PLANNING COMMISSION

AGENDA NO. 5

CITY OF OCEANSIDE

DATE: January 12, 2015

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A TENTATIVE MAP (T14-00005), DEVELOPMENT PLAN (D14-00009), VARIANCE (V14-00008), AND REGULAR COASTAL PERMIT (RC14-00007) TO ALLOW EIGHT SINGLE-FAMILY ATTACHED UNITS ON A 10,000-SQUARE-FOOT SITE LOCATED IN THE 400 BLOCK OF SOUTH CLEVELAND STREET – SCS EIGHT – APPLICANT: HALLMARK COMMUNITIES**

RECOMMENDATION

Staff recommends that the Planning Commission by motion;

(1) Confirm issuance of a Categorical Exemption per CEQA Guidelines Article 19, Section 15332 (In-Fill Development Projects); and

(2) Approve Tentative Map (T14-00005), Development Plan (D14-00009), Variance (V14-00008), and Regular Coastal Permit (RC14-00007) by adopting Planning Commission Resolution No. 2015-P03 with findings and conditions of approval attached herein.

PROJECT DESCRIPTION AND BACKGROUND

Site Review and Background: The subject property comprises 0.23 acres (10,000 sq. ft.) in the 400 Block of South Cleveland, between Missouri Street and Washington Avenue. The site lies within the Coastal Zone and the Townsite Neighborhood Planning Area. Consisting of two legal lots of comparable size, the subject property is currently vacant. Situated within a highly urbanized area less than a quarter-mile from the Oceanside Transit Center, the subject property abuts an alley at the rear (to the east) and is bounded by three-story townhomes to the west, one and two-story single-family homes to the east (across the alley), a commercial building and a single-family home to the north, and a two-story single-family home to the south.

The subject property is virtually flat, with less than one foot of elevation difference between the highest and lowest points of existing grade. A biological resources survey conducted on April 2, 2014 found no sensitive habitat or protected animal species on the subject property, nor any artifacts of cultural significance.

The subject property bears a land use designation of High-Density Residential under the Land Use Plan of the City's Local Coastal Program. Per the City's 1986 Zoning Ordinance, the property is zoned R-3 (Medium-Density Residential). The property's land use and zoning designations are consistent with one another and prevalent in the surrounding area. While the townhomes to the west lie with the Downtown District (Subdistrict 5), the abutting properties to the north, south, and east bear the same land use and zoning designations as those of the subject property.

The subject property lies within the Oceanside Transit Center Node, as delineated by the Coast Highway Vision and Strategic Plan (CHVSP). Approved in 2009, the CHVSP identifies this node as appropriate for "mixed-use pedestrian-oriented development that becomes an extension of the downtown business area, providing opportunities for additional commerce, employment areas, and supportive housing." In accordance with Smart Growth thresholds set by the San Diego Association of Governments (SANDAG), the CHVSP targets a residential density of 25 to 43 dwelling units per acre for this nodal area.

According to historical aerial photography and fire insurance maps, the subject property accommodated agricultural uses and two residential structures from 1938 until at least 1953. In the mid-1950s, an auto repair facility was implemented on the site. The auto repair facility remained in operation until 1997, when all on-site structures were removed. The site has since remained vacant, secured by perimeter chain-link fencing.

Development on the subject property is subject to the policies and standards of the following:

1. Local Coastal Program
2. 1986 Zoning Ordinance
3. Subdivision Ordinance
4. California Environmental Quality Act (CEQA)

Project Description: The proposed project requires four (4) separate entitlements: a Tentative Map, a Development Plan, a Variance, and a Regular Coastal Permit. The Tentative Map allows for a one-lot subdivision of airspace for condominium purposes, which provides for separate ownership of the eight attached dwelling units. The Development Plan allows for a residential project involving more than two dwelling units. The Variance allows for a five-foot reduction of the minimum 15-foot front yard setback. The Regular Coastal Permit allows for non-exempted/excluded development within the Coastal Zone.

Tentative Subdivision Map T14-00005 represents a request to:

Create a one-lot subdivision for condominium purposes, merging two existing legal lots and providing for a common interest development comprised of eight (8) airspace condominium units and various common areas to be managed by a homeowners association.

The Tentative Map/Site Development Plan details a variety of off-site improvements to be effected in conjunction with the proposed project:

- new sidewalk, curb, and gutter along the 100-foot Cleveland Street frontage of the subject property;
- new road base, pavement, and ribbon gutter in the abutting alley;
- undergrounding of existing overhead utilities on all street and alley frontages; and
- relocation of existing power poles along the alley frontage.

The exhibit further shows connection to existing water and sewer service beneath Cleveland Street and installation of utility meters (gas, electric, telephone, and cable) on the alley-facing elevation of the proposed building.

The Tentative Map/Site Development Plan indicates that the proposed project includes an irrevocable offer of dedication of five feet of additional right-of-way along the Cleveland Street frontage of the subject property. Intended to provide for underground utilities, the additional five feet of right-of-way would bring Cleveland Street to a total width of 60 feet. The dedication will not result in any change to the existing curb-to-curb dimension on Cleveland Street.

Staff finds the proposed tentative map to be complete and the proposed off-site improvements to be consistent with the Subdivision Ordinance, the Circulation Element, and other applicable policies and standards.

Development Plan D14-00009 represents a request to:

Construct eight attached condominium dwelling units with associated on-site parking resources, vehicle circulation areas, and landscaping. Designed as a single three-story building divided in the middle by a private drive aisle off of the alley, the condominium complex would feature walkup townhouse units. Each of the units would include a private two-car garage. Three of the townhouse units would open to the southern interior side yard, another three units would open to the northern interior side yard, and two units would open to Cleveland Street. The primary entrances to the units would feature slightly elevated stoops, placing the entrances roughly two feet above the adjacent finished grade. All of the units would include two levels of habitable space above an enclosed garage.

The project would include four three-bedroom units and four two-bedroom units. The three-bedroom units would include three bathrooms, while the two-bedroom units would include 2.5 bathrooms. The ground floor of each unit would be comprised mostly of enclosed garage space, with an entry foyer and stairs leading up to habitable space. The first habitable floor of each unit would feature common area (i.e., kitchen, dining room, living room) and small balconies. The three-bedroom units would include a bedroom on the first habitable floor. The second habitable floor of each unit would include two bedrooms, both configured as bed/bath suites. The interior floor area of the units would range from 1,220 square feet to 1,604 square feet.

It is staff's position that the site design and architecture of the proposed project meet all of the required findings for Development Plan approval.

Architecture

The proposed project embodies a motor court design, with on-site parking clustered at the center of the project site and screened by the walk-up entrances to the individual units. With all of the units configured as attached townhouses, the project maintains a contemporary urban character softened by articulated façades, an assortment of finish materials, and a variegated paint scheme.

The building would feature a flat roof accented at each building corner by a shed roof tower element. The flat roof would feature a simple parapet cap. The shed roof tower elements would feature 30-inch eaves. All roof surfaces would be coated with a white PVC membrane.

Exterior wall surfaces would be articulated with inset balconies, projecting columnar elements, and furred-out wall sections. Foam window trim, decorative awnings, and stucco score lines would provide additional articulation and architectural interest. Exterior finishes would include fiber cement lap siding and sand finish stucco. Strong horizontal lines created by the lap siding, stucco score lines, and balcony railings would be balanced by vertically-oriented windows, eight-foot entry doors, and the overall height of the building.

Exterior lighting exhibiting a traditional gooseneck design would be provided at the primary entrances and second-story balconies.

Parking and Vehicle Circulation

The drive aisle proposed at the center of the property would provide access to private two-car garages. As shown on the roof plan, portions of the drive aisle would be open to the sky. To allow for additional natural lighting and airflow, an opening into the drive aisle would be provided on the front elevation. This west-facing opening would be partially screened by a 42-inch split-face masonry wall and dense landscape. The drive aisle would maintain a minimum width of 24 feet and a typical width of 27 feet, to afford ample turning radius and backup distance. The drive aisle would be surfaced with

standard concrete accented by bands of permeable pavers. 3' x 1.5' at-grade planters would be located between the private garages.

Landscape

The conceptual landscape plan (CLP) details the planting scheme for the project site as well as the adjacent parkway on Cleveland Street. The CLP shows a combination of groundcover, shrubbery, and tree species consistent with the City's Landscape Design Manual and approved street tree list. Nineteen percent of the project site would be devoted to landscape.

Within the front yard setback, plantable areas nearest the building would support groundcover, a variety of low-water shrubs, and vertical accents including giant bird of paradise and flowering patio trees. Pygmy date palms would provide additional screening in front of the opening into the central drive aisle. Drought-tolerant groundcover would straddle the front property line and extend into the Cleveland Street parkway, which would also accommodate five bronze loquat trees. Within the street side yard setback, a dense palette of shrubbery would share planter area with umbrella trees, flowering patio trees, and Indian hawthorne. The interior side yard setback would include a four-foot wide concrete walkway at the property line and a six-foot wide planter area between the walkway and the building. This planter area would accommodate a variety of groundcover and shrub species with vertical accents including giant bird of paradise and umbrella trees. Landscaping on the alley would be contained within a two-foot wide planter area abutting the building on either side of the central drive aisle. This shaded planter area would accommodate dymondia, Myer asparagus, and blue flax lily, with cordyline torbay at the building corners.

Landscaping would screen free-standing air conditioning units located adjacent to the primary entrance to each unit.

The complex would not provide a common area trash/recyclable enclosure; carts for disposal of trash and recyclables would be housed within each private garage. As shown on the ground-level floor plan, these carts would be stored in the recesses under the entry stairs. Residents would be responsible for placing bins in the alley for weekly solid waste collection. Language would be incorporated into the covenants, conditions, and restrictions to require timely removal of bins from the alley following pick-up.

<u>Variance (V14-00008)</u> represents a request to:

Allow a five-foot reduction in the standard 15-foot front yard setback along Cleveland Street. The proposed deviation from setback standards is occasioned by the City's requirement that an additional five feet of right-of-way be dedicated along the Cleveland Street frontage. The required dedication of right-of-way would reduce the depth of the subject property from 100 feet to 95 feet. The dedication is intended to provide additional right-of-way for utility burial; it is not for the purpose of widening the improved street dimensions. The dedicated strip of land would remain landscape area behind the

sidewalk. Consequently, the proposed development would maintain a 15-foot setback from the improved portions of the right-of-way, all of which would be landscaped.

Staff finds that when coupled with 10-foot setbacks on both the interior and street side yards, the required dedication constitutes a hardship for the applicant, who has been encouraged by City staff to develop a project that approaches the maximum allowable density under R-3 zoning. The standard 15-foot front yard setback (in effect a 20-foot setback from the back of the sidewalk) would not allow for the minimum number of on-site parking spaces required for the proposed eight units.[1]

Staff further finds that the proposed five-foot reduction in the standard 15-foot front yard setback would be consistent with existing front yard setbacks on adjacent properties and thus not a granting of special privilege.

It is thus staff's position that the proposed reduction in the required front yard setback should be granted.

Regular Coastal Permit (RC14-00007) represents a request to:

Allow non-exempted/excluded residential development within the Coastal Zone. The proposed project complies with the objectives and policies of the City's Local Coastal Program and its attendant Land Use Plan. Given that the subject project does not lie between the shoreline and a public roadway, the public access and recreation policies of Chapter 3 of the Coastal Act are not applicable to the proposed project. That said, consistent with these policies, the proposed project would not impede public access to the coast nor diminish opportunities for visitor-serving recreational uses within the Coastal Zone. The proposed project would be contiguous with existing developed areas with adequate public services and would enhance the scenic and visual qualities of the Coastal Zone. For these reasons, staff recommends approval of the Regular Coastal Permit.

KEY PLANNING ISSUES

1. Local Coastal Program (LCP) Conformance

Policy 1.32 of the Land Use Element of the General Plan recognizes the City's Local Coastal Program (LCP) and its attendant Land Use Plan (LUP) as the governing land use policy documents for Coastal Zone properties. The LCP outlines objectives and policies intended to achieve the goals of the California Coastal Act at the local level. These objectives and policies are summarized in Appendix B of the Land Use Element of the General Plan. Staff finds the proposed project conforms to the policies and objectives of the City's LCP, as follows:

---

[1] While it might be possible to meet the standard front yard setback and provide the required 16 parking spaces with a subterranean parking structure, market studies indicate that subterranean parking is not financially feasible for projects of this scale at this time.

***Coastal Access (I.C)*: Adequate access to and along the coast shall be provided and maintained.**

The subject property lies east of the railroad, which remains a major impediment to pedestrian and vehicular access to the coast. The Tyson Street undercrossing at the Oceanside Transit Center, located 400 feet to the north of the subject property, provides the most convenient pedestrian access to the coast. Vehicles can access the coast at Mission Avenue, roughly a quarter-mile north of the subject property. The proposed project would in no way impede pedestrian or vehicular access to the coast. For residents and visitors accessing the coast from points eastward of the subject property, the proposed project would contribute to a safer and more visually appealing pedestrian experience, as it would implement new sidewalk and additional landscape in the parkway along Cleveland Street.

***Recreation and Visitor Serving Facilities (II.C.17)*: The City shall require that all new residential development provides adequate on-site parking...Curb cuts for new development shall be held to a minimum to preserve existing on-street parking.**

The proposed project would provide on-site parking consistent with applicable parking standards. Each condominium unit would include a two-car garage directly accessible from the interior of the unit. Additionally, the proposed project would provide one ADA-compliant handicapped-accessible parking space at the northeast corner of the subject property. The handicapped-accessible space would be available to both residents and guests of the condominium complex.

All on-site parking would be accessed from the existing alley. All existing on-street parking resources along the frontage of the subject property would thus be preserved.

***Water and Marine Resources: Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas (III.C)*: The City shall seek to minimize risks to life and property in areas of high geologic and flood hazards.**

As demonstrated by a geotechnical survey and a stormwater management study, the subject property is not located in an area of high geologic or flood hazard. Situated more than 1,000 feet from the mean high tide line and more than 60 feet above mean sea level, the property does not rest on or near a coastal bluff, nor does it exhibit slopes in excess of 20 percent. The property does not lie in proximity of the San Luis Rey River, Loma Alta Creek, or Buena Vista Lagoon.

***Environmentally Sensitive Habitat Areas (V.A)*: The Coastal Act requires that environmentally sensitive habitat areas be protected against significant disruption. Development adjacent to such areas shall be sited and designed to prevent adverse environmental impacts.**

The subject property is not located within or in proximity to an environmentally sensitive habitat area. The property lies within a highly urbanized area and contains no sensitive habitat.

<u>Visual Resources and Special Communities (VI.C.8)</u>: The City shall ensure that all new development is compatible in height, scale, color, and form with the surrounding neighborhood. The City shall encourage variety, creativity, and site-responsive design for all new development.

The subject property lies within a highly urbanized area characterized by medium and high-density residential development ranging between one and three stories in height. Many of the properties in the surrounding area are considered to be under-utilized relative to the allowable building envelope and potential residential density.

The townhouses immediately westward of the subject property contain three stories and reach a height of over 35 feet. The single-family homes immediately to the south of the subject property contain two stories with roof projections and reach a height of over 30 feet. These homes maintain 10-foot front yard setbacks and three-foot interior side yard setbacks. Existing development to the east across the alley from the subject property is generally of older vintage and smaller scale. Properties on the east side of the alley have the potential to redevelop with more intensive residential uses, consistent with R-3 zoning standards and the policy direction of the Coast Highway Vision and Strategic Plan (CHVSP). City staff has recently reviewed preliminary plans for the development of the vacant lot at the southeast corner of Cleveland Street and Washington Street. These preliminary plans depict triplex development of comparable bulk and scale to the proposed project. To the north, the project site adjoins two properties that front Missouri Avenue, one of which accommodates a sign and printing business and the second of which is currently developed with a two-story single-family home. The rear yards of these two corner properties abut the northern interior side yard of the project site.

The proposed project exhibits an architectural style that incorporates some of the design characteristics of the adjacent single-family residences to the south, as well as some of the features of the townhomes to the west. While the proposed project would be quite similar to the recently implemented motor court project at the northeast corner of Cleveland Street and Washington Street, the project would visually distinguish itself with shed roof tower elements, alcoves on the front elevation, different balcony railing design, and different finish materials. With primary entrances that face the interior side yards, the proposed project is required to maintain 10-foot interior side yard setbacks – twice the standard minimum for R-3 development. Thus, while the proposed project would be slightly taller than the adjacent single-family homes, it would maintain substantially greater side yard setbacks.

The bulk and scale of the proposed project would be substantially mitigated by highly-articulated façades (accentuated by ground-level openings into the central drive aisle), pitched roof elements, open balcony railings, an array of finish materials, and a variegated paint scheme. The building would be further softened by dense, layered landscape, both on the subject property and within the adjacent parkway on Cleveland Street. It is staff's position that the proposed project would visually complement the surrounding built environment and serve as an example of sensitively designed high-density residential development within the Oceanside Transit Center Node.

Visual Resources and Special Communities (VI.C.4): ***The City shall maintain existing view corridors through public rights-of-way.***

The subject property does not lie within an identified public view corridor and thus the proposed project would not impact existing public views of the ocean or coastline.

New Development and Public Works (VII.C): ***The City endorses infilling and revitalization of the Coastal Zone for the purposes of creating an attractive, balanced, and economically sound urban environment.***

The proposed project constitutes in-fill development within a highly urbanized area. The project would achieve a residential density consistent with the expectations of the Coast Highway Vision Plan, which identifies high-density residential development in proximity to Coast Highway as a key component of the revitalization of commercial activity within the corridor.

New Development and Public Works (VII.C.4): ***The City shall approve new development in the Coastal Zone only if essential public services are available to serve the development.***

Essential public services are available to serve the proposed project.

2. Zoning Ordinance Conformance

Per the 1986 Zoning Ordinance ('86 ZO), the purpose of the R-3 zoning designation is to provide for "the orderly development of multiple family residences in a manner...compatible with surrounding properties." The '86 ZO indicates that new land uses in R-3 zones must meet "a demonstrated public need," be located on streets with a minimum width of 56 feet, and be adequately served by public services and utilities. The '86 ZO further establishes that all projects in R-3 zones, with the exception of single-family and two-family residences, are subject to approval of a Development Plan.

The Regional Housing Needs Assessment (RHNA) for the Fifth Housing Element Cycle (2013-2021) estimates that the City of Oceanside will experience demand for more than 6,200 new dwelling units over the next eight years. By contributing eight new market-rate dwelling units to the City's existing housing stock, the proposed project would help to meet this projected housing demand.

With the required dedication of five feet of additional right-of-way, Cleveland Street would achieve a total width of 60 feet across the frontage of the subject property, thereby meeting the 56-foot minimum dimension for R-3 development.

As noted above, the project would be adequately served by existing public services in the vicinity. No upsizing of water or sewer facilities is required.

The application associated with the proposed project includes a request for approval of a Development Plan (D13-00008).

In order to calculate inclusionary housing requirements for market-rate residential projects, the '86 ZO sets the allowable density range for R-3 properties at 29-43 dwelling units per acre. Market-rate residential projects in R-3 zones that exceed the base density of 29 du/acre and provide ten percent of total units as affordable to lower-income households are eligible for certain zoning incentives, including reduced parking requirements and increased building height. Projects that choose to pay fees in-lieu of providing affordable units are not eligible for these zoning concessions and are required to pay a higher "second-tier" inclusionary housing in-lieu fee for all units achieved above the base density allowance. The applicant does not propose to reserve 10 percent of units as affordable and thus the proposed project is not eligible for zoning concessions. The proposed eight-unit condominium complex would achieve a residential density of 38 dwelling units per acre, more than 10 percent below the maximum density allowance of 43 du/acre. Table 1 below outlines the proposed project's conformance to other applicable development standards.

Table1
R-3 Development Standards

Standard	Requirement	Proposal
Minimum Lot Area	6,000 sq. ft.	10,000 sq. ft.
Minimum Lot Width	60 feet	100 feet
Minimum Front Yard	15 feet	10 feet (15 feet from improved right-of-way)
Minimum Side Yard	10 feet (when primary entrances face side yard)	10 feet
Minimum Rear Yard	5 feet	5 feet
Maximum Height	35 feet	35 feet[2]
Maximum Lot Coverage	Not specified	42 percent
Minimum Off-Street Parking	2 spaces per unit, at least one enclosed	2 enclosed spaces per unit

In addition to furnishing the requisite amount of on-site parking for the eight proposed dwelling units, the project would also implement an ADA-compliant handicapped-accessible stall at the northeast corner of the subject property. This parking space would be available to both residents and guest of the condominium complex.

[2] The proposed shed roof tower elements would project less than two feet above the 35-foot building height limit. Zoning Ordinance Section 1709 allows for towers and other architectural features to project above the building height maximum "in view of the surrounding conditions and circumstances."

3. Subdivision Ordinance Compliance

The proposed project is subject to the Subdivision Map Act and the Oceanside Subdivision Ordinance (Article IV Tentative Subdivision Maps - Five or More Parcels). Pursuant to Section 401 of the Subdivision Ordinance, this proposed Tentative Subdivision Map has been prepared in a manner acceptable to the Engineering Division. The property is a legally subdivided lot with the minimum lot area and dimensions. The proposed subdivision generally holds an interest in common areas and facilities and will establish CC&Rs in conformance with state law.

ENVIRONMENTAL DETERMINATION

In accordance with Section 15332 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the proposed project qualifies for a Class 32 categorical exemption, being an in-fill development project that:

- conforms to applicable land use and zoning standards;
- occurs on a property of less than five acres surrounded by urban uses;
- occurs on a property having no value as habitat for endangered, rare, or threatened species;
- does not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- is adequately served by all required utilities and public services.

The proposed variance for a reduced front yard setback is occasioned by the required dedication of right-of-way along Cleveland Street and is in keeping with front yard setbacks of existing development in the vicinity. Because the five feet of dedicated right-of-way would remain plantable area behind the sidewalk, the proposed project would maintain an effective 15-foot front yard setback, consistent with zoning standards. Thus, staff finds that the proposed project qualifies for the Class 32 categorical exemption despite the variance for a reduced front yard setback.

PUBLIC NOTIFICATION

In accordance with the Coastal Permit Handbook of the City's Local Coastal Program, legal notice was published in the newspaper and notices were mailed to property owners of record within a 300-foot radius of the project site and occupants within a 100-foot radius of the project site. Notices were also mailed to individuals/organizations requesting notification, and to the applicant.

SUMMARY

Staff finds that the proposed project is consistent with the applicable objectives and policies of the City's Local Coastal Program as well as the applicable standards of the City's Zoning Ordinance and Subdivision Ordinance. Staff thus recommends that the Planning Commission approve the proposal. The Commission's action should be to:

(1) Confirm issuance of Categorical Exemption per CEQA Guidelines Article 19, Section 15332, (In-Fill Development Projects); and

(2) Approve Tentative Map (T14-00005), Development Plan (D14-00009), Variance (V14-00008) and Regular Coastal Permit (RC14-00007) by adopting Planning Commission Resolution No. 2015-P03 with findings and conditions of approval attached herein.

PREPARED BY:

Russ Cunningham
Senior Planner

SUBMITTED BY:

Jeff Hunt
Interim City Planner

JH/RC/fil

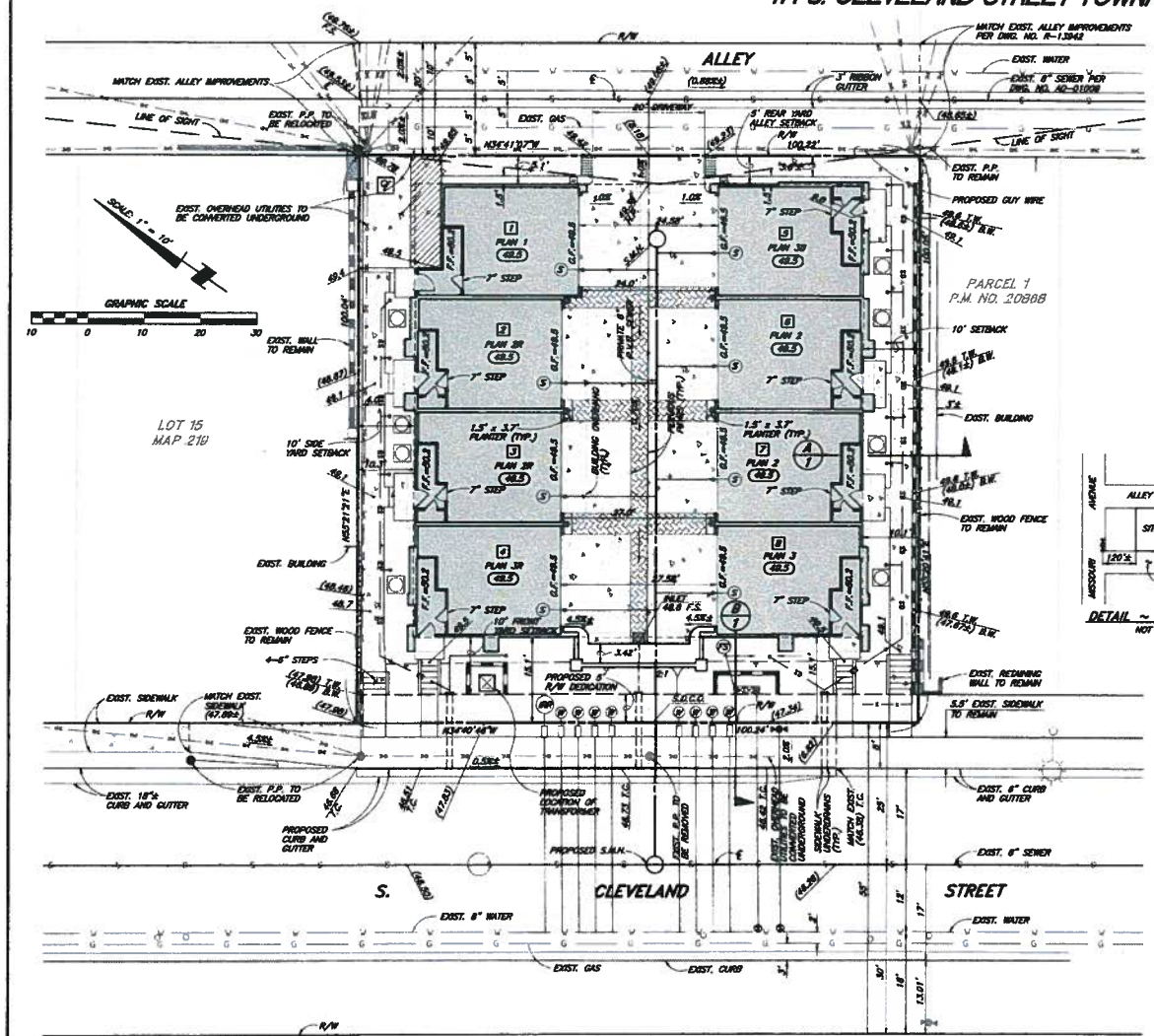
Attachments:

1. Tentative Map, Development Plans, Conceptual Landscape Plan
2. Renderings
3. Planning Commission Resolution No. 2015-P03
4. Other Attachments (Application Page, Description and Justification, Legal Description, Notice of Exemption)

TENTATIVE MAP AND SITE DEVELOPMENT PLAN FOR:

414 S. CLEVELAND STREET TOWNHOMES

PLANNING CASE NO. T14-00005/D14-00009/V14-00008/RC14-00007



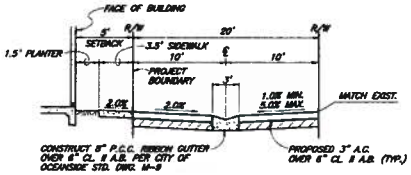
GENERAL NOTES

1. PER THE SUBDIVISION MAP ACT, SECTION 66428(b), BOTH THE TENTATIVE SUBDIVISION MAP AND FINAL SUBDIVISION MAP SHALL BE WAIVED. THE SUBDIVISION IS A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1350 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF CONDOMINIUM DWELLING UNITS IS 6 RESIDENTIAL CONDOMINIUMS.
2. EXISTING LOTS: 2 (VACANT).
3. PROPOSED LOTS: 1.
4. GROSS AREA: 0.23 ACRES. NET AREA: 0.22 ACRES (EXCLUDES R/W DEDICATION).
5. A.P.N.: 150-162-03 AND 04.
6. ZONING: R-3 (1986 COASTAL ZONE). GENERAL PLAN USE: MEDIUM DENSITY RESIDENTIAL (29 DWELLING UNITS/ACRE - 43 DWELLING UNITS/ACRE).
7. BUILDING HEIGHT = 35'; AVERAGE FINISHED GRADE = 49.5.
8. EARTHWORK: CUT = 3 C.Y. (2' MAX.). FILL = 1.3K C.Y. (2' MAX.). REMEDIAL = 371 C.Y.
9. COVERAGE: PAVING = 38% BUILDING = 42% LANDSCAPE = 18%
10. FINISHED GRADE AGAINST BUILDING IS GREATER THAN 10" ABOVE FLOWLINE OF ADJACENT GUTTER OF S. CLEVELAND STREET.
11. ALL WALKS AND SIDEWALKS SHALL BE A.D.A. COMPLIANT.
12. FOR TRASH CONTAINER LOCATIONS, SEE BUILDING PLANS.
13. ALL EXISTING OVERHEAD UTILITY LINES WITHIN THIS SUBDIVISION/DEVELOPMENT AND/OR WITHIN ANY FULL WIDTH STREET OR RIGHT-OF-WAY ABUTTING (ALLEY AND CLEVELAND STREET) THIS SUBDIVISION/DEVELOPMENT, AND ALL NEW EXTENSION SERVICES FOR THE DEVELOPMENT OF THE PROJECT, INCLUDING BUT NOT LIMITED TO, ELECTRICAL, CABLE AND TELEPHONE, SHALL BE PLACED UNDERGROUND PER SECTION 901.G. OF THE SUBDIVISION ORDINANCE (R91-164) AND AS REQUIRED BY THE CITY ENGINEER AND CURRENT CITY POLICY.
14. THE PRESENT OR FUTURE OWNER SHALL INDEMNIFY AND SAVE THE CITY OF OCEANSIDE, ITS OFFICERS, AGENTS, AND EMPLOYEES HARMLESS FROM ANY AND ALL LIABILITIES, CLAIMS ARISING FROM ANY FLOODING THAT OCCUR ON THIS SITE, AND ANY FLOODING THAT IS CAUSED BY THIS SITE IMPACTING ADJACENT PROPERTIES.

LIST OF ABBREVIATIONS

EXIST.	EXISTING
R/W	RIGHT-OF-WAY
TYP.	TYPICAL
F.G.	FINISHED GRADE
T.C.	TOP OF CURB
F.F.	FINISHED FLOOR
AC.	ACRE
℄	PROPERTY LINE
℄	CENTERLINE
MIN.	MINIMUM
P.P.	POWER POLE
S.M.H.	SEWER MANHOLE
S.C.O.	SEWER CLEANOUT
I.O.D.	IRREVOCABLE OFFER OF DEDICATION
G.F.	GARAGE FLOOR ELEVATION
T.W.	TOP OF WALL
B.W.	BOTTOM OF WALL
F.H.	FIRE HYDRANT

DETAIL ~ F.H. KEY MAP
NOT TO SCALE



TYPICAL SECTION ~ ALLEY
NOT TO SCALE

TYPICAL SECTION ~ L.I.D. LANDSCAPE AREA
NOT TO SCALE

LEGAL DESCRIPTION

LOTS 13 AND 14 OF MAP NO. 219.

OWNER/APPLICANT

SCS II, LLC
BY: HALLMARK COMMUNITIES, ITS MANAGER
740 LOMAS SANTA FE DRIVE, SUITE 204
SOLANA BEACH, CALIFORNIA 92075
(858) 481-3310

CHRISTOPHER R. HALL, PRESIDENT DATE

BENCHMARK

CITY OF OCEANSIDE, BENCHMARK (F-3, BRASS CAP STAMPED "COS BM F-3" 3 FEET WEST OF TOP CURB S.P.C. SOUTHWESTERLY CURB RETURN IN P.C.C. STREET LIGHT BASE AT HILL STREET AND MISSOURI STREET. 1984 ADJUSTED ELEVATION = 61.748 FEET

TOPOGRAPHY SOURCE

TOPOGRAPHY BASED UPON FILED SURVEY PERFORMED BY SBAO, INC. ON APRIL 2, 2014.

GEOTECHNICAL STUDY

SOUTHERN CALIFORNIA SOIL AND TESTING INC. "GEOTECHNICAL INVESTIGATION 414 S. CLEVELAND STREET DATED MAY 16, 2014".

STORMWATER PRIORITY

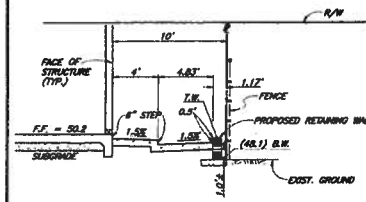
STANDARD PROJECT

UTILITIES

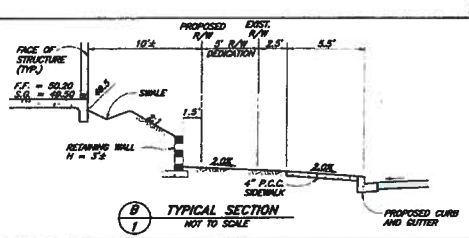
1. FIRE: OCEANSIDE FIRE DEPARTMENT
2. WATER: CITY OF OCEANSIDE
3. SCHOOL: OCEANSIDE UNIFIED SCHOOL DISTRICT
4. SEWER: CITY OF OCEANSIDE
5. GAS AND ELECTRIC: SDG&E.
6. COMMUNICATIONS: AT&T, COX.

LEGEND

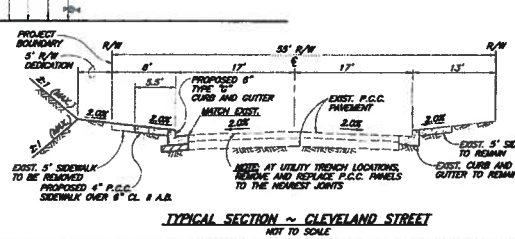
SUBDIVISION BOUNDARY
CENTERLINE
PROPERTY LINE
EASEMENT
P.C.C. CONCRETE (SEE LANDSCAPE PLANS FOR COLOR AND FINISH)
PROPOSED BUILDING FOOTPRINT
AIR CONDITIONING UNIT
UNIT NUMBER
PAD ELEVATION
SPOT ELEVATION
SWALE/DIRECTION OF DRAINAGE
TRUNCATED DOMES
WALL MOUNTED METERS (SDG&E, AT&T, COX)
PROPOSED RETAINING WALL
PROPOSED STORM DRAIN
PROPOSED SIDEWALK UNDERDRAIN
PROPOSED DOWNSPOUT DISCHARGE
PROPOSED 6" P.V.C. SEWER
PROPOSED SEWER LATERAL
PROPOSED WATER SERVICE WITH METER
PROPOSED IRRIGATION SERVICE WITH METER
PROPOSED FIRE HYDRANT
PROPOSED FIRE SERVICE WITH RPDA
PROPOSED GUY WIRE
PROPOSED TRANSFORMER
EXISTING RETAINING WALL
EXISTING SEWER
EXISTING WATER
EXISTING CONTOUR
EXISTING STREET LIGHT
EXISTING WOOD FENCE
EXISTING OVERHEAD ELECTRIC LINES
EXISTING POWER POLE



A/1 TYPICAL SECTION
NOT TO SCALE



B/1 TYPICAL SECTION
NOT TO SCALE



TYPICAL SECTION ~ CLEVELAND STREET
NOT TO SCALE

VICINITY MAP
NOT TO SCALE

Revision 14:
Revision 13:
Revision 12:
Revision 11:
Revision 10:
Revision 9:
Revision 8:
Revision 7:
Revision 6:
Revision 5:
Revision 4:
Revision 3: 10-22-14
Revision 2: 8-28-14
Revision 1: 7-30-14

Original Date: 5-29-14

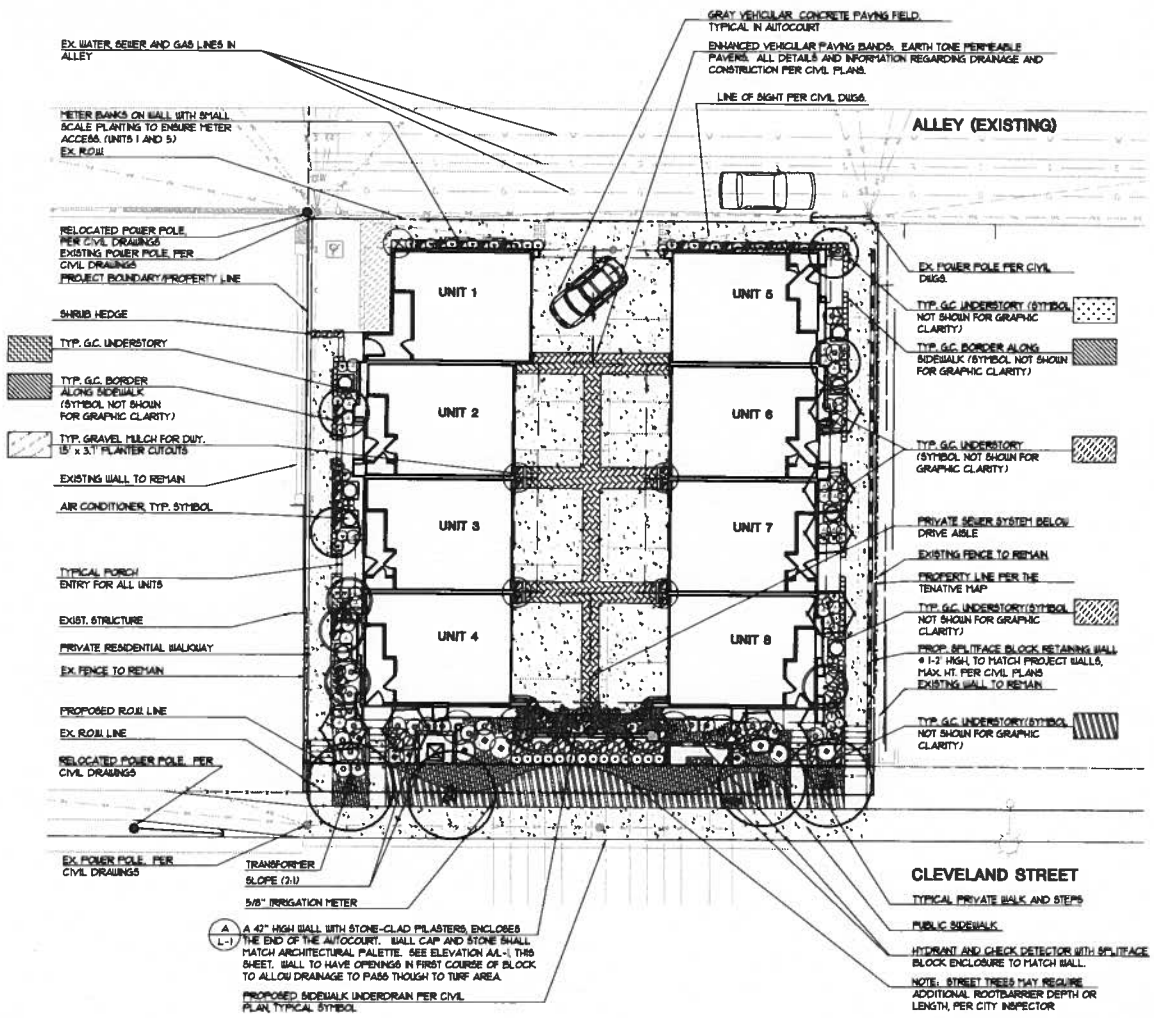
Sheet 1 of 1

SB&O INC.
PLANNING ENGINEERING SURVEYING
33960 Pala Road, Suite 100
San Diego, Ca. 92123
858-592-1141
858-550-6157 Fax

AARON PARKER
No. 67547
Exp. 9/30/15
CIVIL
STATE OF CALIFORNIA

AARON PARKER 10-22-14
DATE

7101210



CONCEPTUAL LANDSCAPE PLAN

FOR ALL STORMWATER BMP'S, DRAINAGE SYSTEMS AND INFORMATION ABOUT PERMEABLE AUTOCOURT PAVEMENT SYSTEM REFER TO THE TENATIVE MAP AND PRECISE GRADING PLAN.

PLANT LEGEND

TREES

SYM	BOTANICAL NAME / VARIETY	COMMON NAME	SIZE / SPACING
	ERYOBOTRYA DEFLEXA	BRONZE LOQUAT	24" BOX MINIMUM STREET TREE
	RHAPHIOLEPIS 'MAJESTIC BEAUTY' PATIO STD.	INDIAN HAWTHORN	15 GAL. MINIMUM
	TECOMA SPP. PATIO TREE	FLOWERING PATIO TREE)	15 GAL. MINIMUM

VERTICAL ACCENTS/NARROW CANOPY TREES

SYM	BOTANICAL NAME / VARIETY	COMMON NAME	SIZE / SPACING
	SCHEFFLERA PUECLERI (TUPEHANTHUS CALYPTRATUS)	UMBRELLA TREE	15 GAL. MINIMUM
	STRELITZIA NICOLAI	GIANT BIRD OF PARADISE	15 GAL. MINIMUM
	PHOENIX ROEBELENII	PYGMY DATE (MULTI-TRUNK	5 GAL. MINIMUM

SHRUBS & SUCCULENTS (AREAS TO RECEIVE ORGANIC MULCH)

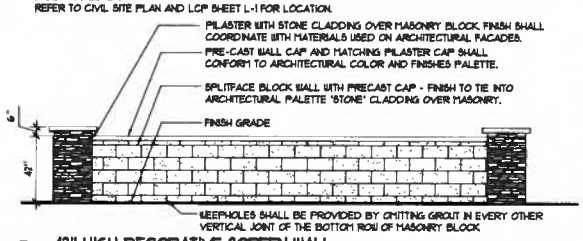
SYM	BOTANICAL NAME / VARIETY	COMMON NAME	SIZE / SPACING
	AGAVE ATTENUATA 'KARA'S STRIPE'	VARIEGATED FOX TAIL AGAVE	1 GAL. / 4' O.C.
	ALOE CAMERONI	NON	1 GAL. / 3' O.C.
	ASPARAGUS D. 'HYDE'	HYDE ASPARAGUS	1 GAL. / 3' O.C.
	LIRIOPE & 'SILVERY SUNPROOF'	VARIEG. DWF. LILYTURF	1 GAL. / 1' O.C.
	ELEUS M. 'GREEN GEM'	BONSOOD (NEDGE)	1 GAL. / 1' O.C.
	CORDYLINE DEMON-A-LINE	NON (MAROON, TRUNKLESS)	5 GAL. / 3' O.C.
	SENECIO VITALIS	BLUE PENCIL	1 GAL. / 1' O.C.
	EUGENIA MYRTIFOLIA 'VARIEGATA'	LEPONSIRIL AUST. BRUSH CHERRY	5 GAL. / 6' O.C.
	CORDYLINE 'TORBAY DAZZLER'	NON (MONROVIA)	2 GAL. / 6' O.C.
	WESTRINSIA 'MORNING LIGHT'	DWF. VARIEG. WESTRINSIA	5 GAL. / 6' O.C.
	PITTOSPORUM T. 'GOLF BALL'	NON (MONROVIA)	2 GAL. / 3' O.C.
	PHILODENDRON 'XANADU'	XANADU	1 GAL. / 3' O.C.
	ESCALLONIA COMPACTA	DWF. ESCALLONIA	1 GAL. / 3' O.C.
	DIANELLA CAERULEA CASSA BLUE 'DESIRE' PPTR88	BLUE FLAX LILY	1 GAL/ 18" O.C.
	DIETES SPECIES	AFRICAN IRIS	1 GAL. / 3' O.C.
	BERGENIA CRASSIFOLIA	WINTER BLOOMING BERGENIA	1 GAL/ 2' O.C.

GROUNDCOVERS

SYM	BOTANICAL NAME / VARIETY	COMMON NAME	SIZE / SPACING
	LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA	1 GAL. / 3' O.C.
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	FLATS / 12" O.C.
	DECORATIVE GRAVEL	GRAVEL MULCH	3/4" HINES ARIZONA RIVER ROCK
	VINCA MINOR 'VARIEGATA'	VARIEGATED VINCA	FLATS @ 12" O.C.
	DYMONDIA MARGARETAE	DYMONDIA	FLATS / 12" O.C.
	SOLEIROLEIA SOLEIROLEI	BABY'S TEARS	FLATS / 12" O.C.
	CAMPANULA POSCHARSKYANA	SERBIAN BELLFLOWER	1 GAL/ 12" O.C.
	FRAGARIA CHILOENSIS	CRN. STRAWBERRY	FLATS 12" O.C.

DECORATIVE SCREEN WALL

A 42" HIGH WALL IS PROPOSED FOR SCREENING PURPOSES AT THE END OF THE AUTOCOURT. THE WALL WILL BE COMBINED WITH PLANTING TO VISUALLY SCREEN THE PROJECT AUTOCOURT FROM THE STREET AND PUBLIC SIDEWALK.
REFER TO CIVIL SITE PLAN AND LCP SHEET L-1 FOR LOCATION.



A 42" HIGH DECORATIVE SCREEN WALL
NTS

THE LIGHTFOOT PLANNING GROUP
PLANNING
SITE DESIGN
LANDSCAPE ARCHITECTURE
6990 PASEO CARMI SUITE 110
CARLSBAD, CA 92009
(760) 602-1024
LIGHTFOOT@LIGHTFOOTPG.COM

LICENSED LANDSCAPE ARCHITECT
JAMES E. TAYLOR No. 2977
Signature 10/23/14
Renewal Date
Date
STATE OF CALIFORNIA

SCS 8, LLC
414 S. Cleveland St.
Oceanside, California

Scale:	1"=10'
Date:	5/23/14
Drawn By:	KC
Revisions:	
	9/30/14
	10/23/14

Conceptual Landscape Plan

Job # 641232

L-1
2

Cleveland Street 2 CLP

LANDSCAPE DESIGN CONCEPT:
THE CONCEPTUAL DESIGN LAYOUT AND PLANT PALETTE IS FOCUSED ON HOMOGENEITY WITH THE EXISTING STREETSCAPE ON CLEVELAND STREET. THE LANDSCAPE ON THE STREET FRONTAGE IS CONSISTENT WITH THE NEIGHBORHOOD LANDSCAPES. PROJECT TREES ARE SMALL SCALE AND IN PROPORTION TO THE SIZE OF THE ENTRY LANDSCAPES, AND IN KEEPING WITH NEIGHBORING LANDSCAPE AREAS. WHERE POSSIBLE, THE ENTRY TREES ARE PAIRED TO FRAME EACH WALKWAY AND STOOP.

PROPOSED GARAGE ACCESS IS ALLEY-LOADED WHICH IS CONSISTENT WITH THE AREA. FRONT DOOR ENTRIES ARE FROM PORCHES WHICH PROVIDE CURB APPEAL. ARCHITECTURAL ELEMENTS ALSO INCLUDE SECOND STORY DECKS. THE CONCEPTUAL LANDSCAPE PLAN ENDEAVORS TO ACCENT THE STOOPS AND OTHER ARCHITECTURAL FEATURES AND TO PROVIDE A STREETSCAPE THAT HAS AMBIENCE AND WHICH PAYS HOMAGE TO THE GUIDELINES SET FORTH IN THE COAST HIGHWAY VISION AND STRATEGIC PLAN.

THE PLANT PALETTE EMPLOYS SMALL, NATURALLY-ROUND SHRUBS SO THAT NO SHEARING IS REQUIRED TO KEEP THEM UNDER CONTROL. THESE SHRUBS ARE ARRANGED TO PROVIDE SCREENING FOR THE AIR CONDITIONING UNITS AND DEFINE INDIVIDUALISTIC "FRONT YARDS". THE LANDSCAPE IS ALSO DESIGNED TO PROVIDE SEPARATION FROM THE STREET. SMALL SCALE PERENNIALS AND LOW GROUNDCOVERS ARE LAYERED WITH THE SHRUBS TO COMPLETE THE LANDSCAPE.

ALL LANDSCAPE AREAS, INCLUDING THE ROW LANDSCAPES WILL BE PRIVATELY MAINTAINED BY THE HOA FOR THE PROJECT.

THE LANDSCAPE DESIGN PROPOSES TREES, SHRUBS AND GROUNDCOVERS THAT ARE SELECTED TO PROVIDE A LOW MAINTENANCE COMBINATION OF CONTRASTING GRAY AND GREEN FOLIAGED PLANTS THAT ARE ACCENTED BY A VARIETY OF SUCCULENT ACCENT AND OTHER COLORFUL FOLIAGE PLANTS. FOLIAGE TEXTURAL CONTRASTS AND FLOWER COLORS ARE ALSO INTENDED TO PROVIDE VISUAL INTEREST AND CURB APPEAL.

EACH "FRONT ENTRY" HAS IT'S OWN COMPOSITION, IN SUPPORT OF THE DIFFERENT ARCHITECTURAL ELEVATIONS AT EACH ENTRY. HOWEVER, THERE IS REPETITION OF PLANT MATERIAL FROM A COMMON PALETTE TO HELP CREATE COHESIVENESS IN THE LANDSCAPE, JUST AS THERE IS REPETITION OF ARCHITECTURAL ELEMENTS.

MAINTENANCE ACCESS TO METERS SHALL BE KEPT CLEAR OF OBSTRUCTIONS.

SHADE TOLERANT PLANTINGS HAVE BEEN PROPOSED FOR THE SIDES OF THE PROJECT AND IN THE AUTOCOURT WHERE BUILDING OVERHANGS LIMIT DIRECT SUNLIGHT.

GROUNDCOVER ALONG THE FRONTAGE IS COMBINED WITH SHRUBS AND LOW MAINTENANCE EVERGREEN CANOPY TREES WHICH WILL PROVIDE SHADE TO ENHANCE THE EXPERIENCE ON THE PUBLIC SIDEWALKS. LOW SHRUBS AND ACCENT PLANTINGS HAVE BEEN PROPOSED TO ADD VISUAL INTEREST AND HAVE BEEN KEPT RELATIVELY LOW IN ORDER TO PRESERVE THE SAFETY OF PEDESTRIANS AND CREATE A SPACE THAT IS DEFENSIBLE AS WELL AS ATTRACTIVE.

A 42" HIGH WALL WITH STONE-CLAD PILASTERS IS PROPOSED AT END OF THE AUTOCOURT AS AN ARCHITECTURAL FEATURE TO TIE TOGETHER THE STONE FACADES OF THE BUILDING AND TO HELP SHIELD THE SIDEWALK FROM HEADLIGHTS.

ACCENT PLANTING BEHIND THE WALL ALSO HELPS TO SCREEN VIEWS INTO THE AUTOCOURT. PYGMY DATE PALMS ARE COMBINED WITH THE GIANT BIRD OF PARADISE AND THE WALL TO PROVIDE VISUAL SCREENING OF THE AUTOCOURT FROM THE PUBLIC SIDEWALK AND STREET. THE SCREENING IS ACHIEVED VIA A LAYERING OF PLANT MATERIAL WITH CONTRASTING FOLIAGE TEXTURES THAT COMBINE WITH THE WALL TO PROVIDE VISUAL SEPARATION.
FROM THE AUTOCOURT SIDE, THIS PLANTING PROVIDES AN APPEALING LANDSCAPE FEATURE THAT IS SEEN FROM THE ALLEY AND THE AUTOCOURT.

BOLD SUCCULENTS ALONG WITH COLORED FOLIAGE SHRUBS AND PERENNIALS ARE USED IN COMBINATIONS TO PROVIDE AN INTERESTING LANDSCAPE FOR THE RESIDENTS AND NEIGHBORS.

THERE ARE NO LIVING TREES ON THE PROJECT SITE TO MITIGATE.

EXISTING WALLS AND FENCES ON THE PERIMETER ARE TO REMAIN IN PLACE.

GENERAL NOTES:
THIS CONCEPTUAL LANDSCAPE PLAN DIAGRAMMATICALLY SHOWS PLACEMENT OF PROPOSED PROJECT LANDSCAPING. FINAL LANDSCAPE PLANS SHALL ACCURATELY IDENTIFY AND SHOW PLACEMENT OF TREES, SHRUBS AND GROUND COVERS.
THE LANDSCAPE ARCHITECT IS AWARE OF THE CITY OF OCEANSIDE POLICY WHICH PROHIBITS TREES AND STRUCTURES IN UTILITY EASEMENTS (WITH THE EXCEPTION OF SMALL TREES AND/OR LARGE SHRUBS WITHIN THE SDG&E OVERHEAD EASEMENT) AND HAS CONCEPTUALLY DESIGNED THE PROJECT LANDSCAPE AND RESPECTIVE HARDSCAPE IN ACCORDANCE WITH THIS REQUIREMENT. ALL PERTINANT UTILITY EASEMENTS ARE DELINEATED ON THE PRELIMINARY CIVIL ENGINEERING SITE PLAN INFORMATION. THE FINAL LANDSCAPE PLAN SHALL SHOW ALL EASEMENTS THAT MAY AFFECT FINAL PLACEMENT OF PROJECT TREES AND SHRUBS, BASED ON THE EASEMENT AND UTILITY INFORMATION RECEIVED FROM THE PROJECT ENGINEER.
ALL REQUIRED LANDSCAPE AREAS (INCLUDING PUBLIC RIGHTS-OF-WAY) SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED PER THE CITY OF OCEANSIDE REQUIREMENTS.

IRRIGATION NOTES: AN AUTOMATIC IRRIGATION SHALL BE INSTALLED AS REQUIRED TO PROVIDE COVERAGE FOR PLANTING AREAS (INCLUDING CRIB WALLS OR OTHER PROPOSED GRAVITY RETAINING WALLS) SHOWN ON THE PLAN. LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH A MINIMUM WATER LOSS DUE TO WATER RUN-OFF. IRRIGATION SYSTEMS SHALL USE HIGH QUALITY, AUTOMATIC CONTROL VALVES, TIMERS AND OTHER NECESSARY EQUIPMENT FOR PROPER COVERAGE. ALL COMPONENTS SHALL BE OF NON-CORROSIVE MATERIAL AND ANY DRIP SYSTEMS SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER GUIDELINES. CLASS 315 PRESSURE OR SCHEDULE 40 MAINLINE SHALL BE BURIED TO A MINIMUM DEPTH OF 18". PVC LATERAL LINES SHALL BE BURIED 12" MINIMUM BELOW FINISH GRADE. ALL MAINLINE SHALL BE INSTALLED PER MANUFACTURER GUIDELINES, SPECIFICATIONS, AND ADHERE TO CODES AND GUIDELINES. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE CITY OF OCEANSIDE GUIDELINES AND WATER CONSERVATION ORDINANCE, THE CITY OF OCEANSIDE LANDSCAPE DESIGN GUIDELINES.

PLANTING NOTES:
THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, ENVIRONMENTAL SENSITIVITY AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS, AND SUPPLEMENTS BASED UPON THE AGRICULTURAL SOILS ANALYSIS REPORT FROM SOIL SAMPLE TAKEN FROM THE SITE. GROUND COVERS OR BARK MULCH SHALL FILL IN BETWEEN THE SHRUBS TO PROTECT THE SOIL FROM EXCESSIVE SOLAR EXPOSURE, EVAPOTRANSPIRATION AND SURFACE WATER RUNOFF. ALL PLANTING AREAS SHALL BE MULCHED TO A DEPTH OF 3" TO HELP CONSERVE WATER, LOWER THE SOIL TEMPERATURE AND REDUCE WEED GROWTH. SHRUBS SHALL BE ALLOWED TO GROW INTO THEIR NATURAL FORMS WITHOUT SHEARING UNLESS TOPIARY FORMS ARE A DESIGN ELEMENT OR REQUESTED BY OWNER. ALL LANDSCAPE IMPROVEMENTS SHALL CONFORM TO THE CURRENT CITY OF OCEANSIDE GUIDELINES. STREET TREES AND OTHER PROJECT TREE SHALL ALSO CONFORM TO SPATIAL REQUIREMENTS AND CLEARANCES PER THE CURRENT CITY OF OCEANSIDE STANDARDS.

TREES PLANTED WITHIN 10 FEET OF A PUBLIC SIDEWALK, HARDSCAPE OR CURB SHALL BE INSTALLED WITH AN APPROVED ROOT BARRIER (24" IN DEPTH AND A MINIMUM OF 10 LINEAR FEET CENTERED ON THE TREE TRUNK) AND SHALL COMPLY WITH THE CITY OF OCEANSIDE STREET TREE STANDARD DETAIL 21A.

ALL PLANTER AREAS SHALL RECEIVE A 3" LAYER OF ORGANIC MULCH.

EASEMENTS:
THE PROJECT LANDSCAPE ARCHITECT IS AWARE OF THE CITY OF OCEANSIDE POLICY WHICH PROHIBITS TREES AND PERMANENT STRUCTURES IN UTILITY EASEMENTS AND HAS DESIGNED THE PROJECT LANDSCAPE IN ACCORDANCE WITH THIS REQUIREMENT, BASED ON THE EASEMENT INFORMATION RECEIVED FROM THE PROJECT ENGINEER OF WORK. THE PROJECT LANDSCAPE ARCHITECT HAS VERIFIED THAT THESE PLANS MEET THE REQUIREMENTS OF SAID POLICY. THERE ARE NO PUBLIC UTILITY EASEMENTS ON THE PROJECT SITE.

SPACING AND CLEARANCES
STREET TREES AND OTHER TREES SHALL BE PLACED AND SPACED:
8 FEET FROM TRANSFORMERS, CABLE AND PULL BOXES
5 FEET FROM MAILBOXES
5 FEET FROM FIRE HYDRANTS (ALL SIDES)
10 FEET FROM CENTERLINE OF ALL UTILITY LINES (WITHOUT EASEMENT) (SEWER, WATER, STORM DRAINS, DOUBLE CHECK DETECTORS, AIR RELIEVE VALVES AND GAS LINES)
10 FEET FROM EASEMENT BOUNDARIES (SEWER, WATER, STORM DRAINS, ACCESS OR OTHER UTILITIES)
10 FEET FROM DRIVEWAYS (UNLESS A LINE OF SIGHT IS DETERMINED BY THE TRAFFIC DIVISION TO BE OTHERWISE)
10 FEET FROM TRAFFIC AND DIRECTIONAL SIGNS
15 MINIMUM FROM STREETLIGHTS, OTHER UTILITY POLES (DETERMINED BY SPECIFICATIONS)

STREET TREES SHALL BE PLANTED 3' OUTSIDE RIGHT-OF-WAY IF THE RIGHT-OF-WAY DOES NOT ALLOW SPACE, SUBJECT TO CITY ENGINEER'S APPROVAL
LINE OF SIGHT AT ARTERIALS, COLLECTOR AND LOCAL STREEETS SHALL BE REVIEWED AND DETERMINED BY TRAFFIC ENGINEER. A MINIMUM OF TWENTY-FIVE FEET (25') FROM STREET INTERSECTION OR AS APPROVED BY THE TRAFFIC ENGINEER
MINIMUM FIFTEEN FEET (15') STREETLIGHT AND STOP SIGN OR CLEARANCE DETERMINED BY SPECIFICATIONS.

LANDSCAPE SHALL SCREEN ALL UTILITIES ACCORDING TO SPECIFIC AGENCY REQUIREMENTS WHERE POSSIBLE.

PROJECT STORM WATER MANAGEMENT PLAN (SWMP)

THIS IS A STANDARD DEVELOPMENT PROJECT (MINOR) FOR STORMWATER PURPOSES. THE PROJECT DOES INCLUDES LOW IMPACT DEVELOPMENT (LID) LANDSCAPE AREA FOR SUSTAINABILITY PURPOSES.

FIRE CODE
THE LANDSCAPE IMPROVEMENT PLAN SET AND INSTALLATION ARE REQUIRED TO IMPLEMENT APPROVED FIRE DEPARTMENT REGULATIONS, CODES AND STANDARDS AT THE TIME OF PROJECT APPROVAL.

THE LIGHTFOOT PLANNING GROUP
PLANNING
SITE DESIGN
LANDSCAPE ARCHITECTURE
4000 MACARTHUR BLVD, SUITE 110
NEWPORT BEACH, CA 92660
(714) 852-1824
LGHTFOOT@LIGHTFOOTPG.COM

LICENSED LANDSCAPE ARCHITECT
JAMES L. TAYLOR No. 4371
Signature
12/31/14
Renewal Date
Date
STATE OF CALIFORNIA

SCS 8, LLC
414 S. CLEVELAND ST.
Oceanside, California

Scale:
Date: 5 /23/14
Drawn By: KC
Revisions: 10/27/14

Conceptual Landscape

Job # 6-4U8.12

L-2
2

Cleveland Street CLP

414 S. CLEVELAND STREET TOWNHOMES

BY SCS 8 LLC

IN

OCEANSIDE, CALIFORNIA

PROJECT TEAM

OWNER/APPLICANT

SCS 8 LLC
740 Lomas Santa Fe Drive
Suite 204
Solana Beach, CA 92075
(858) 481-3310
(858) 481-4325 (Fax)
Attn: Sean Scale Cruz

ARCHITECT

DAHLIN GROUP, INC.
539 South Cedros Avenue
Solana Beach, CA 92075
(858) 350-0544
(858) 350-0540 (Fax)
Attn: Jim Jackson

CIVIL ENGINEER

SB & O INC.
3990 Ruffin Road, Suite 120
San Diego, CA 92123
(858) 360-1141
(858)560-8157 (Fax)
Attn. James Parker

LANDSCAPE ARCHITECT

THE LIGHTFOOT PLANNING GROUP
5900 Pasteur Court, Suite 110
Carlsbad, CA 92008
(760) 692-1924
Attn: Kathy Copley

BUILDING INFORMATION

(1) 8 UNIT BUILDING

3-STORY

RESIDENTIAL UNITS

PLAN 1	(1)	=	1,449 SF
PLAN 2	(4)	=	4,880 SF
PLAN 3	(2)	=	3,182 SF
PLAN 3B	(1)	=	1,604 SF
TOTAL BUILDING	8	=	11,125 SF

UNIT INFORMATION

PLAN 1

3 STORY
3 BEDROOM
3 BATH
2 CAR GARAGE
1,449 SF

PLAN 2

3 STORY
3 BEDROOM
2 1/2 BATH
2 CAR GARAGE
1,220 SF

PLAN 3

3 STORY
3 BEDROOM
3 BATH
2 CAR GARAGE
1,886 SF

PLAN 3B

3 STORY
3 BEDROOM
3 BATH
2 CAR GARAGE
1,604 SF

DRAWING INDEX

CS	COVER SHEET
A1.1	FIRST FLOOR BUILDING PLAN
A1.2	SECOND FLOOR BUILDING PLAN
A1.3	THIRD FLOOR BUILDING PLAN
A1.4	ROOF PLAN
A1.5	PLAN 1 FLOOR PLAN
A1.6	PLAN 2 FLOOR PLAN
A1.7	PLAN 3 FLOOR PLAN
A1.8	PLAN 3B FLOOR PLAN
A1.9	ELEVATIONS

ADDITIONAL NOTES:

1. PROJECT SHALL COMPLY WITH SPECIAL INSPECTION PROCEDURE PC-20 AND ALL DEPUTY INSPECTORS ARE REQUIRED TO BE REGISTERED WITH THE CITY OF OCEANSIDE.

2. ALL OUTDOOR LIGHTING SHALL MEET CHAPTER 39 OF CITY CODE (LIGHT POLLUTION ORDINANCE) AND SHALL BE SHIELDED APPROPRIATELY.

CODE INFORMATION

CALIFORNIA BUILDING CODE (CBC) 2013
CALIFORNIA RESIDENTIAL CODE (CRC) 2013
CALIFORNIA MECHANICAL CODE (CMC) 2013
CALIFORNIA PLUMBING CODE (CPC) 2013
CALIFORNIA ELECTRICAL CODE (CEC) 2013
CALIFORNIA FIRE CODE (CFC) 2013
CALIFORNIA ENERGY CODE (T-24) 2013

THIS PROJECT SHALL COMPLY WITH THE 2013 STATE OF CALIFORNIA GREEN BUILDING CODE.

AT THE TIME OF FINAL INSPECTION, AN OPERATION AND MAINTENANCE MANUAL, ACCEPTABLE TO THE ENFORCING AGENCY SHALL BE PROVIDED TO THE BUILDING OCCUPANT OR OWNER PER SECTION CGBS 4.410

USE AND OCCUPANCY CLASSIFICATION:

RESIDENTIAL GROUP R-3

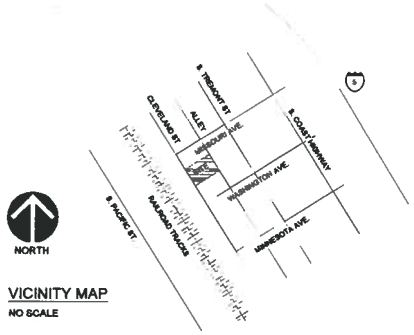
TYPE OF CONSTRUCTION:

TYPE V-B (FULLY SPRINKLERED)
NFPA 13
PER CBC SECTION 903, TABLE 1018.2 (b)
(QUICK RESPONSE SPRINKLERS WILL BE PROVIDED)

1-HOUR SEPARATION BETWEEN UNITS PENETRATIONS OF FIRE-RESISTIVE WALLS, FLOOR-CEILING AND ROOF-CEILING ASSEMBLIES SHALL BE PROTECTED AS REQUIRED BY CBC SEC. 713.3 & 713.4.

PROJECT NUMBER:

T14-00006/D14-00008/V14-00008/RC14-00007

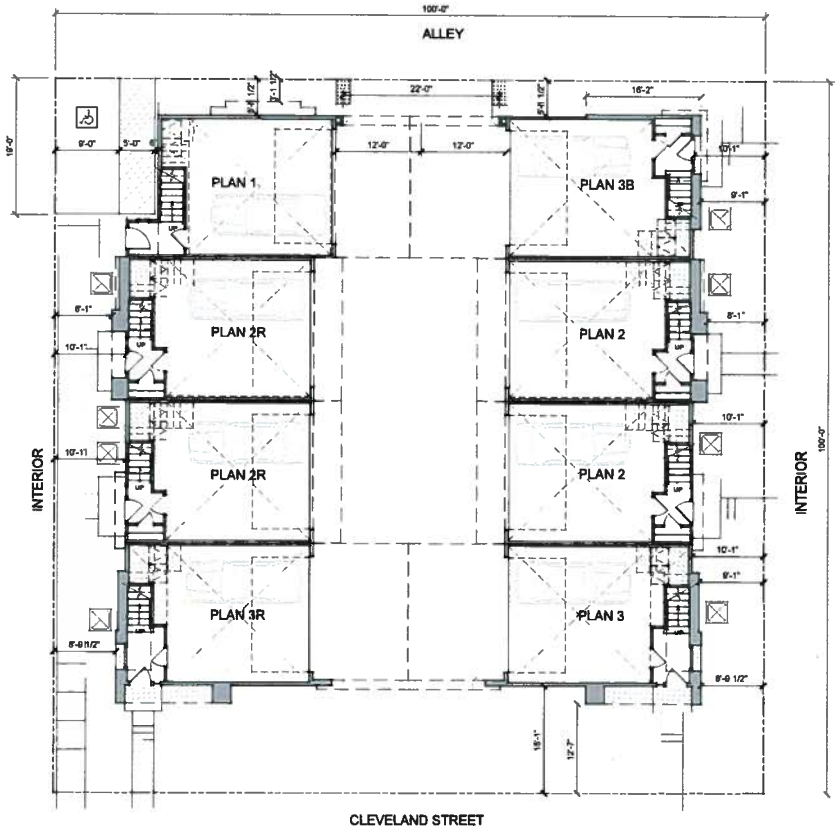


VICINITY MAP
NO SCALE

DAHLIN GROUP
539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

JOB NO. 720.009
DATE 10-03-2014

CS



FIRST FLOOR BUILDING PLAN

PLAN 1: 1,449 SF
3 BEDROOM
3 BATH

PLAN 2: 1,220 SF
2 BEDROOM
2 1/2 BATH

PLAN 3: 1,596 SF
3 BEDROOM
3 BATH

PLAN 3B: 1,604 SF
3 BEDROOM
3 BATH

ARCHITECTURAL
SITE PLAN /
GARAGE PLAN

0 8 16 32

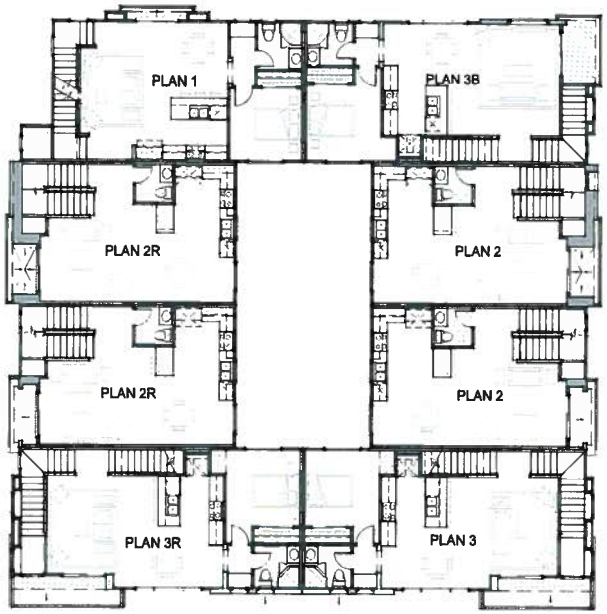
JOB NO. 720.009
DATE 10-03-2014

DAHLIN GROUP
539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

A1.1

414 S. CLEVELAND STREET TOWNHOMES

BY SCS 8 LLC



SECOND FLOOR BUILDING PLAN

PLAN 1: 1,449 SF
3 BEDROOM
3 BATH

PLAN 2: 1,220 SF
2 BEDROOM
2 1/2 BATH

PLAN 3: 1,596 SF
3 BEDROOM
3 BATH

PLAN 3B: 1,604 SF
3 BEDROOM
3 BATH

SECOND FLOOR
BUILDING PLAN

0 8 16 32

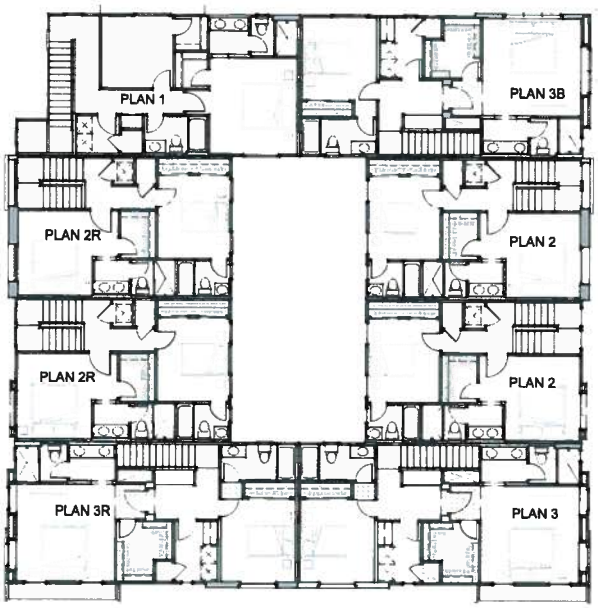
JOB NO. 720.009
DATE 10-03-2014

DAHLIN group
539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

A1.2

414 S. CLEVELAND STREET TOWNHOMES

BY SCS 8 LLC



THIRD FLOOR BUILDING PLAN

PLAN 1: 1,449 SF
3 BEDROOM
3 BATH

PLAN 2: 1,220 SF
2 BEDROOM
2 1/2 BATH

PLAN 3: 1,596 SF
3 BEDROOM
3 BATH

PLAN 3B: 1,604 SF
3 BEDROOM
3 BATH

THIRD FLOOR BUILDING PLAN

0 8 16 32

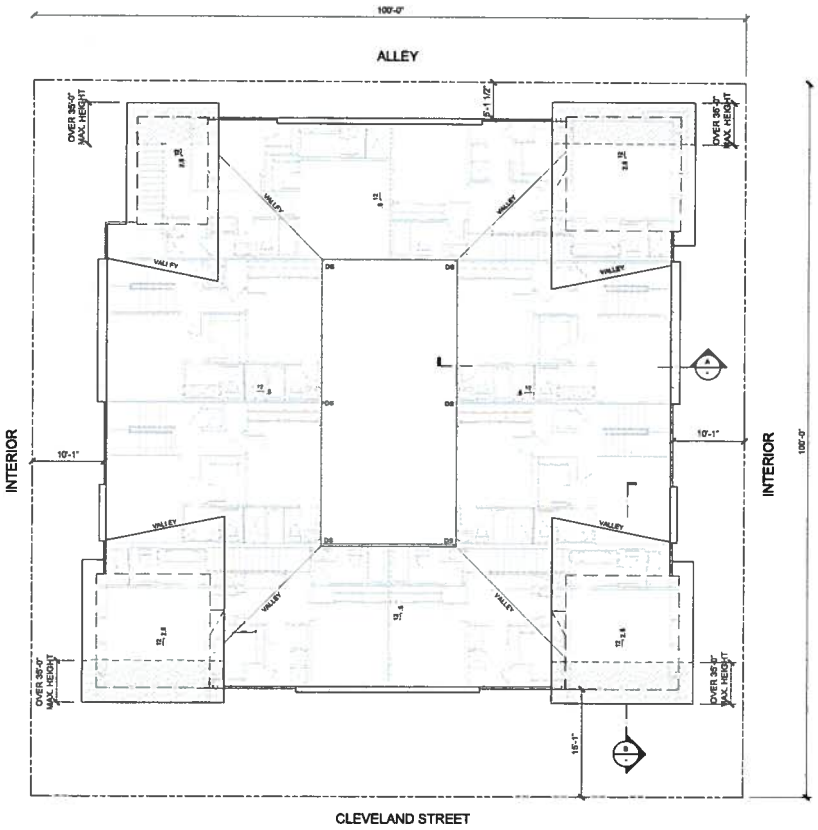
JOB NO. 720.009
DATE 10-03-2014

DAHLIN group
539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

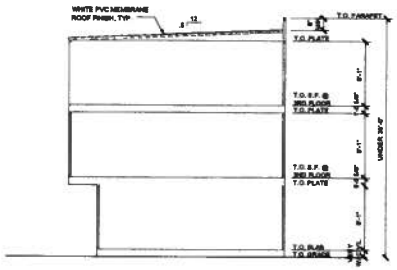
A1.3

414 S. CLEVELAND STREET TOWNHOMES

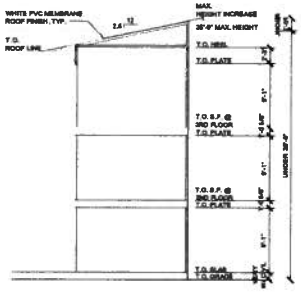
BY SCS 8 LLC



ROOF PLAN



SECTION A



SECTION B

BUILDING HEIGHT

MAXIMUM HEIGHT ALLOWED PER CITY OF OCEANSIDE: 35'-0"
MAXIMUM HEIGHT INCREASE 5'-0" PER CITY OF OCEANSIDE AT TOWER ELEMENTS
(ALLOWABLE INCREASE MAY NOT EXCEED 10% OF TOTAL ROOF AREA)

TOTAL ROOF SQUARE FOOTAGE: +/- 5,842 SQ.FT.
ROOF AREA OVER MAXIMUM: +/- 584 SQ. FT. (9.8% PERCENT)

ROOF PLAN &
BUILDING SECTIONS

0 8 16 32

414 S. CLEVELAND STREET TOWNHOMES

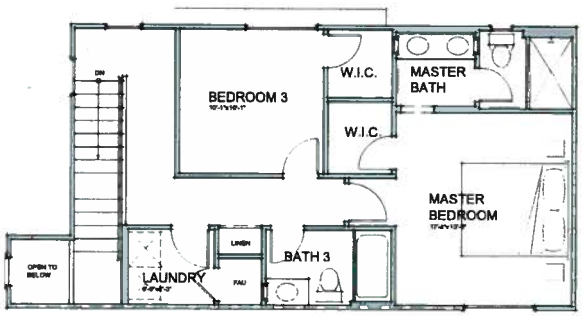
BY SCS 8 LLC

DAHLIN GROUP

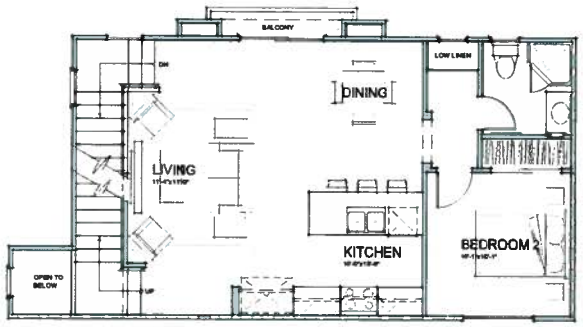
JOB NO. 720.009
DATE 10-03-2014

539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

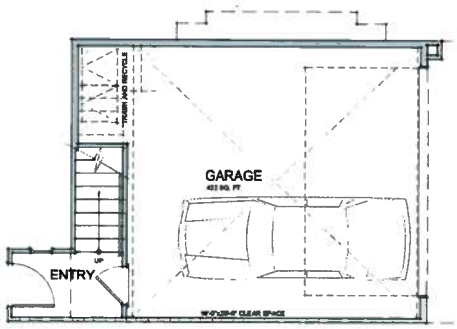
A1.4



THIRD FLOOR PLAN
704 SF



SECOND FLOOR PLAN
704 SF



GARAGE PLAN
41 SF

PLAN 1: 1,449 SF
3 BEDROOM
3 BATH

0 4 8 16

414 S. CLEVELAND STREET TOWNHOMES

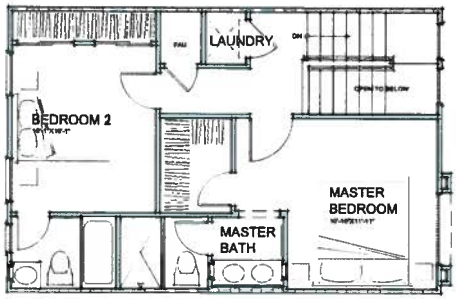
BY SCS 8 LLC

DAHLIN GROUP

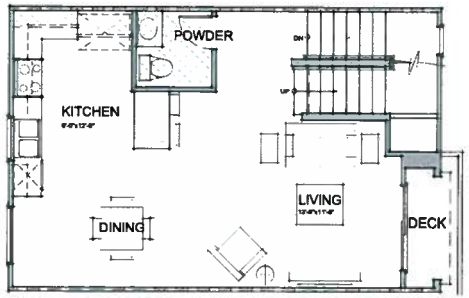
JOB NO. 720.009
DATE 10-03-2014

539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

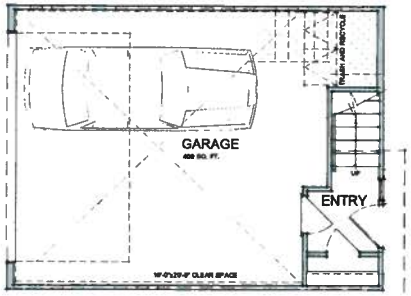
A1.5



THIRD FLOOR PLAN
606 SF



SECOND FLOOR PLAN
576 SF



GARAGE PLAN
49 SF

PLAN 2: 1,220 SF
2 BEDROOM
2 1/2 BATH

0 4 8 16

414 S. CLEVELAND STREET TOWNHOMES

BY SCS 8 LLC

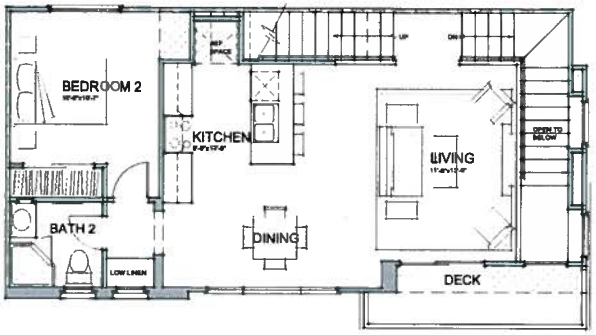
DAHLIN GROUP

JOB NO. 720.009
DATE 10-03-2014

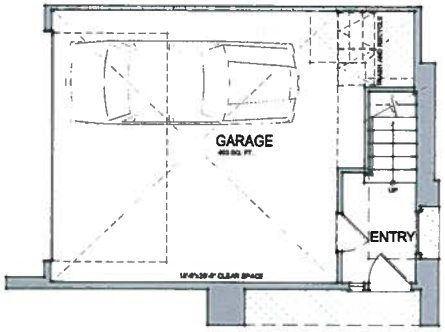
539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

A1.6

THIRD FLOOR PLAN
792 SF



SECOND FLOOR PLAN
760 SF



GARAGE PLAN
44 SF

PLAN 3: 1,596 SF
3 BEDROOM
3 BATH

0 4 8 16

414 S. CLEVELAND STREET TOWNHOMES

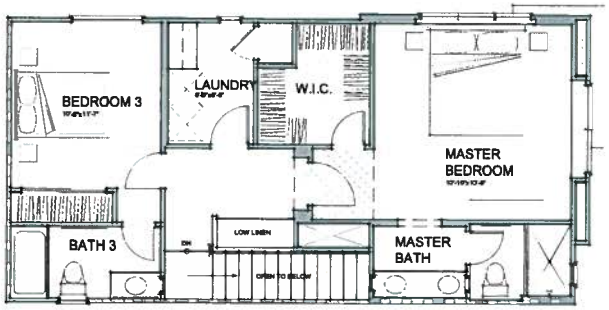
BY SCS 8 LLC

DAHLIN GROUP

JOB NO. 720.009
DATE 10-03-2014

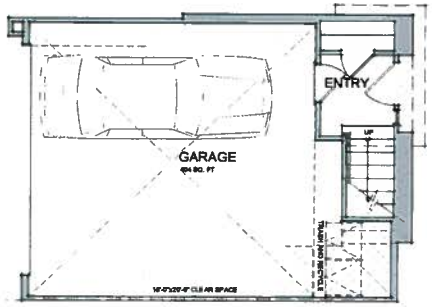
539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

A1.7



THIRD FLOOR PLAN
792 SF

SECOND FLOOR PLAN
765 SF



GARAGE PLAN
47 SF

PLAN 3B: 1,604 SF
3 BEDROOM
3 BATH

0 4 8 16

414 S. CLEVELAND STREET TOWNHOMES

BY SCS 8 LLC

DAHLIN GROUP

JOB NO. 720.009
DATE 10-03-2014

539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

A1.8

INTERIOR NORTH PERSPECTIVE

CLEVELAND STREET PERSPECTIVE

INTERIOR SOUTH PERSPECTIVE

HEIGHT DIAGRAM - INTERIOR SOUTH ELEVATION

MAXIMUM HEIGHT ALLOWED PER CITY OF OCEANSIDE 35'-0"
MAXIMUM HEIGHT INCREASE 5'-0" PER CITY OF OCEANSIDE AT TOWER ELEMENTS
(ALLOWABLE INCREASE MAY NOT EXCEED 10% OF TOTAL ROOF AREA)

TOTAL ROOF SQUARE FOOTAGE 6,594 SQ.FT.
ROOF AREA OVER MAXIMUM: 300 SQ.FT. (≤5% OF TOTAL ROOF AREA)

ALLEY PERSPECTIVE

PERSPECTIVE RENDERINGS
414 S. CLEVELAND STREET TOWNHOMES
IN OCEANSIDE, CALIFORNIA BY SCS 8 LLC

DAHLIN group
JOB NO. 720.009
DATE 09-16-14
539 South Cedros Avenue
Solana Beach, CA 92075
858-350-0544

PLANNING COMMISSION
RESOLUTION NO. 2015-P03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA APPROVING A TENTATIVE MAP, DEVELOPMENT PLAN, VARIANCE, AND REGULAR COASTAL PERMIT ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO: T14-00005, D14-00009, V14-00008, RC14-00007
APPLICANT: SCS 8, LLC
LOCATION: 400 Block of South Cleveland Street
(APNs 150-182-03-00 and 150-182-04-00)

THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES RESOLVE AS FOLLOWS:

WHEREAS, there was filed with this Commission a verified petition on the forms prescribed by the Commission requesting a Tentative Map, Development Plan, Variance, and Regular Coastal Permit, and under the provisions of Articles 7, 17, 21, and 27 of the Zoning Ordinance, Article IV of the Subdivision Ordinance, and the Local Coastal Program Coastal Permit Handbook of the City of Oceanside to permit the following:

a one-lot subdivision for condominium purposes and construction of an eight-unit townhouse building with associated on-site parking facilities and landscaping;

on certain real property described in the project description.

WHEREAS, the Planning Commission, after giving the required notice, did on the 12th day of January, 2015 conduct a duly advertised public hearing as prescribed by law to consider said application.

WHEREAS, pursuant to the California Environmental Quality Act and State Guidelines thereto; this project is categorically exempt from CEQA per Article 19, Section 15332 (In-Fill Development Projects);

WHEREAS, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and city ordinance;

WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS HEREBY GIVEN that the project is subject to certain fees, dedications, reservations and other exactions as provided below:

Description	Authority for Imposition	Current Estimate Fee or Calculation Formula
Parkland Dedication/Fee	Ordinance No. 91-10 Resolution No. 06-R0334-1	$3,503 per unit
Drainage Fee	Ordinance No. 85-23 Resolution No. 06-R0334-1	Depends on area (range is $2,843-$15,964 per acre)
Public Facility Fee	Ordinance No. 91-09 Resolution No. 06-R0334-1	$2,072 per unit for residential
School Facilities Mitigation Fee	Ordinance No. 91-34	$3.20 per square foot for residential
Traffic Signal Fee	Ordinance No. 87-19 Resolution No. 06-R0334-1	$15.71 per vehicle trip
Thoroughfare Fee	Ordinance No. 83-01	$2,254 per dwelling unit (based on SANDAG trip generation table available from staff and SANDAG)
Water System Buy-in Fees	Oceanside City Code §37.56.1 Resolution No. 87-96 Ordinance No. 09-OR 0093-1	Fee based on water meter size. Residential is typically $4,597 per unit.
Wastewater System Buy-in fees	Oceanside City Code § 29.11.1 Resolution No. 87-97 Ordinance No. 05-OR 0092-1	Based on capacity or water meter size. Residential is typically $6,313 per unit.
San Diego County Water Authority Capacity Fees	SDCWA Ordinance No. 2005-03	Based on meter size. Residential is typically $4,492 per unit.
Inclusionary housing in lieu fees—Residential only.	Chapter 14-C of the City Code	$1,000 per development project, $100 per unit, plus $1.31 per square foot.

WHEREAS, the current fees referenced above are merely fee amount estimates of the impact fees that would be required if due and payable under currently applicable ordinances and

resolutions, presume the accuracy of relevant project information provided by the applicant, and are not necessarily the fee amount that will be owing when such fee becomes due and payable;

WHEREAS, unless otherwise provided by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 32B of the Oceanside City Code and the City expressly reserves the right to amend the fees and fee calculations consistent with applicable law;

WHEREAS, the City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law;

WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS FURTHER GIVEN that the 90-day period to protest the imposition of any fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020;

WHEREAS, pursuant to Oceanside Zoning Ordinance §2115, this resolution becomes effective 20 days from its adoption in the absence of the filing of an appeal or call for review;

WHEREAS, studies and investigations made by this Commission and in its behalf reveal the following facts:

FINDINGS:

For Tentative Map (T14-00005):

1. That the proposed Tentative Map is consistent with the General Plan of the City by meeting and exceeding lot size requirements and other applicable provisions of the Zoning Ordinance and the Subdivision Ordinance. The subject property bears a zoning designation of Medium-Density Residential (R-3), which requires a minimum lot size of 6,000 square feet. Following the required five-foot dedication of public right-of-way along the South Cleveland Street frontage, the property would comprise 9,583 square feet.

2. That the site is physically suitable for the type and proposed density of development by providing lot areas consistent with the Townsite Neighborhood Planning Area. The surrounding area is characterized by 5,000-square-foot lots that are generally 50 feet in width and 100 feet in depth. It is common for properties in the vicinity (both vacant and developed) to be consolidations of two or more of these 5,000-square-foot lots. The proposed one-lot subdivision for condominium purposes would create one 9,583-square-

foot lot with roughly 100 feet of frontage on South Cleveland Street and the abutting alley at the rear.

3. That the design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The subject property is located in a highly urbanized area and contains no sensitive habitat.

4. That the design of the subdivision or the type of improvements meets City standards and will not conflict with easements, acquired by the public at large, for access through or the use of property within the proposed subdivision. There are no easements, acquired by the public at large, for access through or the use of the subject property.

5. That the subdivision complies with all other applicable ordinances, regulations and guidelines of the City of Oceanside. The proposed tentative map exhibit accords with the form and content requirements of the City's Subdivision Ordinance (Section 401).

For the Development Plan (D14-00009):

1. The approval of the proposed project will be subject to conditions that, in view of the size and shape of the parcel and the present zoning and use of the subject property, provide the same degree of protection to adjoining properties, including protection from unreasonable interference with the use and enjoyment of said properties, depreciation of property values, and any potentially adverse impacts on the public peace, health, safety and welfare. The siting and architecture of the proposed condominium complex would avoid potential adverse massing impacts on adjacent properties with ample setbacks, highly-articulated facades, variable roof elements, and high-quality finish materials. The proposed building would be significantly softened and screened by dense, vertically-oriented landscaping. Ample on-site parking resources would avoid on-street parking impacts, and the absence of curb cuts on South Cleveland Street would preserve all existing on-street parking spaces.

For the Variance (V14-00008):

1. Due to special circumstances or conditions applicable to the subject property – i.e., the required dedication of five feet of additional public right-of-way at the Cleveland Street frontage – strict application of the requirements of the 1986 Zoning Ordinance (Section 1701) deprives such property of rights enjoyed by other property in the vicinity and

within the Medium-Density Residential (R-3) District. Zoning Ordinance Section 1701 establishes a 15-foot front yard setback for development in R-3 zones. The single-family homes immediately to the south of the subject property, approved in 2008 under the previously-applicable 1992 Zoning Ordinance, maintain 10-foot front yard setbacks from South Cleveland Street. The townhomes immediately to the west of the subject property, approved under the Redevelopment Zoning Ordinance, also maintain 10-foot front yard setbacks from South Cleveland Street. Coupled with more restrictive side yard setbacks required for side-facing entrances, the required 15-foot front yard setback unduly restricts the development potential of the subject property relative to recently approved development on adjacent sites.

2. Granting the Variance (V14-00008) will not be materially detrimental or injurious to surrounding properties nor to the general development pattern of the neighborhood. The proposed variance would allow for front yard setbacks equal to those exhibited by adjacent development to the north and west. Furthermore, given that the additional five feet of dedicated public right-of-way along South Cleveland Street would continue to function as landscape area, the proposed project would be set back no less than 17 feet from the back of the adjacent sidewalk (consistent with the single-family homes immediately to the south as well as the recently approved eight-unit project at the corner of South Cleveland Street and Washington Street).

3. Granting the Variance (V14-00008) is consistent with the purposes of the Zoning Ordinance and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and within the R-3 District. Zoning Ordinance Section 1701(b) states that R-3 development is to be located on streets "having a pavement width of not less than 56 feet." The required dedication of five feet of additional public right-of-way along Cleveland Street would bring the total dimension of the public right-of-way to 60 feet. The variance would serve to offset the loss of private property occasioned by the required dedication while maintaining a front yard setback consistent with that evidenced by adjacent development.

4. Granting the Variance (V14-00008) will not adversely affect the General Plan. Policy 1.32 of the Land Use Element of the General Plan establishes that "the goals and policies of the Local Coastal Program Land Use Plan (LUP) shall be the guiding policy review

document" for Coastal Zone properties. The proposed project is consistent with all applicable objectives and policies of the LUP, including those pertinent to coastal access, recreation and visitor-serving facilities, and visual resources.

For the Regular Coastal Permit (RC14-00007):

1. The proposed project is consistent with the policies of the Local Coastal Program as implemented through the Zoning Ordinance. The placement and design of the proposed project would be visually compatible with the character of surrounding areas. The proposed project would not substantially alter or impact existing public views of the coastline.
2. The proposed project would not obstruct any existing or planned public beach access, thereby conforming to the policies of Chapter 3 of the Coastal Act.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby approve Tentative Parcel Map (T14-00005), Development Plan (D14-00009), Variance (V14-00008), and Regular Coastal Permit (RC14-00007), subject to the following conditions:

Building:

1. Construction shall comply with the current addition edition of the California Codes.
2. California Residential Code requires each new one and two family dwellings to install an Automatic Fire Sprinkler System designed and installed in accordance with CRC Section R 313.3 or NFPA 13D.
3. All new one and two family dwellings shall comply with the current California Green Code.
4. The granting of approval under this action shall in no way relieve the applicant/project from compliance with all state and local building codes.
5. The building plans for this project are required by state law to be prepared by a licensed architect or engineer and must comply with this requirement prior to submittal for building plan review.
6. All electrical, communication, CATV, etc. service lines within the exterior lines of the property shall be underground (City Code Sec. 6.30).
7. The developer shall monitor, supervise and control all building construction and supporting activities so as to prevent these activities from causing a public nuisance, including, but not limited to, strict adherence to the following:

a) Building construction work hours shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday, and on Saturday from 7:00 a.m. to 6:00 p.m. for work that is not inherently noise-producing. Examples of work not permitted on Saturday are concrete and grout pours, roof nailing and activities of similar noise-producing nature. No work shall be permitted on Sundays and Federal Holidays (New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, and Christmas Day) except as allowed for emergency work under the provisions of the Oceanside City Code Chapter 38 (Noise Ordinance).

b) The construction site shall be kept reasonably free of construction debris as specified in Section 13.17 of the Oceanside City Code. Storage of debris in approved solid waste containers shall be considered compliance with this requirement. Small amounts of construction debris may be stored on-site in a neat, safe manner for short periods of time pending disposal.

8. Separate/unique addresses will be required to facilitate utility releases. Verification that the addresses have been properly assigned by the City's Planning Division must accompany the Building Permit application.

9. A complete Soils Report, Structural Calculations, & Energy Calculations/documentation will be required at time of plans submittal to the Building Division for plan check.

Engineering:

10. For the demolition of any existing structure or surface improvements; grading plans shall be submitted and erosion control plans be approved by the City Engineer prior to the issuance of a demolition permit. No demolition shall be permitted without an approved erosion control plan.

11. Design and construction of all improvements shall be in accordance with the City of Oceanside Engineers Design and Processing Manual, City Ordinances, and standard engineering and specifications of the City of Oceanside and subject to approval by the City Engineer.

12. All right-of-way alignments, street dedications, exact geometrics and width shall be dedicated and constructed or replaced as required by the City Engineer.

13. Proof of legal access shall be provided to public alley prior to the filing of the final map.

14. This tract shall be recorded as one. A construction-phasing plan for the construction of on-site public and private improvements shall be reviewed and approved by the City Engineer prior to the recordation of the final map. Prior to the issuance of any building permits all offsite improvements including landscaping, landscaped medians, frontage improvements shall be under construction to the satisfaction of the City Engineer. Prior to issuance of any certificates of occupancy the City Engineer shall require the dedication and construction of necessary utilities, arterials and streets and other improvements outside the area of any particular final map, if such is needed for circulation, parking, access or for the welfare or safety of future occupants of the development.

15. Provide the City of Oceanside with a certification from each public utility and each public entity owning easements within the proposed project stating that: (a) they have received from the owner/developer a copy of the proposed map; (b) they object or do not object to the filing of the map without their signature; (c) in case of a street dedication affected by their existing easement, they will sign a "subordination certificate" or "joint-use certificate" on the map when required by the governing body. In addition, the owner/developer shall furnish proof to the satisfaction of the City Engineer that no new encumbrances have been created that would subordinate the City's interest over areas to be dedicated for public road purposes since submittal of the project.

16. Pursuant to the State Map Act, improvements shall be required at the time of development. A covenant, reviewed and approved by the City Attorney, shall be recorded attesting to these improvement conditions and a certificate setting forth the recordation shall be placed on the map.

17. Prior to issuance of any grading permit and/or recordation of the final map, the owner/developer shall provide 5' (feet) public street dedication on Cleveland Street along the property frontage.

18. If a subdivider is required under this division or any other provision of law to make a dedication for specified public purposes on a final map, the local agency shall specify whether the dedication is to be in fee for public purposes or an easement for public purposes.

19. A traffic control plan shall be prepared according to the City traffic control guidelines and approved to the satisfaction of the City Engineer prior to the start of work within the public

right-of-way. Traffic control during construction of streets that have been opened to public traffic shall be in accordance with construction signing, marking and other protection as required by the Caltrans Traffic Manual and City Traffic Control Guidelines. Traffic control plans shall be in effect from 8:00 a.m. to 3:30 p.m. unless approved otherwise.

20. Vehicular access rights to Cleveland Street and the public Alley shall be relinquished to the City except for the proposed 20' (feet) wide project driveway in the public Alley.

21. Cleveland Street shall be constructed with curbs and gutters and sidewalk in accordance with the Oceanside Engineers Design and Processing Manual. Sidewalk improvements shall be in compliance with the ADA requirements.

22. All existing damaged concrete and paved sections on Cleveland Street along property frontage shall be repaired or replaced as required to the satisfaction of the City Engineer.

23. Cleveland Street shall provide a minimum of 10 feet parkway between the face of curb and the right- of- way line. Sidewalk improvements shall comply with ADA requirements. Publicly maintained pedestrian ramps (maintained by the City of Oceanside must be fully located within public right-of-way. Minimum curb return radius shall comply with the City of Oceanside Engineers Design and Processing Manual.

24. Sight distance requirements at the project driveway in the public Alley shall conform to the corner sight distance criteria as provided by SDRSD DS-20A and or DS-20B.

25. Streetlights shall be maintained and installed on all public streets (street name required) per City Standards. The system shall provide uniform lighting, and be secured prior to occupancy. The owner/developer shall pay all applicable fees, energy charges, and/or assessments associated with City-owned (LS-2 rate schedule) streetlights and shall also agree to the formulation of, or the annexation to, any appropriate street lighting district.

26. This project's driveway shall remain private and shall be maintained by an association. The pavement sections, traffic indices shall be based on approved geotechnical report and in compliance with the City of Oceanside Engineers Design and Processing Manual. The private project street and driveway alignments and geometric layouts shall meet the City of Oceanside Engineers Design and Processing Manual.

27. Pavement sections for Cleveland Street, Public Alley, proposed project driveway, and parking areas shall be based upon approved soil tests and traffic indices. The pavement design is to be prepared by the owner/developer's soil engineer and must be in compliance

with the City of Oceanside Engineers Design and Processing Manual and be approved by the City Engineer, prior to paving.

28. Any existing public or private pavement, concrete curb, gutter, driveways, pedestrian ramps and sidewalk within the project, or adjacent to the project boundary that are already damaged or damaged during construction of the project, shall be repaired or replaced as directed by the City Engineer.

29. Full width alley including the installation of a longitudinal concrete alley gutter shall be constructed in accordance with the City of Oceanside Engineers Design and Processing Manual, the City Standards plans and specifications as approved by the City Engineer.

30. The responsibility of private driveway maintenance and all common areas shall be included in the CC&R of the Townhomes project, and shall be included in the grant deed title of the owner/developer.

31. Prior to approval of the final map or any increment, all improvement requirements, within such increment or outside of it if required by the City Engineer, shall be covered by a Subdivision Improvement Agreement and secured with sufficient improvement securities or bonds guaranteeing performance and payment for labor and materials, setting of monuments, and warranty against defective materials and workmanship.

32. Where proposed off-site improvements, including but not limited to slopes, public utility facilities, and drainage facilities, are to be constructed, the owner/developer shall, at his own expense, obtain all necessary easements or other interests in real property and shall dedicate the same to the City of Oceanside as required. The owner/developer shall provide documentary proof satisfactory to the City of Oceanside that such easements or other interest in real property have been obtained prior to the approval of the final map (or) issuance of any grading, building or improvement permit for this development/project. Additionally, the City of Oceanside, may at its sole discretion, require that the owner/developer obtain at his sole expense a title policy insuring the necessary title for the easement or other interest in real property to have vested with the City of Oceanside or the owner/developer, as applicable.

33. Prior to the issuance of a grading permit, the owner/developer shall notify and host a neighborhood meeting with all of the area residents located within 300 feet of the project site, to inform them of the grading and construction schedule, and to answer questions.

34. The owner/developer shall monitor, supervise and control all construction and construction-supportive activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:

a) Dirt, debris and other construction material shall not be deposited on any public street or within the City's storm water conveyance system.

b) All grading and related site preparation and construction activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. No engineering related construction activities shall be conducted on Saturdays, Sundays or legal holidays unless written permission is granted by the City Engineer with specific limitations to the working hours and types of permitted operations. All on-site construction staging areas shall be as far as possible (minimum 100 feet) from any existing residential development. Because construction noise may still be intrusive in the evening or on holidays, the City of Oceanside Noise Ordinance also prohibits "any disturbing excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity."

c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site. An alternate parking site can be considered by the City Engineer in the event that the lot size is too small and cannot accommodate parking of all motor vehicles.

d) The owner/developer shall complete a haul route permit application (if required for import/export of dirt) and submit to the City of Oceanside Engineering Division 48 hours in advance of beginning of work. Hauling operations (if required) shall be 8:00 a.m. to 3:30 p.m. unless approved otherwise.

35. It is the responsibility of the owner/developer to evaluate and determine that all soil imported as part of this development is free of hazardous and/or contaminated material as defined by the City and the County of San Diego Department of Environmental Health. Exported or imported soils shall be properly screened, tested, and documented regarding hazardous contamination.

36. The approval of the tentative map shall not mean that proposed grading or improvements on adjacent properties (including any City properties/right-of-way or easements) is granted or guaranteed to the owner/developer. The owner/developer is responsible for obtaining

permission to grade to construct on adjacent properties. Should such permission be denied, the tentative map shall be subject to going back to the public hearing or subject to a substantial conformity review.

37. Prior to any grading of any part of the tract or project, a comprehensive soils and geologic investigation shall be conducted of the soils, slopes, and formations in the project. All necessary measures shall be taken and implemented to assure slope stability, erosion control, and soil integrity. No grading shall occur until a detailed grading plan, to be prepared in accordance with the Grading Ordinance and Zoning Ordinance is approved by the City Engineer.

38. The owner/developer shall place a covenant on the non-title sheet of the final map agreeing to the following: "The present or future owner/developer shall indemnify and save the City of Oceanside, its officers, agents, and employees harmless from any and all liabilities, claims arising from any landslide on this site".

39. A precise grading and private improvement plan shall be prepared, reviewed, secured and approved prior to the issuance of any building permits. The plan shall reflect all pavement, flatwork, landscaped areas, special surfaces, curbs, gutters, medians, striping, and signage, footprints of all structures, walls, drainage devices and utility services. Parking lot striping and any on site traffic calming devices shall be shown on all precise grading and private improvement plans.

40. This project shall provide year-round erosion control including measures for the site required for the phasing of grading. Prior to the issuance of grading permit, an erosion control plan, designed for all proposed stages of construction, shall be reviewed, secured by the owner/developer with cash securities or a letter of credit and approved by the City Engineer.

41. Landscaping plans, including plans for the construction of walls, fences or other structures at or near intersections, must conform to intersection sight distance requirements. Landscape and irrigation plans for disturbed areas shall be submitted to the City Engineer prior to the issuance of a preliminary grading permit and approved by the City Engineer prior to the issuance of building permits. Frontage and median landscaping shall be installed and established prior to the issuance of any certificates of occupancy. Securities shall be required only for landscape items in the public right-of-way. Any project fences,

sound or privacy walls and monument entry walls/signs shall be shown on, bonded for and built from the landscape plans. These features shall also be shown on the precise grading plans for purposes of location only. Plantable, segmental walls shall be designed, reviewed and constructed by the grading plans and landscaped/irrigated through project landscape plans. All plans must be approved by the City Engineer and a pre-construction meeting held, prior to the start of any improvements.

42. The drainage design shown on the tentative map, site plan or preliminary grading plan, and the drainage report for this tentative map/development plan is conceptual only. The final drainage report and drainage design shall be based upon a hydrologic/hydraulic study that is in compliance with the latest San Diego County Hydrology and Drainage Manual to be approved by the City Engineer during final engineering. All drainage picked up in an underground system shall remain underground until it is discharged into an approved channel, or as otherwise approved by the City Engineer. All public storm drains shall be shown on City standard plan and profile sheets. All storm drain easements shall be dedicated where required. The owner/developer shall be responsible for obtaining any off-site easements for storm drainage facilities.

43. Drainage facilities shall be designed and installed to adequately accommodates the local stormwater runoff and shall be in accordance with the San Diego County Hydrology and Design Manual and in compliance with the City of Oceanside Engineers Design and Processing Manual to the satisfaction of the City Engineer.

44. The owner/developer shall place a covenant on the non-title sheet of the final map agreeing to the following: "The present or future owner/developer shall indemnify and save the City of Oceanside, its officers, agents, and employees harmless from any and all liabilities, claims arising from any flooding that occurs on this site, and any flooding that is caused by this site impacting adjacent properties."

45. Storm drain facilities shall be designed and located such that the inside travels lanes on streets with collector or above design criteria shall be passable during conditions of a 100-year frequency storm.

46. Sediment, silt, grease, trash, debris, and/or pollutants shall be collected on-site and disposed of in accordance with all state and federal requirements, prior to stormwater discharge either off-site or into the City drainage system.

47. Prior to approval of a grading plan and issuance of any grading permit the owner/developer shall submit a Stormwater Management Plan-Standard Development Plan (SWMP-SDP).

48. Open space areas and down-sloped areas visible from a collector-level or above roadway and not readily maintained by the property owner, shall be maintained by a homeowners' association that will insure installation and maintenance of landscaping in perpetuity. These areas shall be indicated on the final map and reserved for an association. Future buyers shall be made aware of any estimated monthly costs. The disclosure, together with the CC&R's, shall be submitted to the City Engineer for review prior to the recordation of final map.

49. All existing overhead utility lines within this subdivision/development, and/or within any full width Cleveland Street and the Public Alley right-of-way abutting this new subdivision/development, and all new extension services for the development of this project, including but not limited to, electrical, cable and telephone, shall be placed underground per Section 901.G. of the Subdivision Ordinance (R91-166) and as required by the City Engineer and current City policy.

50. The owner/developer shall obtain any necessary permits and clearances from all public agencies having jurisdiction over the project due to its type, size, or location, including but not limited to the U. S. Army Corps of Engineers, California Department of Fish & Game, U. S. Fish and Wildlife Service and/or San Diego Regional Water Quality Control Board (including NPDES), San Diego County Health Department, prior to the issuance of grading permits.

51. The owner/developer shall comply with all the provisions of the City's cable television ordinances including those relating to notification as required by the City Engineer.

52. Approval of this development project is conditioned upon payment of all applicable impact fees and connection fees in the manner provided in chapter 32B of the Oceanside City Code. All traffic signal fees and contributions, highway thoroughfare fees, park fees, reimbursements, and other applicable charges, fees and deposits shall be paid prior to recordation of the map or the issuance of any building permits, in accordance with City Ordinances and policies. The owner/developer shall also be required to join into, contribute, or participate in any improvement, lighting, or other special district affecting or

affected by this project. Approval of the tentative map (project) shall constitute the owner/developer's approval of such payments, and his agreement to pay for any other similar assessments or charges in effect when any increment is submitted for final map or building permit approval, and to join, contribute, and/or participate in such districts.

53. Upon acceptance of any fee waiver or reduction by the owner/developer, the entire project will be subject to prevailing wage requirements as specified by Labor Code section 1720(b)(4). The owner/developer shall agree to execute a form acknowledging the prevailing wage requirements prior to the granting of any fee reductions or waivers.

54. In the event that the conceptual plan does not match the conditions of approval, the resolution of approval shall govern.

Landscaping:

55. Landscape plans, shall meet the criteria of the City of Oceanside Landscape Guidelines and Specifications for Landscape Development (latest revision), Water Conservation Ordinance No.(s) 91-15 and 10-Ordinance 0412, Engineering criteria, City code and ordinances, including the maintenance of such landscaping, shall be reviewed and approved by the City Engineer prior to the issuance of building permits. Landscaping shall not be installed until bonds have been posted, fees paid, and plans signed for final approval. A landscape pre-construction meeting shall be conducted by the landscape architect of record, Public Works Inspector, developer or owner's representative and landscape contractor prior to commencement of the landscape and irrigation installation. The following landscaping requirements shall be required prior to plan approval and certificate of occupancy:

a) Final landscape plans shall accurately show placement of all plant material such as but not limited to trees, shrubs, and groundcovers.

b) Landscape Architect shall be aware of all utility, sewer, gas, water and storm drain lines and utility easements and place planting locations accordingly to meet City of Oceanside requirements.

c) All required landscape areas shall be maintained by owner, project homeowner association or successor of the project (including public rights-of-way (parkways) parallel with and on Cleveland Street, Washington Street, and the

alley). The landscape areas shall be maintained per City of Oceanside requirements.

d) The As-built/ Maintenance Guarantee (refundable cash deposit) shall not be released until the as-built drawings have been approved on the original approved Mylar landscape plan and the required maintenance period has been successfully terminated.

e) Proposed landscape species shall fit the site and meet climate changes indicative to their planting location. The selection of plant material shall also be based on cultural, aesthetic, and maintenance considerations. In addition proposed landscape species shall be low water users as well as meet all fire department requirements.

f) All planting areas shall be prepared and implemented to the required depth with appropriate soil amendments, fertilizers, and appropriate supplements based upon a soils report from an agricultural suitability soil sample taken from the site.

g) Ground covers or bark mulch shall fill in between the shrubs to shield the soil from the sun, evapotranspiration and run-off. All the flower and shrub beds shall be mulched to a 3" depth to help conserve water, lower the soil temperature and reduce weed growth.

h) The shrubs shall be allowed to grow in their natural forms. All landscape improvements shall follow the City of Oceanside Guidelines.

i) Root barriers shall be installed adjacent to all paving surfaces, where a paving surface is located within 6 feet of a trees trunk on site (private) and within 10 feet of a trees trunk in the right-of-way (public). Root barriers shall extend 5 feet in each direction from the centerline of the trunk, for a total distance of 10 feet. Root barriers shall be 24 inches in depth. Installing a root barrier around the tree's root ball is unacceptable.

j) All fences, gates, walls, stone walls, retaining walls, and plantable walls shall obtain Planning Division approval for these items in the conditions or application stage prior to 1st submittal of working drawings.

k) Decorative enhanced vehicular hardscape/paving shall be required in the auto court as shown on the conceptual landscape plan approved by the Planning Division. All enhanced vehicular hardscape/paving where applicable shall be required to meet the most current California Accessibility Code (CALDAD) and the most current American Disability Act (ADA).

l) For the planting and placement of trees and their distances from hardscape and other utilities/ structures the landscape plans shall follow the City of Oceanside's (current) Tree Planting Distances and Spacing Standards.

m) An automatic irrigation system shall be installed to provide coverage for all planting areas shown on the plan. Low volume equipment shall provide sufficient water for plant growth with a minimum water loss due to water run-off.

n) Irrigation systems shall use high quality, automatic control valves, controllers and other necessary irrigation equipment. All components shall be of non-corrosive material. All drip systems shall be adequately filtered and regulated per the manufacturer's recommended design parameters.

o) All irrigation improvements shall follow the City of Oceanside Guidelines and Water Conservation Ordinance.

p) The landscape plans shall match all plans affiliated with the project.

q) Landscape construction drawings are required to implement approved Fire Department regulations, codes, and standards at the time of plan approval.

r) Landscape plans shall comply with Biological and/or Geotechnical reports, as required, shall match the grading and improvement plans, comply with SWMP Best Management Practices and meet the satisfaction of the City Engineer.

s) Existing landscaping on and adjacent to the site shall be protected in place and supplemented or replaced to meet the satisfaction of the City Engineer.

56. All landscaping, fences, walls, etc. on the site, in medians within the public right-of-way and within any adjoining public parkways on South Cleveland Street and the abutting alley shall be permanently maintained by the owner, his assigns, project homeowner association or any successors-in-interest in the property. The maintenance program shall include: a) normal care and irrigation of the landscaping b) repair and replacement of

plant materials (including interior trees and street trees) c) irrigation systems as necessary d) general cleanup of the landscaped and open areas e) parking lots and walkways, walls, fences, etc. f) pruning standards for street trees shall comply with the International Society of Arboriculture (ISA) Standard Practices for Tree Care Operations – ANSI A300, Appendix G: Safety Standards, ANSI Z133; Appendix H; and Tree Pruning Guidelines, Appendix F (most current edition). Failure to maintain landscaping shall result in the City taking all appropriate enforcement actions including but not limited to citations. This maintenance program condition shall be recorded with a covenant as required by this resolution.

57. In the event that the conceptual landscape plan (CLP) does not match the conditions of approval, the resolution of approval shall govern.

Fire:

58. Fire Department requirements shall be placed on plans in the notes section.
59. Smoke detectors are required, and detector locations must be indicated on the plans.
60. Fire extinguishers are required and shall be included on the plans submitted for plan check
61. An NFPA 13R or NFPA 13 sprinkler system is required per CBC.
62. A fire alarm system with occupant notification is required.
63. Approved addresses for residential occupancies shall be placed on the structure in such a position as to be plainly visible and legible from the street or roadway fronting the property. Numbers shall be contrasting with their background and meet the current City of Oceanside size and design standard.
64. Single-family dwellings require 4-inch address numbers.
65. Plans for buildings and fire sprinkler systems shall be submitted to the Fire Prevention Bureau for plan check review and approval prior to the issuance of building permits.

Planning:

66. This Tentative Map, Development Plan, Variance, and Regular Coastal Permit shall expire 24 months from approval, unless this time period is extended by the provisions of Section 408 or 409 of the Subdivision Ordinance.
67. This Tentative Map, Development Plan, Variance, and Regular Coastal Permit approve only a one-lot subdivision for condominium purposes as shown on the plans and exhibits

presented to the Planning Commission for review and approval. No deviation from these approved plans and exhibits shall occur without Planning Division approval. Substantial deviations shall require a revision to the Tentative Map, Development Plan, Variance, and/or Regular Coastal Permit, or a new Tentative Map, Development Plan, Variance, and/or Regular Coastal Permit.

68. The applicant, permittee, or any successor-in-interest shall defend, indemnify, and hold harmless the City of Oceanside, its agents, officers, or employees from any claim, action, or proceeding against the City, its agents, officers, or employees to attack, set aside, void, or annul an approval of the City, concerning Tentative Map (T14-00005), Development Plan (D14-00009), Variance (V14-00008), and Regular Coastal Permit (RC14-00007). The City will promptly notify the applicant of any such claim, action, or proceeding against the City and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any such claim action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City.

69. All dwelling units shall dispose of or recycle solid waste in a manner provided in City Code Section 13.3.

70. Outdoor lighting shall be low-emission, shielded, and directed away from adjacent properties.

71. All rear wood fences adjacent to public right-of-way and/or visible from the public right-of-way will be stained or otherwise finished with a waterproof material.

72. Adjacent homeowners shall be notified of planned construction activities and times approximately one week prior to the start of work.

73. A covenant or other recordable document approved by the City Attorney shall be prepared by the property owner and recorded prior to the approval of the final map. The covenant shall provide that the property is subject to this resolution, and shall generally list the conditions of approval.

74. Prior to the transfer of ownership and/or operation of the site, the owner shall provide a written copy of the applications, staff report, and resolutions for the project to the new owner and or operator. This notification's provision shall run with the life of the project and shall be recorded as a covenant on the property.

75. Failure to meet any conditions of approval shall constitute a violation of the Tentative Map, Development Plan, Variance, and Regular Coastal Permit.

76. Unless expressly waived, the project shall be subject to all current zoning standards and City ordinances and policies in effect at the time building permits are issued. The approval of this project constitutes the applicant's agreement with all statements in the Description and Justification and other materials and information submitted with this application, unless specifically waived by an adopted condition of approval.

77. The developer's construction of all fencing and walls associated with the project shall be in conformance with the approved Development Plan. Any substantial change in any aspect of fencing or wall design from the approved Development Plan shall require a revision to the Development Plan or a new Development Plan.

78. If any aspect of the project fencing and walls is not covered by an approved Development Plan, the construction of fencing and walls shall conform to the development standards of the City Zoning Ordinance. In no case, shall the construction of fences and walls (including combinations thereof) exceed the limitations of the zoning code, unless expressly granted by a Variance or other development approval.

79. Prior to the issuance of building permits, compliance with the applicable provisions of the City's anti-graffiti (Ordinance No. 93-19/Section 20.25 of the City Code) shall be reviewed and approved by the Planning Division. These requirements, including the obligation to remove or cover with matching paint all graffiti within 24 hours, shall be noted on the Landscape Plan and shall be recorded in the form of a covenant affecting the subject property.

80. Elevations, siding materials, colors, roofing materials, and floor plans shall be substantially the same as those approved by the Planning Commission. These shall be shown on plans submitted to the Building Division and Planning Division.

81. This project is subject to the provisions of Chapter 14C of the City Code regarding Inclusionary Housing.

82. Garages shall be kept available and useable for the parking of occupants' automobiles at all times.

83. At all times, the alley shall be free of obstructions, including private vehicles and other objects. Vehicles, or other objects, parked in the driveway shall not project over or obstruct the sidewalk.

84. The developer is prohibited from entering into any agreement with a cable television franchisee of the City, which gives such franchisee exclusive rights to install, operate, and or maintain its cable television system in the development.

85. This project shall comply with all provisions of the City's Affirmative Fair Housing Marketing Agreement policy. Such agreement shall be submitted to and approved by the Housing and Neighborhood Services Director prior to the recordation of a Final Map or the issuance of a building permit for the project, whichever comes first.

86. A letter of clearance from the affected school district in which the property is located shall be provided as required by City policy at the time building permits are issued.

87. In the event any subsurface archaeological resources are encountered during grading or construction activities, such activities in the locality of the find shall be halted immediately. An archaeologist, certified by the Society of Professional Archaeologists (SOPA), shall be brought in to determine the significance of the archaeological resources and implement appropriate mitigations prior to recommencing earthwork.

88. The following unit type and floor plan mix, as approved by the Planning Commission, shall be indicated on plans submitted to the Building Division and Planning Division for building permit:

	Sq.Ft.	# Bedrooms	# Bathrooms	#Parking Spaces	# Stories
Plan 1	1,449	3	3	2	3
Plan 2	1,220	2	2.5	2	3
Plan 3	1,596	3	3	2	3
Plan 3B	1,604	3	3	2	3

89. A set of building plans shall be reviewed and approved by the City Planner prior to the issuance of building permits.

Water Utilities:

90. The developer will be responsible for developing all water and sewer utilities necessary to develop the property. Any relocation of water and/or sewer utilities is the responsibility of

the developer and shall be done by an approved licensed contractor at the developer's expense.

91. All Water and Wastewater construction shall conform to the most recent edition of the Water, Sewer, and Reclaimed Water Design and Construction Manual or as approved by the Water Utilities Director.

92. The property owner shall maintain private utilities located on private property.

93. Water services and sewer laterals constructed in existing right-of-way locations are to be constructed by approved and licensed contractors at developer's expense.

The following conditions shall be met prior to the approval of engineering design plans:

94. Any water and/or sewer improvements required to develop the proposed property will need to be included in the improvement plans and designed in accordance with the Water, Sewer, and Reclaimed Water Design and Construction Manual.

95. No trees, structures or building overhang shall be located within any water or wastewater utility easement.

96. All lots with a finish pad elevation located below the elevation of the next upstream manhole cover of the public sewer shall be protected from backflow of sewage by installing and maintaining an approved type backwater valve, per the latest approved California Plumbing Code.

97. The developer shall construct a public reclamation water system that will serve each lot and or parcels that are located in the proposed project in accordance with the City of Oceanside Ordinance No. 91-15. The proposed reclamation water system shall be located in the public right-of-way or in a public utility easement. The developer may elect to pay an in-lieu fee by submitting a formal letter requesting the City to determine this fee that is based on 75 percent of the design and construction cost to construct a reclaimed water line fronting the property.

98. Connections to public sewer main with 6-inch or larger sewer lateral will require a new sewer manhole for connection to main per Section 3.3 of Water, Sewer, and Reclaimed Water Design and Construction Manual.

99. Sewer lateral connections shall be at right angle to public sewer main per Section 3.4 G. of Water, Sewer, and Reclaimed Water Design and Construction Manual.

100. Maximum fire hydrant spacing is 300 feet and all portions of commercial or industrial buildings shall be within 150 feet of an approved fire hydrant accessible to the fire department vehicles per Section 2.6 of the Water, Sewer, and Reclaimed Water Design and Construction Manual.

101. Water service lines shall have same diameter as meter size on either side of meter or one City of Oceanside meter size increment larger.

102. Provide stationing and offsets for existing and proposed water services and sewer laterals on plans.

103. Residential building will be master metered with an approved reduced pressure principle backflow device and supplied by existing 8" PVC main in Cleveland Street. Each residential unit shall have private sub-meters that are owned and maintained by the Homeowner's Association.

104. A separate irrigation meter and an approved reduced pressure principle backflow prevention device is required and shall be displayed on the plans. Connection shall be to 8" PVC in Cleveland Street. Average irrigation flow and peak flows by irrigation zone shall be provided on plans.

105. Residential building with 3 or more units shall have a dedicated fire service connection with double check detector assembly. Connection shall be to 8" PVC water main in Cleveland Street.

106. On-site sewer shall be private up to and including connection to public sewer main. Connection shall be to the existing 8" VCP sewer in Cleveland Street that was slip-lined in 2002.

The following conditions of approval shall be met prior to building permit issuance:

107. Provide existing and proposed fixture count and flow calculations in existing and new addition to residence per latest California Plumbing Code to size water meter size and service lines on Building Plans.

108. Provide irrigation flow per zone or control valve to size irrigation meter and reduced pressure principle backflow device on Building Plans.

109. Water and Wastewater Buy-in fees and the San Diego County Water Authority Fees are to be paid to the City and collected by the Water Utilities Department at the time of Building Permit issuance.

110. All Water Utilities Fees are due at the time of building permit issuance per City Code Section 32B.7.

The following conditions of approval shall be met prior to occupancy:

111. All new development of single-family and multi-family residential units shall include hot water pipe insulation and installation of a hot water recirculation device or design to provide hot water to the tap within 15 seconds in accordance with City of Oceanside Ordinance No. 02-OR126-1.

PASSED AND ADOPTED Resolution No. 2015-P03 on January 12, 2015, by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

_____
Robert Neal, Chairperson
Oceanside Planning Commission

ATTEST:

_____
Jeff Hunt, Secretary

I, JEFF HUNT, Secretary of the Oceanside Planning Commission, hereby certify that this is a true and correct copy of Resolution No. 2015-P03.

Dated: January 12, 2015

Applicant accepts and agrees with all conditions of approval and acknowledges impact fees may be required as stated herein:

_____ _____
Applicant/Representative Date

Developer Deposit Account

Application for Discretionary Permit

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

STAFF USE ONLY

ACCEPTED RECEIVED JUN 12 2014 CITY OF OCEANSIDE DEVELOPMENT SERVICES

BY RC DHW

Please Print or Type All Information

HEARING

GPA	
MASTER/SP.PLAN	
ZONE CH.	
TENT. MAP	T14-00005
PAR. MAP	
DEV. PL.	D14-00010
C.U.P.	
VARIANCE	V14-00008
COASTAL	RC14-00007
O.H.P.A.C.	

PART I – APPLICANT INFORMATION

1. APPLICANT: SCS 8, LLC
2. STATUS: OWNER
3. ADDRESS: 740 LOMAS SANTA FE DR STE 204 SOLANA BEACH, CA 92075
4. PHONE/FAX/E-mail: (858) 481-3310 x122 (858) 481-6325
5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing): SEAN SANTA CRUZ ssantacruz@hallmarkcommunities.com
6. ADDRESS: 740 LOMAS SANTA FE DR STE 204 SOLANA BEACH, CA 92075
7. PHONE/FAX/E-mail: (858) 481-3310 x122

PART II – PROPERTY DESCRIPTION

8. LOCATION: BETWEEN MISSOURI AVE & WASHINGTON AVE: ON THE EAST SIDE OF CLEVELAND ST (414 S. CLEVELAND STREET)
9. SIZE: 0.23 AC
10. GENERAL PLAN: MD-R
11. ZONING: R3
12. LAND USE: HDR PER LCP LUP
13. ASSESSOR'S PARCEL NUMBER: 150-182-03 & 04
14. LATITUDE: 33° 11' 25.73" N (APPROX)
15. LONGITUDE: 117° 22' 37.87" W (APPROX)

PART III – PROJECT DESCRIPTION

16. GENERAL PROJECT DESCRIPTION: SEE DESCRIPTION & JUSTIFICATION
17. PROPOSED GENERAL PLAN: MD-R
18. PROPOSED ZONING: R3
19. PROPOSED LAND USE: MD-R / HDR PER LCP LUP
20. NO. UNITS: 8
21. DENSITY: 34.78 du/ac
22. BUILDING SIZE: 1,200-1,600 SF
23. PARKING SPACES: 16 - 2 CAR GARAGE, 1 - OPEN
24. % LANDSCAPE: 19 %
25. % LOT COVERAGE or FAR: 42 %

PART IV – ATTACHMENTS

[X] 26. DESCRIPTION/JUSTIFICATION	[X] 27. LEGAL DESCRIPTION	[X] 28. TITLE REPORT
[X] 29. NOTIFICATION MAP & LABELS	[X] 30. ENVIRONMENTAL INFO FORM	[X] 31. PLOT PLANS
[X] 32. FLOOR PLANS AND ELEVATIONS	[ ] 33. CERTIFICATION OF POSTING	[ ] 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 PAGAES AS NECESSARY).

35. APPLICANT OR REPRESENTATIVE (Print):	36. DATE	37. OWNER (Print)	38. DATE
SEAN SANTA CRUZ	5/30/14	SCS 8, LLC BY: CHRISTOPHER R. HALL PRESIDENT	5/30/14
Sign:		Sign:	

- **I DECLARE UNDER PENALTYOF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT. FURTHER, I UNDERSTANDING 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 AND COMMUNITY DEVELOPMENT DEPARTMENT POLICY NO. 2011-01/POLICY AND PROCEDURE FOR DEVELOPMENT DEPOSIT ACCOUNT ADMINISTRATION.**

414 S. CLEVELAND ST TOWNHOMES

DESCRIPTION AND JUSTIFICATION

TENTATIVE MAP, DEVELOPMENT PLAN, COASTAL DEVELOPMENT PERMIT & VARIANCE

(T14-00005; D14-00009; RC14-00007; V14-00008)

APPLICANT: SCS 8 LLC

Attn: Sean Santa Cruz

740 Lomas Santa Fe Drive Suite 204

Solana Beach, CA 92075

858-481-3310 x122

858-481-6325 Fax

ssantacruz@hallmarkcommunities.com

DATE 10/6/14 (rev)

OVERVIEW

This application is for a Tentative Tract Map, Development Plan, Coastal Development Permit, and Variance to create separate airspace ownerships for 8 attached townhomes. The subject property consists of 0.23 acres (10,000 SF lot) located on the eastside of Cleveland Street, between Missouri Ave and Washington Ave (APN 150-182-03 & 04). The property has a General Plan land use designation of High Density Residential under the coastal land use plan and the corresponding zoning designation of Medium Density Residential (R-3). The site is a vacant infill property and is located in the Townsite neighborhood. It is surrounded on all four sides by existing residential homes made up of single family and multi-family homes, along with the Bryant and Dwyer Sign Service commercial property to the north. The project is subject to the 1986 Zoning Ordinance and the project is located in the Coastal Zone and will require a Coastal Development Permit. The project is also in the sphere of influence of the April 15, 2009 City of Oceanside Vision Plan indicating that although not in a "node," the project resides in the Transit Oriented Development area of the vision plan. This area is looking for pedestrian oriented development with densities ranging from 29 du/ac to 43 du/ac and maximizing unit count on each project site. The surrounding land uses include the following:

LOCATION	ZONING	LAND USE
Subject Property	R3	Multi-Family Residential
North of Subject Property	R3	Multi-Family Residential
East of Subject Property	R3	Multi-Family Residential
South of Subject Property	R3	Multi-Family Residential
West of Subject Property	Downtown Sub. District	Multi-Family Residential

The development standards are as follows for this zone:

DEVELOPMENT STANDARDS	REQUIRED	PROPOSED
Front Yard	15'0" from Right of Way	10'0" from Ultimate ROW
Interior Side Yards	10'0" when primary entrance to dwelling unit is provided off side yard (Section 1723)	10'0"
Corner Side Yard	10'0"	N/A
Rear Yard	5'0"	5'0"
Maximum Height	35 feet above average finished grade or 3 stories whichever is less	35 feet; Tower Elements at Building Corners exceed height limit to provide more vertical articulation as permitted under Section 1709 of the 1986 Zoning Ordinance
Coverage	60%	42%

One variance is requested as part of this project application. The variance requested is to allow for a five (5) foot reduction in the front yard setback off of Cleveland Street.

TENTATIVE TRACT MAP

The Tentative Tract Map proposes the subdivision of 0.23 gross acres into a total of 1 lot. The proposed project density is eight (8) dwelling units per acre (du/ac) which is between the base density of 6.66 du/ac (29 du/ac) and 9.87 du/ac (43 du/ac). The lot is above the minimum size requirement of 6,000 square feet for the R-3 zone. The Building Lot Coverage proposed for the site is 42%, which is less than the 60% maximum Building Lot Coverage allowed for on an R-3 zoned piece of property. No Conditional Use Permit is required for the project per the Planning Department. The project is subject to the Inclusionary Housing requirements of the City of Oceanside, however it is exempt from the second-tier inclusionary housing in-lieu fee due to the fact that is does not meet both criteria of exceeding the base density and a project of 10 or more units.

The project site is flat (2.2%) and fronts Cleveland Street and an unnamed Alley. The main vehicular access will be via an unnamed Alley on the rear of the property off of either Washington Avenue or Missouri Avenue. A private alley or "motor court" is designed to provide access to the proposed two car private garages for each of the eight (8) townhomes and will be a minimum of twenty-four (24) feet wide (garage face to garage face) and non-gated. The "motor court" is proposed to be 6" PCC over 6" Class II AB with decorative pervious pavers as shown on the Conceptual Landscape Plan. It will also include planter pockets as shown on the Conceptual Landscape Plan to soften the look of the "motor court." Drainage for the site shall be handled by a combination of private area drains, inlets, PVC storm drain, and curb outlets. These storm drain improvements are proposed to service the project along Cleveland Street. Frontage improvements include the following:

Unnamed Alley:

The project proposes the complete removal and replacement of the twenty (20) feet of unnamed Alley, with seventeen (17) feet of 3" AC over 6" Class II AB and a three (3) foot 8" PCC ribbon gutter over 6" Class II AB (per John Amberson) along the alley frontage. This improvement is consistent with the adjacent street improvements installed for 420 S. Cleveland Street (R-13942) and 438 S. Cleveland Street (R13-00014). Overhead utilities shall be placed underground along the alley frontage however the two (2) existing utility poles servicing properties both north, east and south of the property shall be left in place (southern pole remains but a guy wire is to be added to stabilize the pole as shown on the Tentative Map) or relocated accordingly (northern pole shifted 1.5 feet north of its current location as shown on the Tentative Map). Electrical, gas, cable, and telephone service is to be provided to each townhome along the unnamed Alley. Meters will be attached to the wall of Units 1 & 5 and shall meet all necessary vertical and horizontal clearance requirements per the Utility companies. Sewer service shall be

off of the existing 8" Main in Cleveland Street. A new 6" PVC private sewer main shall be installed in the "motor court" along with a new manhole, cleanout, and private 4" PVC sewer laterals to each of the townhomes.

Cleveland Street:

The project proposes the removal of the existing five (5) foot sidewalk and curb and gutter along the frontage. The project proposes to install a new five (5) foot sidewalk made of 4" PCC over 6" Class II AB along with a new 6" Type "G" Curb and Gutter to match the existing improvements to the north and south of the property. The new gutter shall be extended to the existing concrete pavement per the Engineering Department. Overhead utilities shall be placed underground along the Cleveland Street frontage. However, the existing pole in the northwest corner of the site shall be relocated north as shown on the Tentative Map since it provides service to the Bryant and Dwyer Sign Service commercial property and Missouri Avenue. A new transformer shall be installed in the northwest corner of the site with conduit proposed to run under the northern walkway to the Alley to provide electrical service to the project. A five (5) foot right-of-way dedication shall be made by the project to the City of Oceanside via the Final Subdivision Map in order to have a sixty (60) foot right-of-way along Cleveland Street. An eight (8) foot landscape parkway shall be installed along Cleveland Street and will be maintained by the project. Water service shall be off of the existing 8" PVC main in Cleveland Street. Each townhome shall have an individual water meter placed in the Cleveland Street right-of-way with private 1" laterals extended to service each of the townhomes. A new 4" dedicated Fire Service will be installed off of Cleveland Street to provide fire service to the units, along with a 4" Double Check Detector Assembly with F.D.C. A new fire hydrant shall be installed along the project frontage as well. The site is designed to drain all storm water to Cleveland Street. The project has been classified as a Standard Development Project (Minor) in regards to Storm Water Priority and all required treatment measures per the proposed SWMP are proposed to be installed in the front setback area on Cleveland Street per City of Oceanside Engineering Department. No street lights are proposed to be installed by the project on Cleveland Street as there is one existing street light just to the south of the property as shown on the Tentative Map.

DEVELOPMENT PLAN:

The Cleveland Street townhomes are designed as multi-family carriage units consisting of one 8-plex building, consisting of eight (8) attached townhomes. The townhomes are designed to meet the maximum thirty-five (35) foot height limit for the R-3 zone, with exception of the tower elements at the building corners which exceed the height limit (not more than five feet) to provide more vertical articulation as permitted under Section 1709 of the 1986 Zoning Ordinance, and which do not exceed the height limit on more than ten percent of the total roof area. All eight (8) townhomes are three stories and each has a private two car garage and each unit will have private open space in the form of decks and/or balconies The theme proposed for the Cleveland Street townhome project is Contemporary Beach. Due to the highly visible nature

from Cleveland Street, great care was taken in designing the product and its architectural features to insure an interesting street scene along the project frontages. Relating the project to the existing street scape and existing landscaped parkways played an integral part in designing the architecture. The articulation in each unit through the use of offsets, the configuration and types of windows, the selection of architectural features, the types and varying use of color on the buildings were all key aspects in the architecture and provide the look of individual townhome units on all four sides of the 8-plex building.

ARCHITECTURE:

The 8-Plex includes three floor plans, Units 1, 2, 3, and 3B. Unit 1 is an end unit on the alley side. Unit 2 is an interior unit, and Unit 3 is an end unit on Cleveland Street and Unit 3B is an end unit on the alley in the building complex. The two (2) Unit 3 plans fronting Cleveland Street shall take primary access to the units off of Cleveland Street. These attached townhomes are designed with 9' high ceilings on all floors. Living area is located only on the second and third floors of all plans. The building is designed so that only the end units on the alley and Cleveland Street are connected on the second and third floor of the building. This design creates a bridge over the "motor court" and is apparent in the side elevations of the buildings by creating an entryway into the "motor court."

8- Plex Building Mix:

Unit	Unit Size	Unit #	Bedrooms/Baths	Garage
1	1,449 SF	Unit 1 (Alley Facing)	3BR/3BA	2-Car
2	1,220 SF	Units 2, 3, 6 & 7 (Interior Sides)	2BR/2.5BA	2-Car
3/3B	1,596/1,604 SF	Unit 4 & 8 (Cleveland St Facing) Unit 5 (Alley Facing)	3BD/3BA	2-Car

Floor	Unit 1	Unit 2	Unit 3
1	Garage, Entry Door/Porch	Garage, Entry Door/Porch	Garage, Entry Door/Porch
2	Living Room, Dining, Kitchen, 3rd Bedroom, 3rd Bath, Deck	Living Room, Kitchen, Dining, Powder, Deck	Living Room, Dining, Kitchen, 3rd Bedroom, 3rd Bath, Deck
3	Master Bedroom, Master Bath, 2nd Bedroom, 2nd Bath, Laundry	Master Bedroom, Master Bath, 2nd Bedroom, 2nd Bath, Laundry	Master Bedroom, Master Bath, 2nd Bedroom, 2nd Bath, Laundry

The Cleveland Street townhomes are designed with Contemporary Beach architecture. There are detailed architectural features on each of the four (4) building elevations of the townhomes. The architecture is designed with the appearance of a flat roof through the use of parapets with caps at varying heights and angled corner tower elements that provide movement and vertical articulation to the building, architectural pop-outs (ground floor to 3rd floor), and windows. The elevations are detailed with numerous pop-outs such as decks, decorative railings, decorative awnings, stucco details, decorative window surrounds, as well as recessed openings and windows. In addition, the architect has used differing color schemes and textures on elevations to create the look of individual townhomes on all four (4) sides of the building. Building materials include stucco, fiber cement siding, stucco trim, decorative decking and railing, step up entry porches, and white PVC membrane roof finish. The extensive use of colors on all townhomes creates an attractive and varying street scene from all four (4) sides.

PARKING

In compliance with the off-street parking requirements per Section 2702 of Article 27 Off-Street Parking of the 1986 Zoning Ordinance, two (2) spaces are required per dwelling unit. All plans propose a two (2) car garage for each unit with a minimum inside area of 400 SF and a minimum inside dimension of 18 feet x 20 feet. The total amount of parking provided for this project meets the requirements for the City of Oceanside. No guest parking is required under the 1986 Zoning Ordinance, however there is on-street parking along Cleveland Street currently to service visitors and guests of the project. One (1) handicap parking space has been provided as required to service a multi-family development. All garages shall be accessed off of the unnamed Alley and then via the proposed private alley or "motor court" as shown on the plans.

LANDSCAPE CONCEPT PLAN

Per Section 1731 of the 1986 Zoning Ordinance, the project is proposing landscaping in the required front and side yard setbacks, as well as a portion of the rear yard setback in the alley. All areas within the setbacks other than pedestrian walkways and mechanical equipment are landscaped as required. The total proposed landscape area for the site is approximately 19%. A combination of ground cover, shrubs, and trees are proposed and a permanent irrigation system is proposed and will be tied to the common irrigation meter to be installed and maintained by the homeowners association for the project. Planting shall comply with the City of Oceanside Landscape Design Manual and street trees shall consist of Bronze Loquat (24" box), Indian Hawthorn (15 gal), and Flowering Patio Tree (15 gal). The proposed landscaping was selected to complement the project and to blend with the proposed architectural style of the buildings.

The project proposes to provide a landscape parkway along Cleveland Street and has taken great care in the selection of the ground cover, shrubs, and trees given the highly visible

nature of this portion of the site. This area shall be maintained by the homeowners association as required by the City. No common usable open space is required for the project. Private usable open space has been provided in a combination of the decks and balconies for each of the units. Perimeter fencing is proposed in the form of utilizing an existing six (6) foot high wood fence on the south side of the property and an existing wood fence and concrete wall on the north side of the property. No fencing is proposed along Cleveland Street or the unnamed alley. A 42" block wall with cultured stone veneer pilasters is proposed at the end of the "motor court' facing Cleveland Street. This low wall will allow for a decorative element along Cleveland Street, as well as allow for extensive planting behind the wall in order to block the opening of the "motor court" from Cleveland Street. This will allow for a more visually appealing street scene that will blend in the existing and proposed project planting for the Cleveland Street frontage. Concrete walkways will be installed to provide access from Cleveland Street and the Alley to the units along the interior side yards. Air conditioning units shall be located on the ground floor as shown the Tentative Map/Site Development Plan and Landscape Concept Plan. All air conditioning units shall be screened as required by shrubs as noted on the Landscape Concept Plan.

VARIANCES

Front Yard Setback Reduction

Per Article 19 Variances Section 1900 & 1901 of the 1986 Zoning Ordinance, a practical difficulty and unnecessary hardship has resulted due to the required dedication of an additional five (5) feet of right-of-way and the resulting front yard setback imposed under the 1986 Zoning Ordinance. Under the now invalidated 1992 Zoning Ordinance for coastal properties, the required front yard setback for this property would have been ten (10) feet from the ultimate right-of-way if the property were to be developed as single family detached homes on a minimum lot of 2,500 SF, which was allowed with a Conditional Use Permit within the RH District when determined to be compatible with existing and future land uses and plans. Since the Bahama Garden project (P-3-07, C-16-07, and RC-8-07; Resolution No. 2008-P49) consisting of four detached single family homes is built adjacent to the property and the recently approved eight unit attached Cleveland Street 8 Townhomes project (T13-00003, D13-00008, V13-00003, RC 13-00008) to the south, the applicant proposes the same development setback on the subject property as was approved and constructed on both projects, thus allowing for the same ten (10) foot front yard setback from the ultimate right-of-way on Cleveland Street.

Per Section 1701 (b) of the 1986 Ordinance, the project is required to provide a fifteen (15) foot front yard setback from the ultimate right-of-way. However, the requirement as previously indicated of an additional five (5) foot right-of-way dedication to the City of Oceanside would force the project to measure the fifteen (15) feet from the new right-of-way, and thus imposing essentially a twenty (20) foot setback from the current property line. Per Section 1703 Rear Yards, the project will require a five (5) foot setback off of the alley. The depth of our lot is one hundred (100) feet. If the project is required to provide the aforementioned

setbacks, the amount of developable area will be reduced by twenty-five (25) feet, which would place an unnecessary hardship on the project and a loss of significant amount of developable property compared to the developments surrounding it to the South and West. On top of which, Section 1723 requires a ten (10) foot side yard setback when a primary entrance to a dwelling unit fronts on a side yard, and as such further squeezes the developable area of the lot. Both of the aforementioned referenced projects were required to provide the five (5) foot right-of-way to the City of Oceanside and then were permitted to have a ten (10) foot building setback along Cleveland Street. The project is asking for the City to grant a variance to allow for the proposed project to match the setback approved for the aforementioned projects.

Additionally, the portion of Cleveland Street on which the project fronts is fully built out with curb, gutter, sidewalk, and landscaping. No future widening of Cleveland Street along this portion can be anticipated due to the fact that this area is essentially built out and that a recently built project adjacent to and across the street from the project has been built and as such all of the road improvements have been completed for this portion of Cleveland Street. The desire by the City to make this section of Cleveland Street a section of road with a sixty (60) foot of right-of-way versus the more commonly found fifty-five (55) feet along Cleveland Street places an undue burden on the site and as such the project request for a variance should be considered for these aforementioned reasons.

COASTAL DEVELOPMENT PERMIT

The project is located in the Coastal Zone and is required to obtain a Coastal Development Permit per the Local Coastal Program approved by the Oceanside City Council on May 8, 1985 as Ordinance No. 85-11. A public hearing will be required due to the needed discretionary approvals required for the project (i.e. Tentative Map, Site Development Plan, Variance). Per Article 6 Development Section 30250, the project is located within, contiguous with, and in close proximity to existing residential developed areas with similar residential homes. Public access will be maintained by the proposed sidewalk along Cleveland Street. Adequate public services can be provided to the property. Per Section 30251, no scenic or visual qualities of coastal areas shall be impacted as a result of the development and the project is designed according to the desires of Section 30251. Access to transit services (i.e. Sprinter, Amtrack, bus) shall be provided via the public sidewalks along Cleveland Street.

WASTE MANAGEMENT

The project proposes the use of individual bin service for each of the units to be placed within the private garages of each of the unit, outside of the required clear space. Waste Management and the City have agreed on the use of individual bins in other multi-family developments in the past. The location of the bins within the private garages is shown on the Architectural plans for the project. This is consistent with the approvals received by the Cleveland Street 8 Townhomes project to the south (T13-00003; D13-00008; V13-00003; RC13-

00008). Garbage service for surrounding properties is off of the unnamed alley. Residents would place their individual bins within the required five (5) foot alley setback area on trash pickup day so that Waste Management could service the project from the alley rather than having to go down the "motor court." The project CC&R's would have specific time requirements for the owners on the removal of the bins from the alley after trash pickup.

RECLAIMED WATER

The project shall pay the Reclaimed Water In-Lieu fee for its one hundred foot (100') frontage along Cleveland Street in lieu of the construction of these improvements per City of Oceanside Ordinance 91-15.

PROJECT HIGHLIGHTS:

A) The project will replace a vacant lot with a highly desirable and unique townhome product and meet the density and design goals of the City of Oceanside.
B) The proposed project incorporates a multitude of architectural features and colors to create an interesting street scene for residents and neighbors.
C) The landscaping proposed will enhance and add to the existing street scene along Cleveland Street.
D) Overhead line undergrounding and needed road improvements will be completed by the project.

REQUIRED FINDINGS

General Plan:

The General Plan Land Use Map designation for the subject property is High Density Residential. The proposed project is consistent with this land use designation as well as the goals and objectives of the City's General Plan, as follows:

A. **Land Use Element**

Goal 1.23: Architecture

Objective: The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.

Policy A: Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.

The eight (8) three-story townhomes are designed in a Contemporary Beach style respectively. The architecture consists of stucco, fiber cement siding, stucco trim, decorative decking and railing, decorative awnings, pop-outs, step up entry porches, and a white PVC

membrane roof finish. The architecture is designed with the appearance of a flat roof through the use of parapets with caps at varying heights and angled corner tower elements that provide movement and vertical articulation to the building. The extensive use of colors on all townhomes creates an attractive and varying street scene from all four (4) sides. High quality building materials, architectural details, and landscaping are proposed to further enhance the appearance of the project from the street frontages. The structures will be situated and constructed in compliance with development standards, with the exception of the reduced front yard setback along Cleveland Street, which will be consistent with the existing development to the south of the project site. The townhomes are designed to meet the maximum thirty-five (35) foot height limit for the R-3 zone, with exception of the tower elements at the building corners which exceed the height limit (not more than five feet) to provide more vertical articulation as permitted under Section 1709 of the 1986 Zoning Ordinance, and which do not exceed the height limit on more than ten percent of the total roof area. The overall design, form, and materials will contribute toward improving the visual image of the surrounding neighborhood and City image.

Goal 1.32: Coastal Zone

Objective: To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.

Policy A: The City shall utilize the certified Local Coastal Plan for review of all proposed projects within the Coastal Zone. Specifically, the goals and policies of the Local Coastal Program Land Use Plan are the guiding policy review document.

The City shall maintain existing view corridors through public rights-of-way.

Development of the project site will adhere to applicable development standards. Building setbacks and site landscaping improvements along Cleveland Street would not impact any existing view corridors through public rights-of-way.

The City shall ensure that all new development is compatible in height, scale, color, and form with the surrounding neighborhood.

The townhomes are designed to meet the maximum thirty-five (35) foot height limit for the R-3 zone, with exception of the tower elements at the building corners which exceed the height limit (not more than five feet) to provide more vertical articulation as permitted under Section 1709 of the 1986 Zoning Ordinance, and which do not exceed the height limit on more than ten percent of the total roof area. The Cleveland Street and interior sides facades, form, scale, and color palette, will positively contribute to the existing street scene. Building elevations will maintain an overall scale, complimentary to adjoining buildings and consistent with previously approved and constructed projects along Cleveland Street. The Bahama Garden detached row home project and the Cleveland Street 8 Townhome project south of the project site are three (3) stories

in height with elevations consisting of a combination of earth tone stucco and siding, along with decorative cultured stone veneer, stucco trim, decorative decking and railing, decorative tails/outlookers, step up entry porches, and varying rooflines. The multi-family attached four (4) story development on the west side of Cleveland Street in front of the project consists of a motor court design with private garages for each unit, along with earth tone and bold stucco colors with decorative pop outs, metal decking and railings, vertical elements, flat roofs, and roof top decks.

New development shall utilized optimum landscaping to accent and enhance desirable site characteristics and architectural features.

Front, interior sides, as well as alley landscaping improvements on the subject property will accent and enhance site characteristics and architectural features. The project will provide an eight (8) foot landscape parkway along Cleveland Street in addition to the landscaping proposed in the front yard setback. The project will be conditioned to ensure the proposed landscape palette takes into account the site's coastal location and addresses aesthetic and maintenance issues and comply with the City of Oceanside's landscape design manual.

The City shall require all new residential development provides adequate on-site parking.

The Zoning Ordinance for the R-3 district requires the project to furnish two (2) parking spaces (open or enclosed) for each of the proposed units. The project as designed is providing a two (2) car garage for every unit that is a minimum of 400 SF in size. The project is required to provide a van accessible handicap spot as well, which has been placed off of the existing alley. The proposed project would free up on-street parking along Cleveland Street, which currently allows for parking on both sides of Cleveland Street for guests and visitors of all surrounding developments.

Development Plan:

The City of Oceanside stipulates that three specific findings must be made before a Development Plan can be adopted. This proposal meets those conditions as follows:

1. *That the Development Plan as proposed conforms to the General Plan of the City.*

   The Site Plan and physical design of the proposed project is consistent with the purposes of the Zoning Ordinance because it meets all development regulations and design standards less the front yard setback measurement which requires a variance. However, it meets the goal of the City and General Plan to bring a high density development under the R3 zone and that the proposed residential product type and density are consistent with the Land Use Element requirements established in the General Plan. The project as proposed is compatible with the existing and potential development on adjoining properties or in the surrounding neighborhood.

Many multi-family developments along Cleveland Street mirror the physical design and layout of the units especially the development across from the property on the west side of Cleveland Street. The effective setback from the back of sidewalk on Cleveland Street will be eighteen (18) feet approximately.

2. *Complies with the land-use and development regulation of the base zoning district, the Hillside Development Provisions of this Section, and any other overlay districts applied to the property.*

   The Site Plan and physical design of the proposed project is consistent with the land-use and development regulations of the R3 district and it was designed based on the fact that there are no sensitive resources, environmental habitat, or hillsides located on the site and no significant impacts to any of these resource types is proposed nor are there any overlay districts that apply to this property. A Cultural Resources Study was performed for the project and no other cultural resources have been identified in the project area. Therefore, no impacts to cultural resources are anticipated. However, there is some potential for subsurface historic archaeological resources and the recommendation is to have archaeologist and a Native American monitor onsite during any grading or ground-disturbing activity if any cultural artifacts are found during grading operations.

3. *Can be adequately, reasonably and conveniently served by the public services, utilities, and public facilities.*

   The area covered by the Development Plan can be adequately, reasonably and conveniently served by existing and planned public services, utilities and public facilities because said provisions have been successfully incorporated into the proposed design and are readily available. The project is designed to provide individual trash and recycling bin service to each of the units rather than providing a common area dumpster to service the entire project. The bins are to be stored in the private garages of each unit in the area identified on the Architectural plans for each of the units. Waste Management was consulted to ensure that both individual bin service and alley pick up of the bins could be provided to the development. This is consistent with the approvals received by the Cleveland Street 8 Townhome project to the south (T13-00003; D13-00008; V13-00003; RC13-00008). This design is consistent with the multi-family attached townhome development on the west side of Cleveland Street in front of the project which allows for individual bin service storage in the private garages and pick up off the existing motor courts. The project CC&R's would have specific time requirements for the owners on the removal of the bins from the alley after trash pickup.

<u>Variance: Front Yard Setback</u>:

The City of Oceanside stipulates that three specific findings must be made before a Variance can be approved. The proposed findings are as follows:

1. *That because of special circumstances or conditions applicable to the development site- including size, shape, topography, location or surroundings- strict application of the requirements of the this ordinance deprive such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.*

   A Variance is necessary for the front yard setback due to the special circumstance of having the Coastal Commission invalidate the 1992 Zoning Ordinance for the Coastal Zone and as such switch the Zoning Designation from RH-U to R3. Existing developments to the south, and west of the subject property all were built with ten (10) foot front yard setbacks from the right-of-way along Cleveland Street. Additionally, the City is requesting a five (5) foot dedication of right-of-way along Cleveland Street in order to make the ultimate right-of-way sixty (60) feet along Cleveland Street. However, Cleveland Street is fully widened and no future widening will be performed along this section of Cleveland due to the inability to widen the road as a result of previous approved and built developments along this stretch of road which would make it infeasible. As such, the additional request of right-of-way by the City with no benefit to the existing road width along Cleveland Street would force the property to measure a fifteen (15) foot setback under the 1986 Zoning Ordinance from the new right-of-way and as such would deprive the use of the property for multi-family development and the privileges enjoyed by other properties to the north, south, and west that fall under identical zoning classifications.

2. *That granting the variance will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare.*

   The granting of this Variance will not be detrimental or injurious to property or improvements in the vicinity. Given the location and surrounding developments and the previous approval and construction of projects with ten (10) foot front yard setbacks along Cleveland Street, the proposed project will have consistent placement of multi-family buildings along Cleveland Street and will still provide for a significant landscape parkway and additional landscaping within the setback along the project's frontage on Cleveland Street. Additionally, no impact to the proposed public improvements along Cleveland Street or the use of the existing road will hinder the safe development of the site ensuring that the public health, safety, and welfare will be maintained within the surrounding community.

3. *That granting the variance is consistent with the purposes of the Zoning Ordinance and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district.*

Granting the Variance would accommodate a high density multi-family residential development that is transit oriented in nature and which meets the purposes of a multi-family development under the R3 Zone and the Coast Highway Vision Plan of which the property falls within the sphere of influence, and which addresses site conditions associated with the property. The Variance requested for the project site will not grant the applicant special privilege or setback that other property owners were not previously afforded under the 1992 Zoning Ordinance, which to no fault of the applicant was invalidated by the Coastal Commission, thus forcing the City to revert to the 1986 Zoning Ordinance. Had this not happened, the setback variance would not have needed to be requested for the project as it would have been previously allowed under the RH-U Zoning Ordinance. Additionally, the requirements to provide five (5) feet of right-of-way along the Cleveland Street frontage even though the improvements are fully built out along this section of Cleveland Street will be consistent with past and future projects in terms of additional right-of-way required to be dedicated and from the location of which the front yard setback measurement was taken from.

EXHIBIT "A"

PROPERTY LEGAL DESCRIPTION

Real property in the City of Oceanside, County of San Diego, State of California, described as follows:

LOTS THIRTEEN (13), FOURTEEN (14), OF BLOCK TWENTY-EIGHT (28) OF BRYAN'S ADDITION TO THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NUMBER 219 FILED IN THE OFFICE OF THE RECORDER OF SAN DIEGO COUNTY, CALIFORNIA, ON THE 10TH DAY OF MARCH, 1887.

APN: 150-182-03-00 AND 150-182-04-00

NOTICE OF EXEMPTION
City of Oceanside, California

Post Date: Removal: (180 days)

1. **APPLICANT:** SCS 8, LLC
2. **ADDRESS:** 740 Lomas Santa Fe Drive #204 Solana Beach, CA 92075
3. **PHONE NUMBER:** (858) 481-3310 x122 (Sean Santa Cruz)
4. **LEAD AGENCY:** City of Oceanside
5. **PROJECT PLANNER:** Russ Cunningham, Senior Planner
6. **PROJECT TITLE:** T14-00005/D14-00009/V14-00008/RC14-00007 (SCS 8)

7. **DESCRIPTION:** A one-lot subdivision for condominium purposes and construction of eight single-family attached units on a 10,000 square-foot site located in the 400 Block of South Cleveland Street (APNs 150-182-03-00 and 150-182-04-00). The subject site bears a zoning designation of Medium Density Residential (R-3) and is situated within the Townsite Neighborhood Planning Area and the Coastal Zone.

ADMINISTRATIVE DETERMINATION: Planning Division staff has completed a preliminary review of this project in accordance with the California Environmental Quality Act (CEQA). Based on this review, the City has determined that further environmental evaluation is not required because:

[x] The project qualifies for a Class 32 categorical exemption under Section 15332 (In-Fill Development Projects);

[ ] "The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA" (Section 15061(b)(3)); or,

[ ] The project is statutorily exempt, Section, ____ (Sections 15260-15277); or,

[ ] The project does not constitute a "project" as defined by CEQA (Section 15378).

Date: January 12, 2015

Russ Cunningham, Senior Planner

cc: [x] Project file [x] Counter file [x] Library Posting: [ ] County Clerk $50.00 Admin. Fee