site to promote safe pedestrian circulation.

Plazas, courtyards, and other common area hardscapes are designed to reflect forms and geometries that are reminiscent of Mediterranean gardens. These areas feature courtyard entries, a hierarchy of forms, and sequential spaces that tend to be axial in organization. An informal layering of plants with loose and natural growth habits will offset formal hardscape geometries. The landscape plan proposes a low maintenance program requiring very few plants to be sheared unless desired for a topiary effect.

### **Landscape Coverage and Usable Open Space**

The PD Plan requires that landscaping shall occupy a minimum area of 35% of the overall site. The proposed landscape design achieves a landscape area of 281,476 square feet, representing 44.4% of the overall site area. A minimum area of 400 square feet per dwelling unit is also required to be dedicated as usable open space with at least 50% of that total area to be provided in common areas. The minimum usable open space area required for the development is 115,200 square feet. The minimum common usable open space requirement is 57,600 square feet. The proposed development will significantly exceed usable open space requirements by providing nearly 127,000 square feet in usable common and private areas. The development provides 112,263 square feet of common usable open space across the site. An additional 14,700 square feet of private usable open is provided by individual apartment units in private balconies, patio areas and terraces.

The PD Plan requires that at least two common active recreation areas with a minimum size of 4,000 square feet each be provided to meet a portion of the common usable open space requirement. The common usable open space for Mission Cove includes active and passive areas. As discussed in the PD Plan, the mixed-use building plaza, resident garden, and the senior housing courtyard would all be considered as active common usable open space areas. These areas are designed at minimums of 15,000 square feet, 10,000 square feet, and 7,700 square feet in size, respectively – each far exceeding the minimum requirement.

### **Perimeter Landscaping and Fencing**

The PD Plan requires a minimum 15-foot wide landscape area to be provided along the side and rear property lines of the site adjacent to existing single-family uses. A minimum 23-foot wide buffer is designed along this perimeter to provide additional separation between the existing homes and the proposed Mission Cove development. The area will include evergreen tree and shrub plantings with layered screening shrubs and groundcovers intended to form a dense screening canopy. Portions of the perimeter area will also include a meandering five-foot wide decomposed granite trail that connects with the on-site trail and sidewalk system. The perimeter landscaping is designed to screen pedestrian activities anticipated along this trail.

The Development Team collaborated with neighboring property owners on the west side of the site to address the appropriate design for the perimeter wall and fencing along the site boundary. The plans reflect the a proposed six-foot high fence design with eight-foot high sections as designated along specific properties adjacent to the west end of the site. The Conceptual Landscape Plan and Site Section Exhibit show the specific fence height and design for this perimeter area. A three-foot wide brow ditch is proposed adjacent to the fence on the Mission Cove side of the property line and will serve to convey storm water across the site. The decorative block base of the fence is designed to facilitate existing off-site drainage patterns allowing flows into the proposed brow ditch.

### **Mission Avenue Frontage**

A significant feature of Mission Cove is the proposed streetscape improvements and orientation of buildings along the Mission Avenue frontage. Improvements within the Mission Avenue right-of-way will consist of a five-foot wide parkway and non-contiguous five-foot wide public sidewalk.

The proposed right-of-way landscape will include varieties of drought tolerant shrubs, vertical accent plants, and groundcovers. Street trees will consist of the Chinese Pistache variety to match existing street trees along Mission Avenue. Evergreen trees are proposed along the interior of the property line to provide a continuous canopy layer and screening for the residential units facing Mission Avenue. The family residential 'walkup' apartment buildings are proposed at raised elevations from Mission Avenue. These buildings are designed with stairway entries leading up from the right-of-way. The raised pad creates a variation in height adding a vertical separation and setback from the busy street that also promotes visual privacy for residential units. The public sidewalk is designed non-contiguous to the vehicle lanes and intended to provide a more pleasant pedestrian experience along the entire site frontage.

## **CONDITIONAL USE PERMITS**

### **Mixed-Use**

A Conditional Use Permit is requested for the mixed-use portion of the property that is to be designated as (GC). This mixed-use area will consist of a single three-story building with uses designed to share parking, traffic circulation, open space areas, and similar site amenities. The building will feature a blend of commercial, office, and retail uses on the ground floor with 26 multi-family residential apartments located on levels two and three. The Mixed Use Plan provisions are incorporated into the PD Plan.

### **Child Day Care**

A Conditional Use Permit is requested for a Child Day Care use in conjunction with the Family Resident Resource Center planned within the family apartment area of the community. This day care facility is expected to be staffed by six personnel and serve up to 50 children, with hours of operation from 7 am to 6 pm on Monday thru Friday. The day care use will provide services for Mission Cove children and their parents along with those from the surrounding community. A 50/50 split is anticipated between internal and external patronage.

### **General Day Care (Adult)**

A Conditional Use Permit is also requested for an Adult Day Care use in conjunction with the Senior Housing component. The adult day care program is proposed to operate within a designated area on the first floor of the senior apartment building with program services available on site from 7:30 am to 1:30 pm, Monday thru Friday. It is anticipated the program would provide service for up to 60 participants on a daily basis. Program services are designed to provide a safe, fun and therapeutic environment for frail elderly or adults who need supervision during the day due to cognitive and/or physical impairments. In addition, the program would provide respite, education, and support to family caregivers. Individual participants would attend, on average, three days per week from four to six hours per day. Program participants would consist of Mission Cove residents and seniors from the surrounding community.

## **TENTATIVE MAP**

The Tentative Map for Mission Cove has been prepared to divide the site into five separate lots to facilitate financing, phasing, and management. The gross acreage of the overall site is 14.59

acres. The net site acreage, after excluding additional right-of-way dedication for Mission Avenue, is 14.52 acres. The subdivision lots and their corresponding primary uses are presented in Table 4.

**Table 4  
Net Lot Area**

Lots	Use	Total Area (ac)
1	Family Residential Apartment Buildings	2.82
2	Family Residential Apartment Buildings	3.68
3	Senior Housing Apartment Building	3.31
4	Mixed-Use Building	1.95
5	Landscape Area and Water Quality Basins	2.76
	<b>Net Overall Total</b>	<b>14.52 acres</b>

The grade of the existing site is level, with elevations on-site varying from 30 feet (above mean sea level) to 27.5 feet across a distance of approximately 1,550 feet. The preliminary grading quantities indicate 2,864 cubic yards of cut and 65,648 cubic yards of fill are required, resulting in an import quantity of 62,784 cubic yards. This is necessary to allow for the required building pads and parking areas while creating sufficient grades to treat and convey storm water across the site. The fill amount is also required to raise each structure at least one-foot above the FEMA base flood elevations.

Existing storm runoff sheet flows towards the southwestern boundary of the site and is discharged to a cross gutter located on Carolyn Circle. The development is designed to ultimately drain to Carolyn Circle as it does currently, but through a much more controlled system than what currently exists. A system of water quality / retention basins and internal storm drains is designed as an integral part of the site to treat and convey storm water across the property.

**Utilities**

The vacant site is not connected to any existing utility services, although water, sewer, gas and electric lines run adjacent to the site with the potential to serve the property. An above ground electric line along the Mission Avenue frontage will be undergrounded in conjunction with the proposed development. A looped water system will be established for the site through connections to an existing eight-inch water line in Carolyn Circle to the west and an 18-inch water main within Foussat Road to the east. Sewer will be provided via connection to an existing eight-inch sewer line in Carolyn Circle. Water and sewer for the development will be conveyed on site via eight-inch lines. Natural gas service will also be provided for the community.

## **SUMMARY**

The Mission Cove Affordable Housing and Mixed-Use Development represents implementation of the Vision Plan and is designed in accordance with the Mission Cove Planned Development Plan and applicable City ordinances. This community will allow the City to increase its affordable housing inventory by providing 288 affordable apartments. Mission Cove represents the preferred development of the site as identified by the Vision Plan by including a combination of 150 affordable family apartment homes, 138 senior apartments, over 10,000 square feet of commercial/office/retail space, a resident community center, and large areas of active/passive open space.

Mission Cove has been designed to complement the area and be sensitive to the adjacent single-family neighborhood. The high quality architectural and landscape design respects the local heritage and will be appealing to residents, neighbors and visitors. This development plan places the larger scale and more intense uses near the site frontage along Mission Avenue. Smaller scale buildings, landscape buffers and open space areas are situated within the rear half of the site and designed to minimize impacts on adjacent single-family uses. The site design has been well thought-out and will provide ample space for passive and active recreation opportunities throughout the development. This development will create a superior new affordable housing community for the City.

**LEGAL DESCRIPTION**

**EXHIBIT "A"**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

**PARCEL A:**

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 11 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST NORTHERLY CORNER OF LOT 20 OF SAN LUIS REY ESTATES UNIT NO. 1 ACCORDING TO MAP THEREOF NO. 3907, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JUNE 11, 1958, BEING ALSO A POINT ON THE SOUTHEASTERLY LINE OF SAN LUIS REY ROAD (MISSION AVENUE), AS SHOWN ON SAID MAP NO. 3907; THENCE ALONG SAID SOUTHEASTERLY LINE NORTH 50 DEGREES 23' 30" EAST, 125.00 FEET TO THE TRUE POINT OF BEGINNING, THENCE AT RIGHT ANGLES SOUTH 39 DEGREES 36' 30" EAST 125.00 FEET; THENCE AT RIGHT ANGLES SOUTH 50 DEGREES 23' 30" WEST, 125.00 FEET TO THE NORTHEASTERLY BOUNDARY OF SAID MAP NO. 3907; THENCE ALONG THE BOUNDARY OF SAID MAP NO. 3907 AS FOLLOWS: SOUTH 39 DEGREES 36' 30" EAST 90.95 FEET TO AN ANGLE POINT THEREIN; AND SOUTH 72 DEGREES 43' 45" EAST 288.54 FEET TO AN ANGLE POINT IN THE BOUNDARY OF SAN LUIS REY ESTATES UNIT NO. 2, ACCORDING TO MAP THEREOF NO. 3989, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY October 9, 1958; THENCE ALONG THE NORTHEASTERLY LINE OF SAID MAP NO. 3989, NORTH 50 DEGREES 14' 21" EAST, 282.49 FEET TO A CORNER IN THE BOUNDARY OF SAN LUIS REY ESTATES UNIT NO. 3, ACCORDING TO MAP THEREOF NO. 4085, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, FEBRUARY 11, 1959; THENCE ALONG THE NORTHEASTERLY LINE OF SAID MAP NO. 4085, NORTH 50 DEGREES 14' 21" EAST 420.00 FEET TO A CORNER IN THE BOUNDARY OF SAN LUIS REY ESTATES UNIT NO. 4, ACCORDING TO MAP THEREOF NO. 4148, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, APRIL 21, 1959, THENCE ALONG THE BOUNDARY OF SAID MAP NO. 4148 AS FOLLOWS: NORTH 50 DEGREES 14' 21" EAST, 349.69 FEET; NORTH 16 DEGREES 21' 26" EAST 407.73 FEET; AND NORTH 39 DEGREES 45' 14" WEST, 225.83 FEET TO THE SOUTHEASTERLY LINE OF SAID MISSION AVENUE; THENCE ALONG SAID SOUTHEASTERLY LINE AS FOLLOWS: SOUTH 50 DEGREES 14' 46" WEST 480.89 FEET; AND SOUTH 50 DEGREES 23' 30" WEST, 941.25 FEET TO THE TRUE POINT OF BEGINNING.

**PARCEL B:**

LOT 18 OF SAN LUIS REY ESTATES-UNIT NO. 1, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 3907, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JUNE 11, 1958.

APN: 160-270-12 & 146-061-03